Appendix A21.2
Stage 4 Specialist Assessments

Contents

Appendix A21.2: Stage 4 Specialist Assessments

1.1 Introduction

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

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

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

Table 1: Stage 3 and 4: Air Quality (Construction Dust)

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SD188/0008	South Dublin County Council	Older person's residential development consisting of a range of 2 storey to 4 storey apartments which shall consist of 81 units and associated car parking.	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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
SD188/0003	South Dublin County Council	Proposed Older Persons' Residential Development as follows: Two proposed older persons' residential developments at Fernwood Park (28 units) and at Maplewood Road (25 units), Springfield, Tallaght, Dublin 24. The proposed developments shall consist of: Fernwood Park - 22 One Bedroom, Single storey units; Fernwood Park - 6 Two Bedroom Single storey units; Maplewood Road - 8 One Bedroom Single storey units; Maplewood Road - 2 Two Bedroom Single storey units; Maplewood Road - 15 One Bedroom Three storey managed building with communal facilities. All accommodation units will have solar panels located on roofs.	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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
SD208/0007	South Dublin County Council	Construction of 133 affordable rental apartments with a community facility (c.12,918sq.m) in three blocks ranging from three to eight storeys with associated balconies/ terrace for each apartment and roof mounted solar panels linked by a single storey podium.	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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
SD208/0010	South Dublin County Council	Public realm works totaling on South Dublin County Council lands, including a new fenced Integrated Constructed Wetland to treat and improve surface water quality before discharging to the Kilnamanagh Stream. Determination has been made that an EIA is not required.	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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SD13A/0157	South Dublin County Council	Permission (10 year) for the extension and expansion of the existing bottling facility to consist of demolition of the existing vathouse and tanker unloading area and its replacement by a new car parking area; demolition of the existing security hut at the entrance to the site, an existing pallet recycling area and 2 no. forklift stores; development of a tank farm containing 24 no. alcohol storage vats with an associated tanker unloading area, parking areas, high level walkway, support plant and control building; an overhead pipebridge and walkway connecting the new tank farm to the main plant area; a water reservoir, raw water storage tank and RO water storage tank and an extension to the existing pump house; an extension to the existing bottling hall to include the provision of 1 no. administrative office; an extension to the existing materials store to include the provision of new office space, driver's kitchen and recycling area; an extension to the existing Warehouse No. 14; alterations to Warehouse No. 11; 2 no. forklift charging areas; a new covered service yard incorporating a pallet storage area and workshop; 4 no. security huts; a covered walkway adjoining the existing Warehouse No. 9; a new site circulation and car parking layout; revisions to the existing entrance/exit on to Robinhood Road in order to create a truck-only entrance/exit; the redesign of an existing entrance onto Robinhood Road to create a new entrance/exit for cars and small delivery vehicles only; all associated ancillary development, landscaping, site works and services including the incorporation of company signage on to selected elevations, upgrades to boundary fencing and the installation of 2 no. underground surface water attenuation tanks.	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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
SD17A/0116	South Dublin County Council	Alterations to previous permission, SD13A/0157. The alterations will see the omission of the following: the proposed extension to the bottling hall incl. administrative office, the proposed extension to the dry goods warehouse incl. new office space, driver's kitchen and recycling area, the proposed 2 forklift charging areas and the proposed pallet storage area - total area of which is approx. 2500sq.m. The following areas will be demolished: existing loading bay to bottling plant approx. 66.5sq.m, existing internal waste area approx. 32.4sq.m., existing forklift charging area approx. 102.3sq.m., existing external waste area approx. 67.3sq.m - total area to be demolished approx. 268.5sq.m. The omitted elements will be replaced with the following: extension to the bottling hall including a forklift charging area approx. 1870sq.m. and height approx. 9.12m., new forklift charging area 2 adjacent to Warehouse 11 of approx. 202sq.m and height approx. 5.35m, enclosed open pallet storage area 368sq.m and height approx. 3m, semi enclosed canopy adjacent to the northern end of the dry goods (materials) warehouse approx. 389sq.m and height approx. 7.05m and associated site works of approx. 2229sq.m.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
4364/19	Dublin City Council	The development will consist of the demolition of all existing buildings on site and the construction of a mixed use commercial and residential development in 6 no. blocks accommodating 2 no. commercial units, a communal meeting space and 70 no. residential 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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2571/15	Dublin City Council	The proposed development comprises of 61 no. residential units comprising 22 no. houses and 39 no. apartments. The apartments will be located in a 4-storey over basement building.	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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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4244/15	Dublin City Council	Permission for development on a site of c.2.62 ha. at Carriglea Industrial Estate, Muirfield Drive, Naas Road, Dublin 12. The proposed development shall provide for the demolition of existing structures on site to provide for development comprising 340 no. residential units and crèche facility all in a development proposal of 8 blocks (Blocks A-H) ranging in height from 4 - 5 storeys with associated basement level located at Blocks D-H.	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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3513/19	Dublin City Council	The development consists of the demolition of the remaining buildings on site, the construction of a 55 unit residential development, over an underground car parking area for 57 cars. The form of development consists of two blocks of development, both 4-storeys with a step down to 3-storeys.	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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
SD13A/0271	South Dublin County Council	Demolition of existing logistics centre and associated ancillary buildings; retention of existing mobile phone mast and ancillary plant; the construction of a two storey data centre; two storey ancillary office building; associated single storey combined heat and power plant (Energy Centre) with ancillary two storey operations building and single storey generator building.	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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
SD18A/0068	South Dublin County Council	Alterations to approved plans (Grant of Permission ref PL06S.243151 and PA Reg Ref SD13A/0271) consisting of the following to be constructed in a minimum of two phases: The construction of a similar 2 storey data centre, associated single storey combined heat and power plant (Energy Centre) with ancillary 2 storey operations building with part 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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2812/17	Dublin City Council	PROTECTED STRUCTURE: Permission for development at a 0.4274 Ha site known as a portion of Brewery Block, bounded by Newmarket, St Luke's Avenue, Brabazon Place/Brabazon Row and Ardee Street, Dublin 8. The site contains a Protected Structure (stone warehouse) at the corner of Newmarket and Brabazon Place/Brabazon Row. The development will consist of the demolition of two existing industrial warehouses and brick ruins; the retention of the Protected Structure at the south-eastern corner of the site; the brick tower located towards the north-western corner of the site; and the existing walls at ground floor level onto Newmarket and Ardee Street; and the construction of a three to seven storey mixed-use development in two blocks comprising a co-working shared space with associated cafe/bar; and 349 No. student accommodation bedspaces with associated facilities, which will be utilised for short-terms lets during student holiday periods.	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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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3323/17	Dublin City Council	Planning permission at the site known as the IDA Ireland Small Business Centre at Newmarket Industrial Estate, Newmarket, Dublin 8. The proposed development comprises the demolition of all existing buildings on site and the redevelopment of the site for mixed use purposes arranged in 4 blocks enclosing a central courtyard above lower ground level and double 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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
4447/16	Dublin City Council	The proposed development includes the demolition of the Tivoli Theatre and all structures in the existing surface car park and buildings excluding the existing eight-bay building facades on Francis Street and the construction of a courtyarded, mixed use development including a 298 unit aparthotel 5-storeys in height onto Francis Street (4-storeys plus set-back) and 6-storeys in the courtyards (5-storeys plus setback).	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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3548/20	Dublin City Council	Planning permission for development at Nos. 28-34, Braithwaite Street and Nos. 63-66 Pimlico, Dublin 8 consisting of the provision of a residential apartment scheme comprising 49no. residential apartments in 2no. blocks with an overall height of 6 storeys above ground level.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
SD20A/0309	South Dublin County Council	Provision of 4 new information and communications technology (ICT) Facility buildings and associated development at the subject site, superseding elements of the extant planning permissions on site (Reg. Ref.: SD18A/0068 and Reg, Ref.: SD19A/0185).	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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2682/20	Dublin City Council	Mixed-use development at the Dublin Institute of Technology / Technological University Dublin (TUD) site, Kevin Street Lower, Dublin 8. The application site includes the Dublin Institute of Technology / Technological University Dublin main buildings and Annex Building located at Kevin Street Lower, Church Lane South and Camden Row; part of the Kevin Street Library site, Kevin 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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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SHD3ABP-313760-22	SDCC	Mixed-use development including 310 "Build-to-Rent" residential apartments, a creche and a number of commercial units on a c. 1.26 ha 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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
SHD3ABP-313590-22	SDCC	Demolition of existing substation and removal of existing advertisement structure on site and the construction of a residential development of 197 apartments in 4 blocks.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
SHD3ABP-313591-22	SDCC	The demolition of the existing buildings on site and the existing front boundary treatment and the construction of a new residential and mixed use scheme of 242 apartment units in 5 blocks.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3930/22	DCC	Planning permission for development at lands known as Bright Ford Rialto, Herberton Road, Dublin 12 (Eircode D12HT99). The proposed development will consist of the demolition of existing buildings on site and the construction of a mixed use retail/commercial and residential development comprising a supermarket, 3 no. ground floor independent retail/commercial units and 60 no. residential apartments on 4 levels and all associated private amenity space, circulation, lift and stair cores and escape stairs.	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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
SD22A/0099	SDCC	Construction of 5 warehouse / logistics units (Units 1, 2 3, 4 and 6), Including ancillary office use and entrance / reception areas over two levels, with maximum heights of c. 17.09m and a combined total gross floor area (GFA) of 20,158sq.m.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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SHD3ABP-313129-22	SDCC	Demolition of the former Chadwicks Builders Merchant development and the construction of a mixed-use Build-to-Rent residential and commercial development comprising 633 build-to-rent apartment units, 1 childcare facility and 10 commercial units in 4 blocks (A-D) ranging in height from 5 to 12 storeys	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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
SD22A/0035	SDCC	Construction of a 4 storey nursing home building consisting of 106 bedrooms and associated residents welfare facilities.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
SD21A/0213	SDCC	Extension of the existing depot to provide additional bus parking facilities comprising a total of 221 bus spaces (including 45 electric bus parking spaces), 33 car parking spaces (including 15 electric car parking spaces), 5 motorcycle parking spaces and 30 bicycle 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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
SD21A/0139	SDCC	The demolition of three existing apartment units and bin store and the construction of a residential development arranged in two building blocks ranging from 3 to 6 storeys in height over basement level. The proposed development will comprise a total of 40 apartment units derived from 26 new apartments and 14 existing 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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3628/21	DCC	The development will consist of the construction of a resident's car park for a temporary period of two years comprising 58 no. parking spaces including 4 no. disabled spaces accessed from the internal road from Muirfield Drive and all associated site development works including {1.8 metre high) perimeter fencing, lighting and pedestrian footpaths.	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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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3302/21	DCC	Planning permission for development comprising demolition of existing factory and ancillary buildings and the construction of a 1-5 storey age friendly independent living residential development comprising 59 no. apartments.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
SD218/0009	SDCC	New public square at Tallaght LUAS stop and improved public space in front of Rua Red Arts Centre and The Civic Theatre. Development of public realm works totaling approximately c. 0.5ha at lands adjoining Belgard Square West, Tallaght (The Square) Luas Stop and The Square Carpark, and a second red line area abutting Tallaght Cultural Quarter.	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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
SD218/0004	SDCC	Killinarden Park upgrade, total site area approx. 20ha and Greenway with landscaped pedestrian/cycle route within Killinarden Park and between Killlinarden Park and Sean Walsh Park, total site area approx. 4.50ha.	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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
5052/22	DCC	Permission for a Build to Rent (BTR) Residential development at a site bounded by numbers 11 & no. 32, Hanover Lane, Dublin 8. Comprising of the construction of 25 no. apartment units (20 no. One bedroom apartments and 5 no. Two bedroom apartments) within a 4 storey over basement block. Residential amenities within the development to include a management office, communal lounge area, basement storage and accessible communal roofs.	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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
SD058/0013	South Dublin County Council	Greenhills Road realignment development including the construction of a 13 m wide carriageway, including bus lanes in each direction, for a distance of approximately 660 m west of the Greenhills Road bridge over the M50; construction of an extension to Tymon North Road to the new realigned Greenhills Road; construction of cycletracks and footpaths; installation of signal control at the junction of the realigned Greenhills Road and the extension to Tymon North Road; provision of pedestrian lights on realigned Greenhills Road near the Cuckoo's Nest public house; removal of existing traffic lights at the existing junction of Greenhills Road and Tymon North Road; removal of existing pedestrian lights on the existing Greenhills Road at the Cuckoo's Nest public house; provision of drainage and associated features; and provision of public lighting, road markings and signage.	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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SD058/0012	South Dublin County Council	Reconfiguration including the construction of approximately 570 m of 13 m wide carriageway to include bus lanes in both directions between the Greenhills Road bridge over the M50 eastwards to Ballymount Avenue; upgrading of Ballymount Avenue from a 9.0 m to 13.0 m carriageway to include bus lanes in both directions; upgrading of Calmount Road to a 13.0 m carriageway to include bus lanes in both directions from its junction with Ballymount Avenue eastwards for approximately 590 m; construction of approximately 320 m of 13 m wide carriageway to include bus lanes in both directions between the eastern end of Calmount Road and Greenhills Road, thereby linking the two roads; construction of a new signal controlled junction at the junction of Calmount Road and Ballymount Avenue to include a bus bypass of the junction in the outbound direction; construction of new signal controlled junctions at the junction of Calmount Road and Calmount Avenue and the junction of the realigned Greenhills Road and the proposed Limekiln Road Extension; construction of a new roundabout on Greenhills Road together with approximately 50 m of 9.0 m wide carriageway linking the new roundabout with Calmount Avenue; construction of cycletracks and footpaths; installation of bus lane pre-signals and bus gate on the inbound direction on Ballymount Avenue and Calmount Road respectively; provision of drainage and associated features; and provision of public lighting, road markings and signage.	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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
SD058/0014	South Dublin County Council	Extension to Greenhills Road including the construction of approximately 330 m of 9 m wide carriageway between Greenhills Road and Limekiln Road; construction of cycletracks and footpaths; installation of signal control at the junction of Limekiln Road Extension and Greenhills Road; provision of pedestrian lights; provision of pedestrian and maintenance entrances to Tymon Park; provision of drainage and associated features; and provision of public lighting, road markings and signage.	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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
SD22A/0285	South Dublin County Council	The extension and renovation of The Cuckoo's Nest public house but retaining the original front part of the building & re-establishing a public house/gastro pub use at ground & first floor level (c.464m2). The proposed development also consists of the construction of a 3 and 4 storey building to the side and rear of the existing building, which will accommodate public house use at ground floor, retail / shop local use (c. 283m2) also at ground floor, with 11 no. apartments overhead. The proposed residential accommodation is comprised of 5 no. 1 bed apartments and 6 no. 2 bed apartments. The proposed development will be a modification to a previously permitted development under Refs SD19A/0287 & ABP-30603019, with access to the development via an existing / permitted vehicular entrance off the Greenhills 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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3097/23	Dublin City Council	The development will consist of the demolition of the existing structures (two dilapidated houses at 2 & 3 Mark's Alley West and mews structure at 1/1A Mark's Alley West) and the construction of a four-storey, plus set-back fifth-storey, aparthotel consisting of a ground-floor community-space/café with 37 suites at ground floor and above, bin-store to the rear, as well as the construction of basement ancillary space, the provision of 20 bicycle parking spaces 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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
305324	DCC	Demolition of existing structures Construction of 368 Student Bed Spaces. Brewery Block, bounded by Newmarket, St. Luke's Avenue, Brabazon Place/Brabazon Row and Ardee Street (The site includes Nos. 13/14 Ardee Street and No. 29 Newmarket), 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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
307067	DCC	413 Apartments. Newmarket	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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
305061	DCC	317 Student Bedspaces. 355 South Circular Road	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
306705	SDCC	502 Apartments. Tallaght	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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
305763	SDCC	328 Apartments. Site at the corner of Airton Road and Belgard Road, Tallaght, Dublin 24	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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
308398	SDCC	Demolition of existing buildings, Construction of 252 apartments. Units 66 and 67 Fourth Avenue, Cookstown Industrial Estate, Tallaght, Co. Dublin	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
308162	DCC	Demolition of existing Building Construction of 397 Bedspaces. The Old Glass Factory and no's. 113-117 Cork Street, 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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
308917	DCC	732 Apartments, South Circular Road, Former Player Wills 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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3228/20	DCC	1,137 Residential Developments, Walkinstown Avenue	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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
303306	SDCC	438 no. apartments and 403 no. bedspaces 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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
304383	DCC	492 no. Build to Rent units with commercial uses 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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
304686	DCC	153 no. residential units 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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
313278	DCC	Demolition of existing buildings on site except 307/307a South Circular Road, construction of 335 no. residential units (7no. houses, 328 no. apartments), creche and associated site works.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
307221	DCC	Demolition of all structures, construction of 416 no. residential units (4 no. houses, 412 no. 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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
310112	DCC	282 no. apartments, creche and associated site works.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
311606	DCC	249 no. 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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
312218	DCC	Demolition of the existing structures on site, construction of 545 no. Build to Rent apartments, creche and associated site works	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
309658	SDCC	Demolition of existing buildings, construction of 171 no. apartments, creche and associated site works.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
306725	South Dublin/Dublin CC	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.	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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
312268	DCC	134 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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
313790	DCC	150 no. apartments, creche and associated site works.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
D1		Dublin BusConnects: Ballymun-Finglas 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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
B2		Dublin BusConnects: Liffey Valley 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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
C2		Dublin BusConnects: Templeogue-Rathfarnham 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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
D2		Dublin BusConnects: Kimmage 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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

Table 2: Stage 3 and 4: Noise and Vibration

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SD208/0007	South Dublin County Council	Construction of 133 affordable rental apartments with a community facility (c.12,918sq.m) in three blocks ranging from three to eight storeys with associated balconies/ terrace for each apartment and roof mounted solar panels linked by a single storey podium.	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).
SD208/0010	South Dublin County Council	Public realm works totaling on South Dublin County Council lands, including a new fenced Integrated Constructed Wetland to treat and improve surface water quality before discharging to the Kilnamanagh Stream. Determination has been made that an EIA is not required.	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).
SD13A/0157	South Dublin County Council	Permission (10 year) for the extension and expansion of the existing bottling facility to consist of demolition of the existing vathouse and tanker unloading area and its replacement by a new car parking area; demolition of the existing security hut at the entrance to the site, an existing pallet recycling area and 2 no. forklift stores; development of a tank farm containing 24 no. alcohol storage vats with an associated tanker unloading area, parking areas, high level walkway, support plant and control building; an overhead pipebridge and walkway connecting the new tank farm to the main plant area; a water reservoir, raw water storage tank and RO water storage tank and an extension to the existing pump house; an extension to the existing bottling hall to include the provision of 1 no. administrative office; an extension to the existing materials store to include the provision of new office space, driver's kitchen and recycling area; an extension to the existing Warehouse No. 14; alterations to Warehouse No. 11; 2 no. forklift charging areas; a new covered service yard incorporating a pallet storage area and workshop; 4 no. security huts; a covered walkway adjoining the existing Warehouse No. 9; a new site circulation and car parking layout; revisions to the existing entrance/exit on to Robinhood Road in order to create a truck-only entrance/exit; the redesign of an existing entrance onto Robinhood Road to create a new entrance/exit for cars and small delivery vehicles only; all associated ancillary development, landscaping, site works and services including the incorporation of company signage on to selected elevations, upgrades to boundary fencing and the installation of 2 no. underground surface water attenuation tanks.	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. Potential for residual cumulative effects post mitigation if both are under construction at same time.	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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SD17A/0116	South Dublin County Council	Alterations to previous permission, SD13A/0157. The alterations will see the omission of the following: the proposed extension to the bottling hall incl. administrative office, the proposed extension to the dry goods warehouse incl. new office space, driver's kitchen and recycling area, the proposed 2 forklift charging areas and the proposed pallet storage area - total area of which is approx. 2500sq.m. The following areas will be demolished: existing loading bay to bottling plant approx. 66.5sq.m, existing internal waste area approx. 32.4sq.m., existing forklift charging area approx. 102.3sq.m., existing external waste area approx. 67.3sq.m - total area to be demolished approx. 268.5sq.m. The omitted elements will be replaced with the following: extension to the bottling hall including a forklift charging area approx. 1870sq.m. and height approx. 9.12m., new forklift charging area 2 adjacent to Warehouse 11 of approx. 202sq.m and height approx. 5.35m, enclosed open pallet storage area 368sq.m and height approx. 3m, semi enclosed canopy adjacent to the northern end of the dry goods (materials) warehouse approx. 389sq.m and height approx. 7.05m and associated site works of approx. 2229sq.m.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
4364/19	Dublin City Council	The development will consist of the demolition of all existing buildings on site and the construction of a mixed use commercial and residential development in 6 no. blocks accommodating 2 no. commercial units, a communal meeting space and 70 no. residential units.	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. Potential for residual cumulative effects post mitigation if both are under construction at same time.	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).
2571/15	Dublin City Council	The proposed development comprises of 61 no. residential units comprising 22 no. houses and 39 no. apartments. The apartments will be located in a 4-storey over basement building.	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. Potential for residual cumulative effects post mitigation if both are under construction at same time.	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).
4244/15	Dublin City Council	Permission for development on a site of c.2.62 ha. at Carriglea Industrial Estate, Muirfield Drive, Naas Road, Dublin 12. The proposed development shall provide for the demolition of existing structures on site to provide for development comprising 340 no. residential units and crèche facility all in a development proposal of 8 blocks (Blocks A-H) ranging in height from 4 - 5 storeys with associated basement level located at Blocks D-H.	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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3513/19	Dublin City Council	The development consists of the demolition of the remaining buildings on site, the construction of a 55 unit residential development, over an underground car parking area for 57 cars. The form of development consists of two blocks of development, both 4-storeys with a step down to 3-storeys.	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).
2812/17	Dublin City Council	PROTECTED STRUCTURE: Permission for development at a 0.4274 Ha site known as a portion of Brewery Block, bounded by Newmarket, St Luke's Avenue, Brabazon Place/Brabazon Row and Ardee Street, Dublin 8. The site contains a Protected Structure (stone warehouse) at the corner of Newmarket and Brabazon Place/Brabazon Row. The development will consist of the demolition of two existing industrial warehouses and brick ruins; the retention of the Protected Structure at the south-eastern corner of the site; the brick tower located towards the north-western corner of the site; and the existing walls at ground floor level onto Newmarket and Ardee Street; and the construction of a three to seven storey mixed-use development in two blocks comprising a co-working shared space with associated cafe/bar; and 349 No. student accommodation bedspaces with associated facilities, which will be utilised for short-terms lets during student holiday periods.	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. Potential for residual cumulative effects post mitigation if both are under construction at same time.	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).
3323/17	Dublin City Council	Planning permission at the site known as the IDA Ireland Small Business Centre at Newmarket Industrial Estate, Newmarket, Dublin 8. The proposed development comprises the demolition of all existing buildings on site and the redevelopment of the site for mixed use purposes arranged in 4 blocks enclosing a central courtyard above lower ground level and double 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. Potential for residual cumulative effects post mitigation if both are under construction at same time.	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).
SD20A/0309	South Dublin County Council	Provision of 4 new information and communications technology (ICT) Facility buildings and associated development at the subject site, superseding elements of the extant planning permissions on site (Reg. Ref.: SD18A/0068 and Reg, Ref.: SD19A/0185).	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. Potential for residual cumulative effects post mitigation if both are under construction at same time.	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-313760-22	SDCC	Mixed-use development including 310 "Build-to-Rent" residential apartments, a creche and a number of commercial units on a c. 1.26 ha site.	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-313590-22	SDCC	Demolition of existing substation and removal of existing advertisement structure on site and the construction of a residential development of 197 apartments in 4 blocks.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. Potential for residual cumulative effects post mitigation if both are under construction at same time.	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-313591-22	SDCC	The demolition of the existing buildings on site and the existing front boundary treatment and the construction of a new residential and mixed use scheme of 242 apartment units in 5 blocks.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. Potential for residual cumulative effects post mitigation if both are under construction at same time.	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).
3930/22	DCC	Planning permission for development at lands known as Bright Ford Rialto, Herberton Road, Dublin 12 (Eircode D12HT99). The proposed development will consist of the demolition of existing buildings on site and the construction of a mixed use retail/commercial and residential development comprising a supermarket, 3 no. ground floor independent retail/commercial units and 60 no. residential apartments on 4 levels and all associated private amenity space, circulation, lift and stair cores and escape stairs.	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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SD22A/0099	SDCC	Construction of 5 warehouse / logistics units (Units 1, 2 3, 4 and 6), Including ancillary office use and entrance / reception areas over two levels, with maximum heights of c. 17.09m and a combined total gross floor area (GFA) of 20,158sq.m.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. Potential for residual cumulative effects post mitigation if both are under construction at same time.	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-313129-22	SDCC	Demolition of the former Chadwicks Builders Merchant development and the construction of a mixed-use Build-to-Rent residential and commercial development comprising 633 build-to-rent apartment units, 1 childcare facility and 10 commercial units in 4 blocks (A-D) ranging in height from 5 to 12 storeys	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. Potential for residual cumulative effects post mitigation if both are under construction at same time.	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).
SD22A/0035	SDCC	Construction of a 4 storey nursing home building consisting of 106 bedrooms and associated residents welfare facilities.	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. Potential for residual cumulative effects post mitigation if both are under construction at same time.	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).
SD21A/0139	SDCC	The demolition of three existing apartment units and bin store and the construction of a residential development arranged in two building blocks ranging from 3 to 6 storeys in height over basement level. The proposed development will comprise a total of 40 apartment units derived from 26 new apartments and 14 existing apartments.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. Potential for residual cumulative effects post mitigation if both are under construction at same time.	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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3628/21	DCC	The development will consist of the construction of a resident's car park for a temporary period of two years comprising 58 no. parking spaces including 4 no. disabled spaces accessed from the internal road from Muirfield Drive and all associated site development works including {1.8 metre high) perimeter fencing, lighting and pedestrian footpaths.	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. Potential for residual cumulative effects post mitigation if both are under construction at same time.	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).
SD218/0009	SDCC	New public square at Tallaght LUAS stop and improved public space in front of Rua Red Arts Centre and The Civic Theatre. Development of public realm works totaling approximately c. 0.5ha at lands adjoining Belgard Square West, Tallaght (The Square) Luas Stop and The Square Carpark, and a second red line area abutting Tallaght Cultural Quarter.	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. Potential for residual cumulative effects post mitigation if both are under construction at same time.	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).
SD22A/0285	South Dublin County Council	The extension and renovation of The Cuckoo's Nest public house but retaining the original front part of the building & re-establishing a public house/gastro pub use at ground & first floor level (c.464m2). The proposed development also consists of the construction of a 3 and 4 storey building to the side and rear of the existing building, which will accommodate public house use at ground floor, retail / shop local use (c. 283m2) also at ground floor, with 11 no. apartments overhead. The proposed residential accommodation is comprised of 5 no. 1 bed apartments and 6 no. 2 bed apartments. The proposed development will be a modification to a previously permitted development under Refs SD19A/0287 & ABP-30603019, with access to the development via an existing / permitted vehicular entrance off the Greenhills Road.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. 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 immediately 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).
305763	South Dublin County Council	328 Apartments. Site at the corner of Airton Road and Belgard Road, Tallaght, Dublin 24	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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308398	South Dublin County Council	Demolition of existing buildings, Construction of 252 apartments. Units 66 and 67 Fourth Avenue, Cookstown Industrial Estate, Tallaght, 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).
305324	DCC	Demolition of existing structures Construction of 368 Student Bed Spaces. Brewery Block, bounded by Newmarket, St. Luke's Avenue, Brabazon Place/Brabazon Row and Ardee Street (The site includes Nos. 13/14 Ardee Street and No. 29 Newmarket), Dublin 8.	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. Potential for residual cumulative effects post mitigation if both are under construction at same time.	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).
307067	DCC	413 Apartments. Newmarket	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. Potential for residual cumulative effects post mitigation if both are under construction at same time.	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).
306705	SDCC	502 Apartments. Tallaght	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. Potential for residual cumulative effects post mitigation if both are under construction at same time.	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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308162	DCC	Demolition of existing Building Construction of 397 Bedspaces. The Old Glass Factory and no's. 113-117 Cork Street, Dublin 8	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. Potential for residual cumulative effects post mitigation if both are under construction at same time.	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).
3228/20	DCC	1,137 Residential Developments, Walkinstown Avenue	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. Potential for residual cumulative effects post mitigation if both are under construction at same time.	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).
303306	SDCC	438 no. apartments and 403 no. bedspaces and associated site works.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. Potential for residual cumulative effects post mitigation if both are under construction at same time.	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).
304686	DCC	153 no. residential units and associated site works.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. Potential for residual cumulative effects post mitigation if both are under construction at same time.	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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313278	DCC	Demolition of existing buildings on site except 307/307a South Circular Road, construction of 335 no. residential units (7no. houses, 328 no. apartments), creche and associated site works.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
307221	DCC	Demolition of all structures, construction of 416 no. residential units (4 no. houses, 412 no. apartments) and associated site works.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
310112	DCC	282 no. apartments, creche and associated site works.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
312268	DCC	134 no. Build to Rent apartments and associated site works.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. 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 in proximity to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
B2		Dublin BusConnects: Liffey Valley 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). 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).
D2		Dublin BusConnects: Kimmage 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). 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).

Table 3: Stage 3 and 4: Population

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
4364/19	Dublin City Council	The development will consist of the demolition of all existing buildings on site and the construction of a mixed use commercial and residential development in 6 no. blocks accommodating 2 no. commercial units, a communal meeting space and 70 no. residential units.	Construction Constructing both the Proposed Scheme and this development at the same time has the potential to bring about impacts on amenity in the immediate vicinity of works during a temporary period. A cumulative impact could potentially occur during construction with no mitigation. Operation No cumulative impacts expected. Accessibility is likely to improve as a result of the BusConnects scheme. The cumulative impact on Amenity is unlikely to be negatively affected during operation of both schemes - a positive impact is expected.	Construction As outlined in Section 5.9 of this EIAR, liaison with third-party developers will take place on a case-by-case basis, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately.	No significant cumulative impacts	
SHD3ABP-313760-22	SDCC	Mixed-use development including 310 "Build-to-Rent" residential apartments, a creche and a number of commercial units on a c. 1.26 ha site.	Construction Constructing both the Proposed Scheme and this development at the same time has the potential to bring about impacts on amenity in the immediate vicinity of works during a temporary period. A cumulative impact could potentially occur during construction with no mitigation. Operation No cumulative impacts expected - application proposal takes into account the BusConnects design. Accessibility is likely to improve as a result of the BusConnects scheme. The cumulative impact on Amenity is unlikely to be negatively affected during operation of both schemes - a positive impact is expected.	Construction As outlined in Section 5.9 of this EIAR, liaison with third-party developers will take place on a case-by-case basis, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately.	No significant cumulative impacts	
SHD3ABP-313590-22	SDCC	Demolition of existing substation and removal of existing advertisement structure on site and the construction of a residential development of 197 apartments in 4 blocks.	Construction Constructing both the Proposed Scheme and this development at the same time has the potential to bring about impacts on amenity in the immediate vicinity of works during a temporary period. A cumulative impact could potentially occur during construction with no mitigation. There looks to be some overlap in land take for construction of the BusConnects scheme. Operation Looks to be some overlap of land take on Greenhills Road. Accessibility is likely to improve as a result of the BusConnects scheme. The cumulative impact on Amenity is unlikely to be negatively affected during operation of both schemes - a positive impact is expected.	Construction As outlined in Section 5.9 of this EIAR, liaison with third-party developers will take place on a case-by-case basis, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately. Operation Communication with the third party developers will need to be undertaken to determine whether the proposed access for the application site and the BusConnects corridor can find a medium.	No significant cumulative impacts	
SD22A/0099	SDCC	Construction of 5 warehouse / logistics units (Units 1, 2 3, 4 and 6), including ancillary office use and entrance / reception areas over two levels, with maximum heights of c. 17.09 metres and a combined total gross floor area (GFA) of 20,158sq.m.	Construction Constructing both the Proposed Scheme and this development at the same time has the potential to bring about impacts on amenity in the immediate vicinity of works during a temporary period. A cumulative impact could potentially occur during construction with no mitigation. Operation Looks to be some overlap of land take on the roundabout at Ballymount Avenue and Calmount Road.	Construction As outlined in Section 5.9 of this EIAR, liaison with third-party developers will take place on a case-by-case basis, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately. Operation Communication with the third party developers will need to be undertaken to determine whether the proposed access for the application site and the BusConnects corridor can find a medium.	No significant cumulative impacts	

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SHD3ABP-313129-22	SDCC	Demolition of the former Chadwicks Builders Merchant development and the construction of a mixed-use Build-to-Rent residential and commercial development comprising 633 build-to-rent apartment units, 1 childcare facility and 10 commercial units in 4 blocks (A-D) ranging in height from 5 to 12 storeys	Construction Construction of the application is due to start in Q4 of 2022 and last 36 months. Site construction compounds are within the site boundary. Constructing both the Proposed Scheme and this development at the same time has the potential to bring about impacts on amenity in the immediate vicinity of works during a temporary period. A cumulative impact could potentially occur during construction. Overlap of temporary land take looks to have the potential to occur. Operation No cumulative impacts expected.	Construction As outlined in Section 5.9 of this EIAR, liaison with third-party developers will take place on a case-by-case basis, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately.	No significant cumulative impacts	
SD22A/0035	SDCC	Construction of a 4 storey nursing home building consisting of 106 bedrooms and associated residents welfare facilities.	Construction Constructing both the Proposed Scheme and this development at the same time has the potential to bring about impacts on amenity in the immediate vicinity of works during a temporary period. A cumulative impact could potentially occur during construction with no mitigation. Operation New access to be created on Old Greenhills Road for the application - this lies near a proposed bus stop and poses a potential impact on accessibility.	Construction As outlined in Section 5.9 of this EIAR, liaison with third-party developers will take place on a case-by-case basis, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately.Operation Communication with the third party developers will need to be undertaken to determine whether the proposed access for the application site and the BusConnects corridor can find a medium.	No significant cumulative impacts	
SD218/0009	SDCC	New public square at Tallaght LUAS stop and improved public space in front of Rua Red Arts Centre and The Civic Theatre. Development of public realm works totaling approximately c. 0.5 Ha at lands adjoining Belgard Square West, Tallaght (The Square) Luas Stop and The Square Carpark, and a second red line area abutting Tallaght Cultural Quarter.	Construction Constructing both the Proposed Scheme and this development at the same time has the potential to bring significant impacts in the immediate vicinity of works during a temporary period. Operation There looks to be some overlap in land take between this application and the Proposed Scheme at the junction of Belgard Square West and Blessington Road - however the Proposed BusConnects scheme design does have similarities.	Construction As outlined in Section 5.9 of this EIAR, liaison with third-party developers will take place on a case-by-case basis, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately. Operation Communication with the third party developers will need to be undertaken to determine whether the proposed access for the application site and the BusConnects corridor can find a medium.	No significant cumulative impacts	

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
5052/22	DCC	Permission for a Build to Rent (BTR) Residential development at a site bounded by numbers 11 & no. 32, Hanover Lane, Dublin 8. Comprising of the construction of 25 no. apartment units (20 no. One bedroom apartments and 5 no. Two bedroom apartments) within a 4 storey over basement block. Residential amenities within the development to include a management office, communal lounge area, basement storage and accessible communal roofs.	Construction It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages. As such, for the purpose of this appraisal, it is assumed that there shall be. There is overlap in the two developments' land takes. As such, there is potential for cumulative impacts on land take at construction stage. However, there are no significant amenity impacts on the corridor (as stated within its associated EIAR) at construction or operation stage. Therefore, no cumulative impacts on amenity are anticipated at the construction stage. Site specific accessibility impacts have been considered to be out of scope for this assessment. Operation Given that the two proposals' permanent land takes overlap, there is potential for cumulative impacts on land take during the operation stage. However no significant amenity impacts (as stated within the route's associated EIAR) of the route at operation stage have been identified. Therefore there is no potential for cumulative impacts on amenity during the operation stage. Site specific accessibility impacts have been considered to be out of scope for this assessment.	Construction To mitigate cumulative impacts it may be possible to liaise with third party developers to plan construction so as to reduce impacts where reasonably practicable, or to ascertain whether the construction programme of both schemes are concurrent. Site specific accessibility impacts have been considered to be out of scope for this assessment. Operation Communication with the third party developers will need to be undertaken to determine whether the overlap in land take for the application site and the BusConnects corridor will have an impact. Site specific accessibility impacts have been considered to be out of scope for this assessment.	Construction No significant residual cumulative impacts at construction stage are anticipated. Operation No significant cumulative impacts at operation stage are anticipated to be positive.	It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages.
SD058/0016	South Dublin County Council	Proposal to complete a new football stadium in two phases to seat 6,000 persons in total. The first phase will include a covered stand to seat 3,000 persons with team changing-rooms, concession shops and ancillary facilities. A two-storey club-house attached will comprise of offices, reception areas, function rooms and bar and concession shops. Site works will include floodlighting ,car-parking spaces, boundary walls/turnstiles, pitches and landscaping.	Construction It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages. As such, for the purpose of this appraisal, it is assumed that there shall be. Assuming temporal overlap of the two developments' construction stages shall occur, there is potential for interaction between the two given their vicinity. However, there is no overlap in the developments' site areas or land takes. Given this, as well as there being no significant amenity impacts (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. Site specific accessibility impacts have been considered to be out of scope for this assessment. Operation 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. Furthermore, the other development may enable greater demand for the BusConnect corridor as the venue regularly hosts large-scale events. Given this, and given that no negative cumulative impacts are anticipated at operation stage, a positive cumulative impact at operation stage is anticipated.	Construction 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. Operation There are no anticipated **negative** cumulative impacts on amenity or land take - cumulative impacts at operation stage are anticipated to be **positive**. Therefore, 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.	Construction No significant residual cumulative impacts at construction stage are anticipated. Operation Residual cumulative impacts at operation stage are anticipated to be positive.	It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SD058/0013	South Dublin County Council	Greenhills Road realignment development including the construction of a 13 m wide carriageway, including bus lanes in each direction, for a distance of approximately 660 m west of the Greenhills Road bridge over the M50; construction of an extension to Tymon North Road to the new realigned Greenhills Road; construction of cycletracks and footpaths; installation of signal control at the junction of the realigned Greenhills Road and the extension to Tymon North Road; provision of pedestrian lights on realigned Greenhills Road near the Cuckoo's Nest public house; removal of existing traffic lights at the existing junction of Greenhills Road and Tymon North Road; removal of existing pedestrian lights on the existing Greenhills Road at the Cuckoo's Nest public house; provision of drainage and associated features; and provision of public lighting, road markings and signage.	Construction It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages. As such, for the purpose of this appraisal, it is assumed that there shall be. There is overlap in the two developments' land takes. As such, there is potential for cumulative impacts on land take at construction stage. However, there are no significant amenity impacts on the corridor (as stated within its associated EIAR) at construction or operation stage. Therefore, no cumulative impacts on amenity are anticipated at the construction stage. Site specific accessibility impacts have been considered to be out of scope for this assessment. Operation Given that the two proposals' permanent land takes overlap, there is potential for cumulative impacts on land take during the operation stage. However no significant amenity impacts (as stated within the route's associated EIAR) of the route at operation stage have been identified. Therefore there is no potential for cumulative impacts on amenity during the operation stage. Site specific accessibility impacts have been considered to be out of scope for this assessment.	Construction To mitigate cumulative impacts it may be possible to liaise with third party developers to plan construction so as to reduce impacts where reasonably practicable, or to ascertain whether the construction programme of both schemes are concurrent. Site specific accessibility impacts have been considered to be out of scope for this assessment. Operation Communication with the third party developers will need to be undertaken to determine whether the overlap in land take for the application site and the BusConnects corridor will have an impact. Site specific accessibility impacts have been considered to be out of scope for this assessment.	Construction No significant residual cumulative impacts at construction stage are anticipated. Operation No significant cumulative impacts at operation stage are anticipated to be positive.	It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages. If there is, there will be a requirement for the developers of this application and those of the BusConnects corridor to interact to ensure the developments tie in together. This is a Part 8 application. Therefore it is not on the planning portal. As such, it is not possible to find specific details of the application.
SD058/0012	South Dublin County Council	Reconfiguration including the construction of approximately 570 m of 13 m wide carriageway to include bus lanes in both directions between the Greenhills Road bridge over the M50 eastwards to Ballymount Avenue; upgrading of Ballymount Avenue from a 9.0 m to 13.0 m carriageway to include bus lanes in both directions; upgrading of Calmount Road to a 13.0 m carriageway to include bus lanes in both directions from its junction with Ballymount Avenue eastwards for approximately 590 m; construction of approximately 320 m of 13 m wide carriageway to include bus lanes in both directions between the eastern end of Calmount Road and Greenhills Road, thereby linking the two roads; construction of a new signal controlled junction at the junction of Calmount Road and Ballymount Avenue to include a bus bypass of the junction in the outbound direction; construction of new signal controlled junctions at the junction of Calmount Road and Calmount Avenue and the junction of the realigned Greenhills Road and the proposed Limekiln Road Extension; construction of a new roundabout on Greenhills Road together with approximately 50 m of 9.0 m wide carriageway linking the new roundabout with Calmount Avenue; construction of cycletracks and footpaths; installation of bus lane pre-signals and bus gate on the inbound direction on Ballymount Avenue and Calmount Road respectively; provision of drainage and associated features; and provision of public lighting, road markings and signage.	Construction It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages. As such, for the purpose of this appraisal, it is assumed that there shall be. There is overlap in the two developments' land takes. As such, there is potential for cumulative impacts on land take at construction stage. However, there are no significant amenity impacts on the corridor (as stated within its associated EIAR) at construction or operation stage. Therefore, no cumulative impacts on amenity are anticipated at the construction stage. Site specific accessibility impacts have been considered to be out of scope for this assessment. Operation Given that the two proposals' permanent land takes overlap, there is potential for cumulative impacts on land take during the operation stage. However no significant amenity impacts (as stated within the route's associated EIAR) of the route at operation stage have been identified. Therefore there is no potential for cumulative impacts on amenity during the operation stage. Site specific accessibility impacts have been considered to be out of scope for this assessment.	Construction To mitigate cumulative impacts it may be possible to liaise with third party developers to plan construction so as to reduce impacts where reasonably practicable, or to ascertain whether the construction programme of both schemes are concurrent. Site specific accessibility impacts have been considered to be out of scope for this assessment. Operation Communication with the third party developers will need to be undertaken to determine whether the overlap in land take for the application site and the BusConnects corridor will have an impact. Site specific accessibility impacts have been considered to be out of scope for this assessment.	Construction No significant residual cumulative impacts at construction stage are anticipated. Operation No significant cumulative impacts at operation stage are anticipated to be positive.	It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages. If there is, there will be a requirement for the developers of this application and those of the BusConnects corridor to interact to ensure the developments tie in together. This is a Part 8 application. Therefore it is not on the planning portal. As such, it is not possible to find specific details of the application.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SD058/0014	South Dublin County Council	Extension to Greenhills Road including the construction of approximately 330 m of 9 m wide carriageway between Greenhills Road and Limekiln Road; construction of cycletracks and footpaths; installation of signal control at the junction of Limekiln Road Extension and Greenhills Road; provision of pedestrian lights; provision of pedestrian and maintenance entrances to Tymon Park; provision of drainage and associated features; and provision of public lighting, road markings and signage.	Construction It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages. As such, for the purpose of this appraisal, it is assumed that there shall be. There is overlap in the two developments' land takes. As such, there is potential for cumulative impacts on land take at construction stage. However, there are no significant amenity impacts on the corridor (as stated within its associated EIAR) at construction or operation stage. Therefore, no cumulative impacts on amenity are anticipated at the construction stage. Site specific accessibility impacts have been considered to be out of scope for this assessment. Operation Given that the two proposals' permanent land takes overlap, there is potential for cumulative impacts on land take during the operation stage. However no significant amenity impacts (as stated within the route's associated EIAR) of the route at operation stage have been identified. Therefore there is no potential for cumulative impacts on amenity during the operation stage. Site specific accessibility impacts have been considered to be out of scope for this assessment.	Construction To mitigate cumulative impacts it may be possible to liaise with third party developers to plan construction so as to reduce impacts where reasonably practicable, or to ascertain whether the construction programme of both schemes are concurrent. Site specific accessibility impacts have been considered to be out of scope for this assessment. Operation Communication with the third party developers will need to be undertaken to determine whether the overlap in land take for the application site and the BusConnects corridor will have an impact. Site specific accessibility impacts have been considered to be out of scope for this assessment.	Construction No significant residual cumulative impacts at construction stage are anticipated. Operation No significant cumulative impacts at operation stage are anticipated to be positive.	It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages. Additionally, it is stated on the South Dublin County Council website that the development this application is related to is "awaiting funding". As such, development will not progress until it does, but if funding does become available and it progresses, there will be a requirement for the developers of this application and those of the BusConnects corridor to interact to ensure the developments tie in together. This is a Part 8 application. Therefore it is not on the planning portal. As such, it is not possible to find specific details of the application.
SD22A/0285	South Dublin County Council	The extension and renovation of The Cuckoo's Nest public house but retaining the original front part of the building & re-establishing a public house/gastro pub use at ground & first floor level (c.464m2). The proposed development also consists of the construction of a 3 and 4 storey building to the side and rear of the existing building, which will accommodate public house use at ground floor, retail / shop local use (c. 283m2) also at ground floor, with 11 no. apartments overhead. The proposed residential accommodation is comprised of 5 no. 1 bed apartments and 6 no. 2 bed apartments. The proposed development will be a modification to a previously permitted development under Refs SD19A/0287 & ABP-30603019, with access to the development via an existing / permitted vehicular entrance off the Greenhills Road.	Construction It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages. As such, for the purpose of this appraisal, it is assumed that there shall be. There is overlap in the two developments' land takes. As such, there is potential for cumulative impacts on land take at construction stage. However, there are no significant amenity impacts on the corridor (as stated within its associated EIAR) at construction or operation stage. Therefore, no cumulative impacts on amenity are anticipated at the construction stage. Site specific accessibility impacts have been considered to be out of scope for this assessment. Operation Given that the two proposals' permanent land takes overlap, there is potential for cumulative impacts on land take during the operation stage. However no significant amenity impacts (as stated within the route's associated EIAR) of the route at operation stage have been identified. Therefore there is no potential for cumulative impacts on amenity during the operation stage. Site specific accessibility impacts have been considered to be out of scope for this assessment.	Construction To mitigate cumulative impacts it may be possible to liaise with third party developers to plan construction so as to reduce impacts where reasonably practicable, or to ascertain whether the construction programme of both schemes are concurrent. Site specific accessibility impacts have been considered to be out of scope for this assessment. Operation Communication with the third party developers will need to be undertaken to determine whether the overlap in land take for the application site and the BusConnects corridor will have an impact. Site specific accessibility impacts have been considered to be out of scope for this assessment.	Construction No significant residual cumulative impacts at construction stage are anticipated. Operation No significant cumulative impacts at operation stage are anticipated to be positive.	It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3097/23	Dublin City Council	The development will consist of the demolition of the existing structures (two dilapidated houses at 2 & 3 Mark's Alley West and mews structure at 1/1A Mark's Alley West) and the construction of a four-storey, plus set-back fifth-storey, aparthotel consisting of a ground-floor community-space/café with 37 suites at ground floor and above, bin-store to the rear, as well as the construction of basement ancillary space, the provision of 20 bicycle parking spaces and all associated site works.	Construction It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages. As such, for the purpose of this appraisal, it is assumed that there shall be. Assuming temporal overlap of the two developments' construction stages shall occur, there is potential for interaction between the two given their vicinity. However, there is no overlap in the developments' site areas or land takes. Given this, as well as there being no significant amenity impacts (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. Site specific accessibility impacts have been considered to be out of scope for this assessment. Operation 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. Furthermore, the other development may enable greater demand for the BusConnect corridor as the resident population living in its immediate vicinity increases. Given this, and given that no negative cumulative impacts are anticipated at operation stage, a positive cumulative impact at operation stage is anticipated.	Construction 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. Operation There are no anticipated **negative** cumulative impacts on amenity or land take - cumulative impacts at operation stage are anticipated to be **positive**. Therefore, 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.	Construction No significant residual cumulative impacts at construction stage are anticipated. Operation Residual cumulative impacts at operation stage are anticipated to be positive.	It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages.
306705	SDCC	502 Apartments. Tallaght	Construction Constructing both the Proposed Scheme and this development at the same time has the potential to bring about impacts on amenity in the immediate vicinity of works during a temporary period. A cumulative impact could potentially occur during construction with no mitigation. Operation Looks to be some overlap of land take on Greenhills Road for access/entrance. Accessibility is likely to improve as a result of the BusConnects scheme. The cumulative impact on Amenity is unlikely to be negatively affected during operation of both schemes - a positive impact is expected.	Construction As outlined in Section 5.9 of this EIAR, liaison with third-party developers will take place on a case-by-case basis, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately. Operation Communication with the third party developers will need to be undertaken to determine whether the proposed access for the application site and the BusConnects corridor can find a medium.	No significant cumulative impacts	

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
303306	SDCC	438 no. apartments and 403 no. bedspaces and associated site works.	Construction Constructing both the Proposed Scheme and this development at the same time has the potential to bring about impacts on amenity in the immediate vicinity of works during a temporary period. A cumulative impact could potentially occur during construction with no mitigation. Operation Looks to be some overlap of land take at Belgard Square North/Belgard Square East roundabout. Accessibility is likely to improve as a result of the BusConnects scheme. The cumulative impact on Amenity is unlikely to be negatively affected during operation of both schemes - a positive impact is expected.	Construction As outlined in Section 5.9 of this EIAR, liaison with third-party developers will take place on a case-by-case basis, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately. Operation Communication with the third party developers will need to be undertaken to determine whether the proposed access for the application site and the BusConnects corridor can find a medium.	No significant cumulative impacts	
305324	DCC	Demolition of existing structures and construction of 368 Student Bed Spaces. Brewery Block, bounded by Newmarket, St. Luke's Avenue, Brabazon Place/Brabazon Row and Ardee Street (The site includes Nos. 13/14 Ardee Street and No. 29 Newmarket), Dublin 8.	Construction Construction has already started - however as a worst-case : Constructing both the Proposed Scheme and this development at the same time has the potential to being significant impacts in the immediate vicinity of works during a temporary period. Operation The operation of the Proposed Scheme and this application proposal are not expected to bring any cumulative impacts on land-take, and accessibility is expected to improve as a result of the BusConnects scheme. The cumulative impact on Amenity is unlikely to be negatively affected during operation of both schemes - a positive impact is expected.	Construction As outlined in Section 5.9 of this EIAR, liaison with third-party developers will take place on a case-by-case basis, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately.	No significant cumulative impacts	
307067	DCC	413 Apartments. Newmarket	Construction Construction has already started and looks close to finishing - however as a worst-case: Constructing both the Proposed Scheme and this development at the same time has the potential to bring about moderate impacts on amenity in the immediate vicinity of works during a temporary period. Operation The operation of the Proposed Scheme and this application proposal are not expected to bring any cumulative impacts on land-take, and accessibility is expected to improve as a result of the BusConnects scheme.The cumulative impact on Amenity is unlikely to be negatively affected during operation of both schemes - a positive impact is expected.	Construction As outlined in Section 5.9 of this EIAR, liaison with third-party developers will take place on a case-by-case basis, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately.	No significant cumulative impacts	
308162	DCC	Demolition of existing buildings and construction of 397 bedspaces. The Old Glass Factory and no's. 113-117 Cork Street, Dublin 8	Construction Construction of the application is due to last 18 months. Constructing both the Proposed Scheme and this development at the same time has the potential to bring about impacts on amenity in the immediate vicinity of works during a temporary period. A cumulative impact could potentially occur during construction. Overlap of temporary land take looks to have the potential to occur. Operation No cumulative impacts expected.	Construction As outlined in Section 5.9 of this EIAR, liaison with third-party developers will take place on a case-by-case basis, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately.	No significant cumulative impacts	

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3228/20	DCC	1,137 residential developments, Walkinstown Avenue	Construction Constructing both the Proposed Scheme and this development at the same time has the potential to bring about impacts on amenity in the immediate vicinity of works during a temporary period. A cumulative impact could potentially occur during construction with no mitigation. Operation Looks to be some overlap of land take on Greenhills Road for access/entrance. Accessibility is likely to improve as a result of the BusConnects scheme. The cumulative impact on Amenity is unlikely to be negatively affected during operation of both schemes - a positive impact is expected.	Construction As outlined in Section 5.9 of this EIAR, liaison with third-party developers will take place on a case-by-case basis, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately. Operation Communication with the third party developers will need to be undertaken to determine whether the proposed access for the application site and the BusConnects corridor can find a medium.	No significant cumulative impacts	
304686	DCC	153 no. residential units and associated site works.	Construction Construction of the application is due to start in Q4 of 2022 and last 36 months. Site construction compounds are within the site boundary.Constructing both the Proposed Scheme and this development at the same time has the potential to bring about impacts on amenity in the immediate vicinity of works during a temporary period. A cumulative impact could potentially occur during construction. Overlap of temporary land take looks to have the potential to occur. Operation Although no overlap in land take is expected, two new access roads are to be constructed for the application site.The Proposed BusConnects scheme is proposed to improve accessibility and have a positive impact on Amenity.	Construction As outlined in Section 5.9 of this EIAR, liaison with third-party developers will take place on a case-by-case basis, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately. Operation Communication with the third party developers will need to be undertaken to determine whether the proposed access for the application site and the BusConnects corridor can find a medium.	No significant cumulative impacts	

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
312268	DCC	134 no. Build to Rent apartments and associated site works.	Construction It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages. As such, for the purpose of this appraisal, it is assumed that there shall be. Assuming temporal overlap of the two developments' construction stages shall occur, there is potential for interaction between the two given their vicinity. However, there is no overlap in the developments' site areas or land takes. Given this, as well as there being no significant amenity impacts (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. Site specific accessibility impacts have been considered to be out of scope for this assessment. Operation 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. Furthermore, the other development may enable greater demand for the BusConnect corridor as the resident population living in its immediate vicinity increases. Given this, and given that no negative cumulative impacts are anticipated at operation stage, a positive cumulative impact at operation stage is anticipated.	Construction 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. Operation There are no anticipated **negative** cumulative impacts on amenity or land take - cumulative impacts at operation stage are anticipated to be **positive**. Therefore, 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.	Construction No significant residual cumulative impacts at construction stage are anticipated. Operation Residual cumulative impacts at operation stage are anticipated to be positive.	It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages.
313790	DCC	150 no. apartments, creche and associated site works.	Construction It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages. As such, for the purpose of this appraisal, it is assumed that there shall be. Assuming temporal overlap of the two developments' construction stages shall occur, there is potential for interaction between the two given their vicinity. However, there is no overlap in the developments' site areas or land takes. Given this, as well as there being no significant amenity impacts (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. Site specific accessibility impacts have been considered to be out of scope for this assessment. Operation 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. Furthermore, the other development may enable greater demand for the BusConnect corridor as the resident population living in its immediate vicinity increases. Given this, and given that no negative cumulative impacts are anticipated at operation stage, a positive cumulative impact at operation stage is anticipated.	Construction 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. Operation There are no anticipated **negative** cumulative impacts on amenity or land take - cumulative impacts at operation stage are anticipated to be **positive**. Therefore, 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.	Construction No significant residual cumulative impacts at construction stage are anticipated. Operation Residual cumulative impacts at operation stage are anticipated to be positive.	It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages.

Table 4: Stage 3 and 4: Human Health

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SD13A/0271	South Dublin County Council	Demolition of existing logistics centre and associated ancillary buildings; retention of existing mobile phone mast and ancillary plant; the construction of a two storey data centre; two storey ancillary office building; associated single storey combined heat and power plant (Energy Centre) with ancillary two storey operations building and single storey generator building.	Large scale development is separated from the Proposed Scheme by the Grand Canal. The Grand Canal Way passes between the two developments. Construction Potential cumulative noise and loss of visual amenity for people following Grand Canal Way. However the M50 motorway crosses the Grand Canal at this location so it is not a tranquil stretch in the baseline. People will likely pass the affected area relatively quickly so the health impact is likely to be transient annoyance. Operation No operational cumulative impact is anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Not Significant and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
SD18A/0068	South Dublin County Council	Alterations to approved plans (Grant of Permission ref PL06S.243151 and PA Reg Ref SD13A/0271) consisting of the following to be constructed in a minimum of two phases: The construction of a similar 2 storey data centre, associated single storey combined heat and power plant (Energy Centre) with ancillary 2 storey operations building with part basement.	Large scale development is separated from the Proposed Scheme by the Grand Canal. The Grand Canal Way passes between the two developments. Construction Potential cumulative noise and loss of visual amenity for people following Grand Canal Way. However the M50 motorway crosses the Grand Canal at this location so it is not a tranquil stretch in the baseline. People will likely pass the affected area relatively quickly so the health impact is likely to be transient annoyance. Operation No operational cumulative impact is anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Not Significant and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
SD20A/0309	South Dublin County Council	Provision of 4 new information and communications technology (ICT) Facility buildings and associated development at the subject site, superseding elements of the extant planning permissions on site (Reg. Ref.: SD18A/0068 and Reg, Ref.: SD19A/0185).	Large scale development is separated from the Proposed Scheme by the Grand Canal. The Grand Canal Way passes between the two developments. Construction Potential cumulative noise and loss of visual amenity for people following Grand Canal Way. However the M50 motorway crosses the Grand Canal at this location so it is not a tranquil stretch in the baseline. People will likely pass the affected area relatively quickly so the health impact is likely to be transient annoyance. Operation No operational cumulative impact is anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Not Significant and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SD22A/0035	South Dublin County Council	Construction of a 4 storey nursing home building consisting of 106 bedrooms and associated residents welfare facilities.	Proposed nursing home would be on the St Mary's Priory site immediately adjacent to the Proposed Scheme. Sensitive health receptors within 100m of both projects include the Dominican Retreat centre, St Mary's National School and residents at Bancroft Park. Construction Potential for in for in-combination impact of noise, dust, loss of visual amenity and general disruption from construction traffic and plant affecting nearby retreat centre, school and residents. In particular, there may be more sensitive individuals attending the Dominican Retreat Centre which is a place of meditation and prayer. Health impact is likely to be transient annoyance and loss of concentration. On this basis the cumulative impact is assessed as Negative, Moderate and Temporary. Operation No operational cumulative impact is anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Moderate and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
SD21A/0139	South Dublin County Council	The demolition of three existing apartment units and bin store and the construction of a residential development arranged in two building blocks ranging from 3 to 6 storeys in height over basement level. The proposed development will comprise a total of 40 apartment units derived from 26 new apartments and 14 existing apartments.	Proposed residential development would be on a site immediately adjacent to Proposed Scheme. Nearby sensitive receptors include the St Mary's Priory and Dominican Retreat Centre and residents on Old Greenhills Road. Construction Potential for in for in-combination impact of noise, dust, loss of visual amenity and general disruption from construction traffic and plant affecting nearby residents. It is likely that trees and vegetation would screen the Proposed Scheme and residential development from the Priory and Retreat Centre, limiting the potential cumulative impact. Health impact is likely to be transient annoyance. On this basis the cumulative impact is assessed as Negative, Slight and Temporary. Operation No operational cumulative impact is anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Slight and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
4364/19	Dublin City Council	The development will consist of the demolition of all existing buildings on site and the construction of a mixed use commercial and residential development in 6 no. blocks accommodating 2 no. commercial units, a communal meeting space and 70 no. residential units.	Proposed development would be surrounded by existing residential land use and businesses, some of which would also face out onto route of Proposed Scheme. Construction Potential for in for in-combination impact of noise, dust, loss of amenity and 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 on Walkinstown Road, 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. Operation No operational cumulative impact is anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Moderate and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
3513/19	Dublin City Council	The development consists of the demolition of the remaining buildings on site, the construction of a 55 unit residential development, over an underground car parking area for 57 cars. The form of development consists of two blocks of development, both 4-storeys with a step down to 3-storeys.	Planning ref. 3513/19 makes use of a space which abuts the Our Lady's Hospice site on the south side. Access to the development site would be off Parnell Road (R111), rather than off Harold's Cross Road (R137). Construction Potential for in for in-combination impact of noise, dust, loss of amenity and general disruption from construction traffic and plant affecting nearby residents in Parnell Avenue and Parnell Close. It is unlikely that there would be a cumulative impact on Our Lady's Hospice due to distance between that sensitive receptor and 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 for a small number of receptors. Operation No operational cumulative impact is anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction cumulative impacts remain as Negative, Slight and Temporary.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SHD3ABP-313590-22	South Dublin County Council	Demolition of existing substation and removal of existing advertisement structure on site and the construction of a residential development of 197 apartments in 4 blocks.	Proposed SHD site is opposite Kilnamanagh Tymon Primary Care Centre on Greenhills Road (route of Proposed Scheme). Construction There is slight potential for cumulative impacts on access for patients at the Primary Care Centre due to combined impacts of works to the junction for the Proposed Scheme and works for the SHD although it is expected that works to the SHD would not impact on the junction greatly. There is also potential for further cumulative impact should 306705 also be under construction. This may lead to inconvenience and slight delays. Health effects are likely to be transient annoyance and psychosocial stress rather than prevention of access. On this basis the impact is assessed as Negative, Moderate, Temporary. Operation No operational cumulative impact is anticipated.	Traffic management proposals for each project should be sufficient to maintain access for pedestrians, cyclists and other travelers, with consideration of those with accessibility needs such as elderly or those with disabilities. This should reduce the potential cumulative impact to slight.	Construction Negative, Slight and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
SD058/0016	South Dublin County Council	Proposal to complete a new football stadium in two phases to seat 6,000 persons in total. The first phase will include a covered stand to seat 3,000 persons with team changing-rooms, concession shops and ancillary facilities. A two-storey club-house attached will comprise of offices, reception areas, function rooms and bar and concession shops. Site works will include floodlighting ,car-parking spaces, boundary walls/turnstiles, pitches and landscaping.	The football stadium site is approximately 100m south of the south-westernmost extent of the Tallaght arm of the Proposed scheme. The two sites are separated by the N81 corridor. Surrounding land use is hotel, residential apartments and automotive workshops. Construction Given the influence of the N81 as a large source of noise, the distance and a degree of visual separation due to the commercial buildings between the N81 and the Proposed Scheme, it is not considered likely that the cumulative impact of construction noise, dust, and general disruption would be discernible to any sensitive human health receptors (i.e. the residential areas). The cumulative impact is therefore judged to be Negative, Not Significant and Temporary in terms of health. Operation No cumulative impacts are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Not Significant and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
SD058/0014	South Dublin County Council	Extension to Greenhills Road including the construction of approximately 330 m of 9 m wide carriageway between Greenhills Road and Limekiln Road; construction of cycletracks and footpaths; installation of signal control at the junction of Limekiln Road Extension and Greenhills Road; provision of pedestrian lights; provision of pedestrian and maintenance entrances to Tymon Park; provision of drainage and associated features; and provision of public lighting, road markings and signage.	Extension to Greenhills Road crosses Tymon Park and meets Proposed Scheme on Greenhills Road near a fuel station. Construction Potential sensitive human receptors would be those using Tymon Park. However the influence of SD058/0014 would be dominant over the Proposed Scheme, and impacts of a similar nature. The cumulative impact is therefore judged to be Negative, Slight and Temporary in terms of health. Operation The additional cycletracks and footpaths would have a cumulative beneficial impact on active travel opportunity with the Proposed Scheme, which is judged to be Positive, Slight and Permanent for health.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Slight and Temporary. Operation Positive, Slight and Permanent.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SD22A/0285	South Dublin County Council	The extension and renovation of The Cuckoo's Nest public house but retaining the original front part of the building & re-establishing a public house/gastro pub use at ground & first floor level (c.464m2). The proposed development also consists of the construction of a 3 and 4 storey building to the side and rear of the existing building, which will accommodate public house use at ground floor, retail / shop local use (c. 283m2) also at ground floor, with 11 no. apartments overhead. The proposed residential accommodation is comprised of 5 no. 1 bed apartments and 6 no. 2 bed apartments. The proposed development will be a modification to a previously permitted development under Refs SD19A/0287 & ABP-30603019, with access to the development via an existing / permitted vehicular entrance off the Greenhills Road.	There are residential neighbourhoods either side of SD22A/0285 which would be within 100m of the Proposed Scheme and this application. A sports centre with sports grounds is opposite. Construction Potential for in for in-combination impact of noise, dust, loss of visual amenity and general disruption from construction traffic and plant affecting nearby residents and users of the nearby sports pitches. Health impact is likely to be transient annoyance and loss of concentration. On this basis the cumulative impact is assessed as Negative, Slight and Temporary. Operation No operational cumulative impact is anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Slight and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
306705	South Dublin County Council	Demolition of existing factory/warehouse buildings on site and construction of 502 apartments within 6 blocks ranging in height from 4 to 8 storeys.	Proposed SHD site is opposite Kilnamanagh Tymon Primary Care Centre on junction of Airton Road and Greenhills Road (route of Proposed Scheme). Construction There is potential for cumulative impacts on access for patients at the Primary Care Centre due to combined impacts of works to the junction for the Proposed Scheme and works for the SHD. This may lead to inconvenience and slight delays. Health effects are likely to be transient annoyance and psychosocial stress rather than prevention of access. On this basis the impact is assessed as Negative, Moderate, Temporary. Operation No operational cumulative impact is anticipated.	Traffic management proposals for each project should be sufficient to maintain access for pedestrians, cyclists and other travelers, with consideration of those with accessibility needs such as elderly or those with disabilities. This should reduce the potential cumulative impact to slight.	Construction Negative, Slight and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
305061	Dublin City Council	317 Student Bedspaces. 355 South Circular Road	Proposed SHD on South Circular Road within 100m of Proposed Scheme at junction with Dolphins Barn Street. Construction Potential for in for in-combination impact of noise, dust, loss of amenity and general disruption from construction traffic and plant affecting nearby residents on South Circular Road close to junction with 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 for a small number of receptors. Operation No operational cumulative impact is anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction cumulative impacts remain as Negative, Slight and Temporary.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
313278	Dublin City Council	Demolition of existing buildings on site except 307/307a South Circular Road, construction of 335 no. residential units (7no. houses, 328 no. apartments), creche and associated site works.	Proposed SHD on South Circular Road is on land to east of St James Terrace and close to Our Lady of Dolours Church. <u>Construction</u> Potential for in for in-combination impact of noise, dust, loss of amenity and general disruption from construction traffic and plant affecting nearby residents on St James Terrace and users of the church. 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. <u>Operation</u> No operational cumulative impact is anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction cumulative impacts remain as Negative, Slight and Temporary.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
310112	Dublin City Council	282 no. apartments, creche and associated site works.	Proposed SHD is on site to north of Crumlin College of Further Education. Potential receptors in neighbourhood between SHD site and Proposed Scheme are Crumlin College, Addiction Response Crumlin and residents of Brickfield Drive. <u>Construction</u> Potential for in for in-combination impact of noise, dust, loss of amenity and general disruption from construction traffic and plant affecting nearby residents on Brickfield Drive, students at the college and patients at Addiction Response Crumlin. 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, due to potential sensitivity of some human health receptors, the impact is predicted to be Negative, Moderate and Temporary. <u>Operation</u> No operational cumulative impact is anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction cumulative impacts remain as Negative, Moderate and Temporary.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	Construction Although timescales for completing the cycle network are uncertain, it is anticipated that construction activities for the cycle network would be of a similar nature to works for the Proposed Scheme. Impacts may relate to temporary disruption to pedestrian and cycle access in the works area, which may have Negative impacts on wellbeing. Key areas to be affected would be the residents close to junctions of Proposed Scheme with Walkinstown Avenue, Slievebloom Road, Cooley Road, Windmill Road, Sundrive Road, Herberton Road, South Circular Road, Donore Avenue, Ardee Street, Newmarket Street and Bull Alley Street. However, it is not anticipated to translate into a change of health status to the population affected. On this basis the impact is predicted to be Negative, Slight and Temporary to Short-term. Operation It is considered that the proposals for the cycle network and Proposed Scheme are complementary and could have a cumulative beneficial effect by encouraging cycling through offering a choice of routes. This would support greater uptake of physical activity, which is judged to be Positive, Significant in the Long term on health.	Given the close proximity of the two developments, construction management will need to be planned to minimise disruption for active travelers due to the schemes in combination.	Construction If construction programmes can be phased to limit combined disruption, the effect could be reduced to Negative, Slight and Temporary to Short-term. Operation Positive, Significant in the Long term on health.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
A1		Dublin BusConnects: Clongriffin to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
B1		Dublin BusConnects: Swords to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
C1		Dublin BusConnects: Blanchardstown to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
D1		Dublin BusConnects: Ballymun-Finglas to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance and intervening buildings. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
A2		Dublin BusConnects: Lucan to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance and intervening buildings. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable. This scheme would not be constructed concurrently with the Proposed Scheme.	Construction No impact. Operation Positive, Very Significant, Long-term	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.
B2		Dublin BusConnects: Liffey Valley to City Centre	Construction 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 R137 Nicholas Street and R108 High 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. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction Negative, Slight, Temporary Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
C2		Dublin BusConnects: Templeogue-Rathfarnham to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable. This scheme would not be constructed concurrently with the Proposed Scheme.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
D2		Dublin BusConnects: Kimmage to City Centre	Construction The Proposed Scheme directly interfaces with this CBC scheme. This could have a cumulative impact from noise and general construction disruption on the local resident population. This will include some residents around New Row South area who will also be exposed to some other developments. On this basis the effect on health in terms of wellbeing is assessed as Negative, Moderate and Short-term. No lasting effect on population health status is anticipated. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction With careful construction planning, the residual effect on human health is anticipated to be Negative, Slight and Short-term. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
B3		Dublin BusConnects: Bray to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable. This scheme would not be constructed concurrently with the Proposed Scheme.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
C3		Dublin BusConnects: Belfield/Blackrock to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.

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

Table 5: Stage 3 and 4: Biodiversity

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
311315	FCC	Park development project at the Racecourse Park	Biodiversity Construction Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality	Biodiversity Construction Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species	Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	Biodiversity: None
303678	MCC	Air insulated switchgear 110kV transmission substation. Platin, Duleek	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	Biodiversity: Not applicable
304799	MCC	Construction of a new distributor road and junction to the southwest of Kells town centre. Kells	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	Biodiversity: Not applicable
JA0040	SDCC	Dublin Mountain Visitors Centre and all associated works. Killakee and Jamestown	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects of disturbance arising from the increased levels of human activity in proximity to protected areas.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to reduce disturbance impacts on fauna species during the operation phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species	Biodiversity: Not significant	Biodiversity: None
304624	FCC	FCC/12/0001 Broadmeadow Way. Greenway between Malahide Demesne and Newbridge Demesne to be known as 'Broadmeadow Way'. Malahide	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects of disturbance arising from the increased levels of human activity in proximity to protected areas.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to reduce disturbance impacts on fauna species during the operation phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species	Biodiversity: Not significant	Biodiversity: None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
307073	FCC	Alternations to a permitted double circuit 110kV electricity transmission line development between substations. Darndale / Belcamp	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
303249	KCC	110kV onsite electrical substation with associated electrical plant, electrical equipment, welfare facilities and waste water holding tank and security fencing. 110kV overhead line grid connection cabling, upgrade of existing tracks and provision of new site access roads with all associated site development and ancillary works. Timahoe East	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	Biodiversity: Not applicable
304888	DCC	15-year permission for development at Oil Berth 3 and Oil Berth 4, Eastern Oil Jetty and at Berths 50A, 50N, 50S, 51, 51A, 49, 52, 53 and associated terminal yards to provide for various elements including new Ro-Ro jetty and consolidation of passenger terminal buildings. Dublin Port.	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	Biodiversity: None
306583	DLR	A residential development with ancillary commercial uses (retail unit, café and créche) partially comprising a "Build to Rent" scheme on circa 9.69 hectares. The townlands of Shanganagh, Cork Little and Shankill, Co. Dublin.	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
307352	DCC	The proposed development for Brexit Infrastructure will consist of - Installation of porta-cabin structures. Resurfacing and amalgamation of existing yards. Parking for heavy good vehicles, cars and bicycles. Gates, signage and all ancillary site works. Dublin Port.	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	Biodiversity: None
306834	FCC	Provision of a double circuit 220kV transmission line and a 220kV gas insulated switchgear (GIS) substation along with associated and ancillary works. Townlands of Cruiserath, Goddamendy and Bay, Co. Dublin.	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
307296	FCC	Construction of a 2 storey 110kV Gas Insulated Switchgear (GIS) substation, underground cable and all associated and ancillary site works. Former Clyde House, IDA Blanchardstown Business and Technology Park, Snugborough Road, Blanchardstown, Dublin 15	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
306725	SDCC, DCC	Flood alleviation works along and adjacent to the River Poddle extending from the upper reaches of the river. Tymon North, Tallaght to Merchant's Quay, Dublin.	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	Biodiversity: None
309812		Increase the capacity of the Dublin Waste to Energy Facility from 600,000 tonnes per annum to 690,000 tonnes per annum	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
308585	SDCC	Clutterland 110kV GIS Substation building and 2 underground single circuit transmission lines	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
309951	SDCC	Provision of two 110kV transmission lines. Connecting Coolderrig 110kV GIS Substation to Grange Castle - Kilmahud circuits.	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
309146	SDCC	2 no. 110kV transmission lines and a 110kV Gas Insulated Switchgear (GIS) substation	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
MP01	KCC	Widening of the M7 between Junction 9 (Naas North) and Junction 11 (M7/M9) to provide an additional lane in each direction	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
MP02	MCC	Enhancements of the N2/M2 national route inclusive of a bypass of Slane, to provide for additional capacity on the non-motorway sections of this route, and to address safety issues in Slane village associated with, in particular, heavy goods vehicles	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	Biodiversity: Not applicable

Application Reference	LPA	'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	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	Biodiversity: None
MP04	KCC, SDCC, DCC	Reconfiguration of the N7 from its junction with the M50 to Naas, to rationalise junctions and accesses in order to provide a higher level of service for strategic traffic travelling on the mainline	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	Biodiversity: None
MP05	KCC	N3–N4: Barnhill to Leixlip Interchange	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	Biodiversity: None

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MP06	SDCC, KCC	Reconfiguration of the N4 from its junction with the M50 to Leixlip to rationalise accesses and to provide additional capacity at the Quarryvale junction	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	Biodiversity: None
MP07	SDCC	Clonburris SDZ roads development	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	Biodiversity: None
MP08		DART+ Programme West	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	Biodiversity: None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP09	FCC	Porterstown Distributor Link Road	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
MP10		Widening of the N3 between Junction 1 (M50) and Junction 4 (Clonee), plus related junction and necessary changes to the existing national road network	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	Biodiversity: None
MP11		Lucan LUAS	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	Biodiversity: None

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MP12		DART+ Programme South West	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	Biodiversity: None
MP13		Junction upgrades and other capacity improvements on the M1 motorway, including additional lanes south of Drogheda, where required	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	Biodiversity: None
MP14		Finglas LUAS (Green Line extension Broombridge to Finglas)	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	Biodiversity: None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP16		Potential Metro South alignment: SW option	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction could remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat could remain albeit at the local geographic scale	Biodiversity: Assumed that it is going head as per Metrolink.
MP17		LUAS Cross City incorporating LUAS Green Line Capacity Enhancement - Phase 1	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	Biodiversity: None
MP18		Oldtown-Mooretown Western Distributor Link Road	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	Biodiversity: Not applicable

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP19		Potential Metro South alignment: Charlemont to Sandyford	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	Biodiversity: None
MP20		Poolbeg LUAS	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	Biodiversity: None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP21		Leopardstown Link Road Phase 2	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	Biodiversity: None
MP22		Development of a road link connecting from the southern end of the Dublin Port Tunnel to the South Port area, which will serve the South Port and adjoining development areas	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	Biodiversity: None
MP23		Poolbeg SDZ roads development	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	Biodiversity: None

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MP24		Glenamuck District Distributor Road	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	Biodiversity: Not applicable
MP25		DART+ Programme Coastal North	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	Biodiversity: Not applicable
MP26		Widening of the M50 to three lanes in each direction between Junction 14 (Sandyford) and Junction 17 (M11) plus related junction and other changes	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	Biodiversity: Not applicable
MP27		Cherrywood SDZ roads development	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	Biodiversity: Not applicable
MP28		DART+ Programme Coastal South	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	Biodiversity: None
MP29		R126 Donabate Relief Road: R132 to Portrane Demesne	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	Biodiversity: Not applicable
MP30		Extension of LUAS Green Line to Bray	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	Biodiversity: Not applicable
MP31		Capacity enhancement and reconfiguration of the M11/N11 from Junction 4 (M50) to Junction 14 (Ashford) inclusive of ancillary and associated road schemes, to provide additional lanes and upgraded junctions, plus service roads and linkages to cater for lo	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	Biodiversity: Not applicable

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP32		MetroLink	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	Biodiversity: None
MP33		Greater Dublin Drainage (GDD)	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	Biodiversity: None

Application Reference	LPA	'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)	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	Biodiversity: None
MP35		Dublin Array - offshore windfarm	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
MP36	DCC	Dublin SPAR. Proposed 1.6km Southern Part Access Route (SPAR) which includes an opening bridge across the Liffey east of the existing Tom Clarke Bridge (East-Link Toll Bridge), has been identified in the Dublin Port Masterplan ("3FM Project"). The SPAR will be a private road which will take HGV traffic destined to/from the port off the local public road network. It will also allow access for other HGV traffic such as to the Covanta Waste-to-Energy plant. The SPAR will include an active travel corridor open to the public. Construction is anticipated in 2026	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP37	FCC	Snugborough Interchange Upgrade	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
	FCC, DCC	Dublin BusConnects: Clongriffin to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	Biodiversity: None
	FCC, DCC	Dublin BusConnects: Ballymun-Finglas to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
	FCC, DCC	Dublin BusConnects: Blanchardstown to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
	SDCC, DCC	Dublin BusConnects: Lucan to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
	SDCC, FCC	Dublin BusConnects: Liffey Valley to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
	SDCC, DCC	Dublin BusConnects: Swords to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
	SDCC, DCC	Dublin BusConnects: Templeogue-Rathfarnham to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
	SDCC, DCC	Dublin BusConnects: Kimmage to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
	DLRCC, SDCC, DCC	Dublin BusConnects: Bray to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	Biodiversity: None
	DLRCC, DCC	Dublin BusConnects: Blackrock/Belfield to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
	DCC	Dublin BusConnects: Ringsend to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	Biodiversity: None
		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)	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.** Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality* Potential for in-combination effects on habitats and species as a result of direct habitat loss or treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme* Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.**	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events** Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species* Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species.* Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events**	Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.* A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale*	Biodiversity: None

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

Table 6: Stage 3 and 4: Water

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SD188/0008	South Dublin County Council	Older person's residential development consisting of a range of 2 storey to 4 storey apartments which shall consist of 81 units and associated car parking.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Poddle_010 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
SD208/0010	South Dublin County Council	Public realm works totaling on South Dublin County Council lands, including a new fenced Integrated Constructed Wetland to treat and improve surface water quality before discharging to the Kilnamanagh Stream. Determination has been made that an EIA is not required.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Camac_040 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
SD13A/0157	South Dublin County Council	Permission (10 year) for the extension and expansion of the existing bottling facility to consist of demolition of the existing vat house and tanker unloading area and its replacement by a new car parking area; demolition of the existing security hut at the entrance to the site, an existing pallet recycling area and 2 no. forklift stores; development of a tank farm containing 24 no. alcohol storage vats with an associated tanker unloading area, parking areas, high level walkway, support plant and control building; an overhead pipe bridge and walkway connecting the new tank farm to the main plant area; a water reservoir, raw water storage tank and RO water storage tank and an extension to the existing pump house; an extension to the existing bottling hall to include the provision of 1 no. administrative office; an extension to the existing materials store to include the provision of new office space, driver's kitchen and recycling area; an extension to the existing Warehouse No. 14; alterations to Warehouse No. 11; 2 no. forklift charging areas; a new covered service yard incorporating a pallet storage area and workshop; 4 no. security huts; a covered walkway adjoining the existing Warehouse No. 9; a new site circulation and car parking layout; revisions to the existing entrance/exit on to Robinhood Road in order to create a truck-only entrance/exit; the redesign of an existing entrance onto Robinhood Road to create a new entrance/exit for cars and small delivery vehicles only; all associated ancillary development, landscaping, site works and services including the incorporation of company signage on to selected elevations, upgrades to boundary fencing and the installation of 2 no. underground surface water attenuation tanks.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Camac_040 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SD17A/0116	South Dublin County Council	Alterations to previous permission, SD13A/0157. The alterations will see the omission of the following: the proposed extension to the bottling hall incl. administrative office, the proposed extension to the dry goods warehouse incl. new office space, driver's kitchen and recycling area, the proposed 2 forklift charging areas and the proposed pallet storage area - total area of which is approx. 2500sq.m. The following areas will be demolished: existing loading bay to bottling plant approx. 66.5sq.m, existing internal waste area approx. 32.4sq.m., existing forklift charging area approx. 102.3sq.m., existing external waste area approx. 67.3sq.m - total area to be demolished approx. 268.5sq.m. The omitted elements will be replaced with the following: extension to the bottling hall including a forklift charging area approx. 1870sq.m. and height approx. 9.12m., new forklift charging area 2 adjacent to Warehouse 11 of approx. 202sq.m and height approx. 5.35m, enclosed open pallet storage area 368sq.m and height approx. 3m, semi enclosed canopy adjacent to the northern end of the dry goods (materials) warehouse approx. 389sq.m and height approx. 7.05m and associated site works of approx. 2229sq.m.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Tolka_050 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
4364/19	Dublin City Council	The development will consist of the demolition of all existing buildings on site and the construction of a mixed use commercial and residential development in 6 no. blocks accommodating 2 no. commercial units, a communal meeting space and 70 no. residential units.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Camac_040 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
4244/15	Dublin City Council	Permission for development on a site of c.2.62 ha. at Carriglea Industrial Estate, Muirfield Drive, Naas Road, Dublin 12. The proposed development shall provide for the demolition of existing structures on site to provide for development comprising 340 no. residential units and crèche facility all in a development proposal of 8 blocks (Blocks A-H) ranging in height from 4 - 5 storeys with associated basement level located at Blocks D-H.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Camac_040 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
3513/19	Dublin City Council	The development consists of the demolition of the remaining buildings on site, the construction of a 55 unit residential development, over an underground car parking area for 57 cars. The form of development consists of two blocks of development, both 4-storeys with a step down to 3-storeys.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Poddle_010 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SD18A/0068	South Dublin County Council	Alterations to approved plans (Grant of Permission ref PL06S.243151 and PA Reg Ref SD13A/0271) consisting of the following to be constructed in a minimum of two phases: The construction of a similar 2 storey data centre, associated single storey combined heat and power plant (Energy Centre) with ancillary 2 storey operations building with part basement.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Grand Canal Mainline there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
SD21A/0013	South Dublin County Council	Installation and operation of a natural gas combined heat and power system and the associated infrastructure.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Poddle_010 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
SD21A/0014	South Dublin County Council	Construction of a new two storey extension adjacent to the existing Pharmacy Department located on the east side of the campus to provide a new Aseptic Pharmacy Unit incorporating laboratory areas; support rooms and first floor plantroom; external stairway; new exit door from the Pharmacy corridor to the adjacent service yard; new exit door from the delivery bay area to the hospital delivery yard and associated site and landscaping works.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Poddle_010 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
SD20A/0309	South Dublin County Council	Provision of 4 new information and communications technology (ICT) Facility buildings and associated development at the subject site, superseding elements of the extant planning permissions on site (Reg. Ref.: SD18A/0068 and Reg, Ref.: SD19A/0185).	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Tolka_050 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SHD3ABP-313760-22	SDCC	Mixed-use development including 310 "Build-to-Rent" residential apartments, a creche and a number of commercial units on a c. 1.26 ha site.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Dodder_040 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
SHD3ABP-313590-22	SDCC	Demolition of existing substation and removal of existing advertisement structure on site and the construction of a residential development of 197 apartments in 4 blocks.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Poddle_010 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
SHD3ABP-313591-22	SDCC	The demolition of the existing buildings on site and the existing front boundary treatment and the construction of a new residential and mixed use scheme of 242 apartment units in 5 blocks.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Poddle_010 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
3930/22	DCC	Planning permission for development at lands known as Bright Ford Rialto, Herberton Road, Dublin 12 (Eircode D12HT99). The proposed development will consist of the demolition of existing buildings on site and the construction of a mixed use retail/commercial and residential development comprising a supermarket, 3 no. ground floor independent retail/commercial units and 60 no. residential apartments on 4 levels and all associated private amenity space, circulation, lift and stair cores and escape stairs.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Poddle_010 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

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SD22A/0099	SDCC	Construction of 5 warehouse / logistics units (Units 1, 2 3, 4 and 6), including ancillary office use and entrance / reception areas over two levels, with maximum heights of c. 17.09m and a combined total gross floor area (GFA) of 20,158sq.m.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Camac_040 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
SD22A/0035	SDCC	Construction of a 4 storey nursing home building consisting of 106 bedrooms and associated residents welfare facilities.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Poddle_010 there is the potential for moderate short-term impacts. There will be a construction compound in place alongside Greenhills road throughout construction phase in relation to the Proposed Scheme. Potential impacts may include silty water runoff containing high loads of suspended solids from construction activities. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
SD21A/0213	SDCC	Extension of the existing depot to provide additional bus parking facilities comprising a total of 221 bus spaces (including 45 electric bus parking spaces), 33 car parking spaces (including 15 electric car parking spaces), 5 motorcycle parking spaces and 30 bicycle parking spaces.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Camac_040 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

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SD21A/0139	SDCC	The demolition of three existing apartment units and bin store and the construction of a residential development arranged in two building blocks ranging from 3 to 6 storeys in height over basement level. The proposed development will comprise a total of 40 apartment units derived from 26 new apartments and 14 existing apartments.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Dodder_040 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
3628/21	DCC	The development will consist of the construction of a resident's car park for a temporary period of two years comprising 58 no. parking spaces including 4 no. disabled spaces accessed from the internal road from Muirfield Drive and all associated site development works including (1.8m high) perimeter fencing, lighting and pedestrian footpaths.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Camac_040 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
3302/21	DCC	Planning permission for development comprising demolition of existing factory and ancillary buildings and the construction of a 1-5 storey age friendly independent living residential development comprising 59 no. apartments.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Poddle_010 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
SD218/0009	SDCC	New public square at Tallaght LUAS stop and improved public space in front of Rua Red Arts Centre and The Civic Theatre. Development of public realm works totaling approximately c. 0.5 Ha at lands adjoining Belgard Square West, Tallaght (The Square) Luas Stop and The Square Carpark, and a second red line area abutting Tallaght Cultural Quarter.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Dodder_040 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

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SD218/0004	SDCC	Killinarden Park upgrade, total site area approx. 20ha and Greenway with landscaped pedestrian/cycle route within Killinarden Park and between Killlinarden Park and Sean Walsh Park, total site area approx. 4.50ha.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Dodder_040 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
SD058/0016	South Dublin County Council	Proposal to complete a new football stadium in two phases to seat 6,000 persons in total. The first phase will include a covered stand to seat 3,000 persons with team changing-rooms, concession shops and ancillary facilities. A two-storey club-house attached will comprise of offices, reception areas, function rooms and bar and concession shops. Site works will include floodlighting ,car-parking spaces, boundary walls/turnstiles, pitches and landscaping.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
SD22A/0460	South Dublin County Council	The change of use from warehouse to data repository facility, alterations to external facades, provision of a new 1100mm parapet, reclad roof, internal alterations, refurbishment of the existing office space, solar panels at roof level, external plant at ground and roof levels and equipment to include 12 condenser modules, an emergency back-up generator and associated fuel storage tank, transformer, extension to the existing sub-station (c. 13sq.m), 2 sprinkler tanks and pumphouse, bin store, 22 parking spaces including 2 electrical vehicle charging points, bicycle parking shelter, landscaping, planting, new security fence, external lighting, CCTV, altered vehicular gates, permeable hard surfaces, alterations to internal foul sewerage and water supply networks, provision of SuDS compliant surface water drainage system and all associated site works.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
305324	DCC	Demolition of existing structures Construction of 368 Student Bed Spaces. Brewery Block, bounded by Newmarket, St. Luke's Avenue, Brabazon Place/Brabazon Row and Ardee Street (The site includes Nos. 13/14 Ardee Street and No. 29 Newmarket), Dublin 8.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Poddle_010 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

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307067	DCC	413 Apartments. Newmarket	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Poddle_010 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
306705	SDCC	502 Apartments. Tallaght	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Poddle_010 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
305763	SDCC	328 Apartments. Site at the corner of Airton Road and Belgard Road, Tallaght, Dublin 24	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Poddle_010 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
308398	SDCC	Demolition of existing buildings, Construction of 252 apartments. Units 66 and 67 Fourth Avenue, Cookstown Industrial Estate, Tallaght, Co. Dublin	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Poddle_010 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

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3228/20	DCC	1,137 Residential Developments, Walkinstown Avenue	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Camac_040 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
303306	SDCC	438 no. apartments and 403 no. bedspaces and associated site works.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Camac_040 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
304383	DCC	492 no. Build to Rent units with commercial uses and associated site works.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Camac_040 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
304686	DCC	153 no. residential units and associated site works.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Camac_040 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
313278	DCC	Demolition of existing buildings on site except 307/307a South Circular Road, construction of 335 no. residential units (7no. houses, 328 no. apartments), creche and associated site works.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Grand Canal Mainline there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
312218	DCC	Demolition of the existing structures on site, construction of 545 no. Build to Rent apartments, creche and associated site works	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Camac_040 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
309658	SDCC	Demolition of existing buildings, construction of 171 no. apartments, creche and associated site works.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. However due to the proximity of the Camac_040 there is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
306725	South Dublin/Dublin CC	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.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. The ABP Order requires that the developer submit a Construction Management Plan and it is therefore assumed the construction of the proposed development will implement good practice measures in construction. There is the potential for moderate short-term impacts. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Table 7: Stage 3 and 4: Architectural Heritage

Application Reference	LPA	'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)	Construction Potential direct and visual impact of the project 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 impact. Negative, Moderate and Temporary impact on protected structures, NIAH structures and other built heritage features on the route of the Proposed Scheme	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.	N/A
B2		Dublin BusConnects: Liffey Valley to City Centre	Construction The Proposed Scheme meets the Liffey Valley to City Centre Core Bus Corridor Scheme at Christ Church (RMP DU018020270) and Synod Hall High Street (RMP DU018020081). There are potential cumulate visual impacts as well as potential for damage to the protected Structures and NIAH structures and street furniture during the construction phase as a result of the proposed public realm works and relocation of kerbs and lamp posts. Negative, Significant and Temporary cumulative impact	Mitigation measures include those already put forward through the Proposed Scheme such as repositioning of kerbs or lamp posts and the protection and monitoring of the architectural heritage fabric such as Protected Structures, NIAH structures and other structures and street furniture. These measures have been outlined in Chapter 16 and are specified in more detail in Appendix 16.3.	N The predicted post-mitigation impact is Negative, Slight and Temporary.	N/A
D2		Dublin BusConnects: Kimmage to City Centre	Construction The Proposed Scheme meets the Kimmage to City Centre Core Bus Corridor Scheme at the Junction of Dean Street, Kevin Street, New Street and Patrick Street. Potential cumulative impacts include a temporary negative visual impact on the setting of protected and NIAH structures on New Street, Kevin Street Dean Street and Patrick Street during the construction phase. The protected structures include, Atkinson House 21 New Street South (DCC RPS 5823), The public Convenience at the corner of Kevin Street and New Street South (DCC RPS 5822), the Dutch Billy at 35a Kevin Street Upper (RMP DU018-020405, DCC RPS 4186), St. Patrick's Cathedral Grammar School 39 Kevin Street Upper (DCC RPS 4187), the Deanery of St. Patrick's Cathedral, 40 Kevin Street Upper and its boundary treatment (RMP DU018-020113, DCC RPS 4188, DCC RPS 4189), 1 Dean Street (DCC RPS 2283), 2 to 4 Dean Street (NIAH 50080635 to NIAH 50080637), 129 Coombe (DCC RPS 2045), 77 Francis Street (DCC RPS 2942), 51 to 53 Patrick Street (DCC RPS 6440 to DCC RPS 6442), Saint Patrick's Cathedral (RMP DU018-020269, DCC RPS 6443) and Saint Patrick's Park (DCC RPS 6444). The majority are of Regional Importance and Medium Sensitivity. The Cathedral is of National importance and high sensitivity. There is also a risk of accidental damage during the construction phase. Items of street furniture such as lampposts will also be impacted. Seven no. free standing lamp posts (CBC0011LP020, CBC0011LP021, CBC0011LP022, CBC0011LP023, CBC0011LP024, CBC0011LP025, CBC0011LP027) on New Street South will be repositioned to accommodate the proposed bus and cycle lanes. Negative, Significant and Temporary cumulative impact	Mitigation measures include those already put forward through the Proposed Scheme such as repositioning of kerbs or lamp posts and the protection and monitoring of the architectural heritage fabric such as Protected Structures, NIAH structures and other structures and street furniture. These measures have been outlined in Chapter 16 and are specified in more detail in Appendix 16.3.	The predicted post-mitigation impact is Negative, Slight and Temporary.	N/A

Table 8: Stage 3 and 4: Landscape (Townscape) and Visual

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
4364/19	Dublin City Council	The development will consist of the demolition of all existing buildings on site and the construction of a mixed use commercial and residential development in 6 no. blocks accommodating 2 no. commercial units, a communal meeting space and 70 no. residential units.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	N/A
2571/15	Dublin City Council	The proposed development comprises of 61 no. residential units comprising 22 no. houses and 39 no. apartments. The apartments will be located in a 4-storey over basement building.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	N/A
SD13A/0271	South Dublin County Council	Demolition of existing logistics centre and associated ancillary buildings; retention of existing mobile phone mast and ancillary plant; the construction of a two storey data centre; two storey ancillary office building; associated single storey combined heat and power plant (Energy Centre) with ancillary two storey operations building and single storey generator building.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	N/A

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SD18A/0068	South Dublin County Council	Alterations to approved plans (Grant of Permission ref PL06S.243151 and PA Reg Ref SD13A/0271) consisting of the following to be constructed in a minimum of two phases: The construction of a similar 2 storey data centre, associated single storey combined heat and power plant (Energy Centre) with ancillary 2 storey operations building with part basement.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	N/A
2812/17	Dublin City Council	PROTECTED STRUCTURE: Permission for development at a 0.4274 Ha site known as a portion of Brewery Block, bounded by Newmarket, St Luke's Avenue, Brabazon Place/Brabazon Row and Ardee Street, Dublin 8. The site contains a Protected Structure (stone warehouse) at the corner of Newmarket and Brabazon Place/Brabazon Row. The development will consist of the demolition of two existing industrial warehouses and brick ruins; the retention of the Protected Structure at the south-eastern corner of the site; the brick tower located towards the north-western corner of the site; and the existing walls at ground floor level onto Newmarket and Ardee Street; and the construction of a three to seven storey mixed-use development in two blocks comprising a co-working shared space with associated cafe/bar; and 349 No. student accommodation bedspaces with associated facilities, which will be utilised for short-terms lets during student holiday periods.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	N/A

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3323/17	Dublin City Council	Planning permission at the site known as the IDA Ireland Small Business Centre at Newmarket Industrial Estate, Newmarket, Dublin 8. The proposed development comprises the demolition of all existing buildings on site and the redevelopment of the site for mixed use purposes arranged in 4 blocks enclosing a central courtyard above lower ground level and double basement.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	N/A
SD20A/0309	South Dublin County Council	Provision of 4 new information and communications technology (ICT) Facility buildings and associated development at the subject site, superseding elements of the extant planning permissions on site (Reg. Ref.: SD18A/0068 and Reg, Ref.: SD19A/0185).	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	N/A
SHD3ABP-313760-22	SDCC	Mixed-use development including 310 "Build-to-Rent" residential apartments, a creche and a number of commercial units on a c. 1.26 ha site.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	N/A

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SHD3ABP-313590-22	SDCC	Demolition of existing substation and removal of existing advertisement structure on site and the construction of a residential development of 197 apartments in 4 blocks.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	N/A
SD22A/0099	SDCC	Construction of 5 warehouse / logistics units (Units 1, 2 3, 4 and 6), including ancillary office use and entrance / reception areas over two levels, with maximum heights of c. 17.09m and a combined total gross floor area (GFA) of 20,158sq.m.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	N/A
SHD3ABP-313129-22	SDCC	Demolition of the former Chadwicks Builders Merchant development and the construction of a mixed-use Build-to-Rent residential and commercial development comprising 633 build-to-rent apartment units, 1 childcare facility and 10 commercial units in 4 blocks (A-D) ranging in height from 5 to 12 storeys	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	N/A

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SD22A/0035	SDCC	Construction of a 4 storey nursing home building consisting of 106 bedrooms and associated residents welfare facilities.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	N/A
SD21A/0139	SDCC	The demolition of three existing apartment units and bin store and the construction of a residential development arranged in two building blocks ranging from 3 to 6 storeys in height over basement level. The proposed development will comprise a total of 40 apartment units derived from 26 new apartments and 14 existing apartments.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	N/A
SD218/0009	SDCC	New public square at Tallaght LUAS stop and improved public space in front of Rua Red Arts Centre and The Civic Theatre. Development of public realm works totaling approximately c. 0.5 Ha at lands adjoining Belgard Square West, Tallaght (The Square) Luas Stop and The Square Carpark, and a second red line area abutting Tallaght Cultural Quarter.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation There is potential for moderate / significant localised negative short-term cumulative effects from removal of trees from the streets and adjacent planted areas to facilitate both this project and the Proposed Scheme.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation Moderate / significant negative short-term effects are expected on trees. Replacement planting would neutralise the negative effects over the medium term. Over the medium and long-term there would be a moderate / significant positive cumulative effect on streetscape.	N/A

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SD058/0013	South Dublin County Council	Greenhills Road realignment development including the construction of a 13 m wide carriageway, including bus lanes in each direction, for a distance of approximately 660 m west of the Greenhills Road bridge over the M50; construction of an extension to Tymon North Road to the new realigned Greenhills Road; construction of cycletracks and footpaths; installation of signal control at the junction of the realigned Greenhills Road and the extension to Tymon North Road; provision of pedestrian lights on realigned Greenhills Road near the Cuckoo's Nest public house; removal of existing traffic lights at the existing junction of Greenhills Road and Tymon North Road; removal of existing pedestrian lights on the existing Greenhills Road at the Cuckoo's Nest public house; provision of drainage and associated features; and provision of public lighting, road markings and signage.	It is assumed that this project would follow the same form as development under the Proposed Scheme for the new road. Therefore the cumulative effect would be the same as the effects assessed for Proposed Scheme i.e. no additional cumulative effect.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	It is assumed that this project would comprise follow the same form as development proposed under CBC0809 for the new road. Therefore the cumulative effect would be the same as the effects assessed for the Proposed Scheme i.e. no additional cumulative effect.	Development not listed on planning portal. Assumed that this would comprise the same changes as proposed under the Proposed Scheme.
SD22A/0285	South Dublin County Council	The extension and renovation of The Cuckoo's Nest public house but retaining the original front part of the building & re-establishing a public house/gastro pub use at ground & first floor level (c.464m2). The proposed development also consists of the construction of a 3 and 4 storey building to the side and rear of the existing building, which will accommodate public house use at ground floor, retail / shop local use (c. 283m2) also at ground floor, with 11 no. apartments overhead. The proposed residential accommodation is comprised of 5 no. 1 bed apartments and 6 no. 2 bed apartments. The proposed development will be a modification to a previously permitted development under Refs SD19A/0287 & ABP-30603019, with access to the development via an existing / permitted vehicular entrance off the Greenhills 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 imperceptible if this is not the case. Such effects may impact on adjacent open space. Potential for localised moderate temporary / short-term cumulative construction effects in local area. <u>Operation</u> Landscape and visual: The proposals would enhance the streetscape and there is potential for a moderate positive cumulative effect.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<u>Construction</u> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. <u>Operation</u> No significant cumulative effects expected. Cumulative impact expected to moderate positive.	
305324	DCC	Demolition of existing structures Construction of 368 Student Bed Spaces. Brewery Block, bounded by Newmarket, St. Luke's Avenue, Brabazon Place/Brabazon Row and Ardee Street (The site includes Nos. 13/14 Ardee Street and No. 29 Newmarket), 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 imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. <u>Operation</u> There is potential for moderate / significant localised negative short-term cumulative effects from removal of trees from the streets and adjacent planted areas to facilitate both this project and the Proposed Scheme.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<u>Construction</u> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. <u>Operation</u> Moderate / significant negative short-term effects are expected on trees. Replacement planting would neutralise the negative effects over the medium term. Over the medium and long-term there would be a moderate / significant positive cumulative effect on streetscape.	N/A

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
307067	DCC	413 Apartments. Newmarket	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation There is potential for moderate / significant localised negative short-term cumulative effects from removal of trees from the streets and adjacent planted areas to facilitate both this project and the Proposed Scheme.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation Moderate / significant negative short-term effects are expected on trees. Replacement planting would neutralise the negative effects over the medium term. Over the medium and long-term there would be a moderate / significant positive cumulative effect on streetscape.	N/A
306705	SDCC	502 Apartments. Tallaght	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation There is potential for moderate / significant localised negative short-term cumulative effects from removal of trees from the streets and adjacent planted areas to facilitate both this project and the Proposed Scheme.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation Moderate / significant negative short-term effects are expected on trees. Replacement planting would neutralise the negative effects over the medium term. Over the medium and long-term there would be a moderate / significant positive cumulative effect on streetscape.	N/A
3228/20	DCC	1,137 Residential Developments, Walkinstown Avenue	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation There is potential for moderate / significant localised negative short-term cumulative effects from removal of trees from the streets and adjacent planted areas to facilitate both this project and the Proposed Scheme.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation Moderate / significant negative short-term effects are expected on trees. Replacement planting would neutralise the negative effects over the medium term. Over the medium and long-term there would be a moderate / significant positive cumulative effect on streetscape.	N/A

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303306	SDCC	438 no. apartments and 403 no. bedspaces and associated site works.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation There is potential for moderate / significant localised negative short-term cumulative effects from removal of trees from the streets and adjacent planted areas to facilitate both this project and the Proposed Scheme.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation Moderate / significant negative short-term effects are expected on trees. Replacement planting would neutralise the negative effects over the medium term. Over the medium and long-term there would be a moderate / significant positive cumulative effect on streetscape.	N/A
304686	DCC	153 no. residential units and associated site works.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation There is potential for moderate / significant localised negative short-term cumulative effects from removal of trees from the streets and adjacent planted areas to facilitate both this project and the Proposed Scheme.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation Moderate / significant negative short-term effects are expected on trees. Replacement planting would neutralise the negative effects over the medium term. Over the medium and long-term there would be a moderate / significant positive cumulative effect on streetscape.	N/A
312268	DCC	134 no. Build to Rent apartments and associated site works.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be contained by enclosing built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are concurrent, there remains potential for localised moderate short-term, temporary cumulative construction effects at intersections of this scheme and the Proposed Scheme. Effects would be imperceptible if this is not the case. Operation Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected. The effects of any changes are likely to be reduced over time with establishment of proposed landscape measures. Predicted moderate, neutral, short-term effects.	

Application Reference	LPA	'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)	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods are concurrent / successive. Effects would be imperceptible if this is not the case. Such effects are likely to be most noticeable for receptors at the intersections of these projects with the Proposed Scheme at road junctions, but effects will be contained within surrounding street / road corridor, due to enclosing effect of surrounding built form. Potential for moderate short-term, temporary cumulative construction effects at intersections of this scheme and the Proposed Scheme if construction periods overlap / are concurrent. These effects are likely to be limited to indirect visual effects on private properties, trees and townscape effects on public spaces at the intersections of this project and Proposed Scheme. Operation Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected. Potential for moderate negative effects on trees.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are concurrent, there remains potential for localised moderate short-term / temporary cumulative construction effects at intersections of this scheme and the Proposed Scheme. Effects would be imperceptible if this is not the case. Operation Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected. The effects of any changes, particularly from loss of trees, are likely to be reduced over time with establishment of proposed landscape measures. Predicted moderate, negative / neutral, short-term effects. Medium and long-term effects predicted to be neutral or possibly positive.	N/A
A1		Dublin BusConnects: Clongriffin to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	N/A
B1		Dublin BusConnects: Swords to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	N/A

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D1		Dublin BusConnects: Ballymun-Finglas to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	N/A
C1		Dublin BusConnects: Blanchardstown to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	N/A
A2		Dublin BusConnects: Lucan to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	N/A

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
B2		Dublin BusConnects: Liffey Valley to City Centre	Construction Potential for temporary in-combination indirect and direct townscape / visual effects at the intersection of the schemes, if the construction periods coincide / are successive. Potential for localised moderate temporary / short-term cumulative construction effects which would be localised and contained within the streetscape, due to enclosing effect of surrounding built form. Operation Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected. Both schemes will provide a long-term enhancement to streetscape at their intersection. Potential for moderate positive long-term cumulative effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction Predicted localised moderate temporary / short-term cumulative construction effects at the intersection of the scheme if construction periods are concurrent / successive. Effects would be imperceptible if this is not the case. Concurrent / successive construction is not predicted. Operation A positive cumulative change in the urban realm at the intersection of the schemes is expected. Predicted moderate / significant positive medium to long-term effects.	N/A
C2		Dublin BusConnects: Templeogue-Rathfarnham to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	N/A
D2		Dublin BusConnects: Kimmage to City Centre	Construction Potential for temporary in-combination indirect and direct townscape / visual effects at the intersection of the schemes, if the construction periods coincide / are successive. Potential for localised moderate temporary / short-term cumulative construction effects which would be localised and contained within the streetscape, due to enclosing effect of surrounding built form. Some cumulative effects are also possible for the Grand Canal corridor. Operation Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected. Both schemes will provide a long-term enhancement to streetscape at their intersection. Potential for moderate positive long-term cumulative effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction Predicted localised moderate temporary / short-term cumulative construction effects at the intersection of the scheme and on Grand Canal if construction periods are concurrent / successive. Effects would be imperceptible if this is not the case. Concurrent / successive construction is not predicted. Operation A positive cumulative change in the urban realm at the intersection of the schemes is expected. Predicted moderate / significant positive medium to long-term effects.	N/A

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
B3		Dublin BusConnects: Bray to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	N/A
C3		Dublin BusConnects: Blackrock/Belfield to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	N/A
D3		Dublin BusConnects: Ringsend to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	N/A