Appendix A21.2
Stage 4 Specialist Assessments

Contents

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; and
- Material Assets.

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

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3026/19	Dublin City Council	The development involves the demolition of the remaining buildings on site, the construction of a mixed-use development of retail (177sq.m), offices (199sq.m) and 91 dwelling units (4 studios, 29 one bed units and 58 two bed units) over an underground car park.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
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 (6 studios, 8 one-bed units and 41 two-bed units), over an underground car parking area for 57 cars. The basement includes plantrooms, bike spaces (82) and waste storage facilities. 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.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3752/19	Dublin City Council	The development consists of the demolition of the existing basement slab (c. 1,107 sq.m), supporting structures, 1 no. staircase and car park ramp at podium and basement level and the construction of a six storey over basement enterprise centre 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.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
4423/19	Dublin City Council	PROTECTED STRUCTURE: Application for full planning permission for a mixed use development at 27-29 New Row South, Dublin 8. The application site is located at the junction of New Row South to the northwest, Blackpitts	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2654/20	Dublin City Council	Permission for a mix development consisting of demolition of the existing 2-storey warehouse type structure that is currently in permitted use as a religious, cultural and community building; construction of a mixed-use development in a building ranging from 3 to7 storeys over basement level.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2682/20	Dublin City Council	Application for a 10-year full planning permission for a mixed-use development at the Dublin Institute of Technology / Technological University Dublin (TUD)	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	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction

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			planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	development will require similar measures.		materials. This data is unavailable while development is in planning stage.
2712/21	DCC	Permission is sought for the demolition of the existing two storey building previously used as a garage and showroom and the construction of a Build to Rent residential apartment development comprising 38 no. apartments (29 no. one beds, 3 no. two beds and 6 no. studios) in a five storey (four storey with fifth floor set back) over basement apartment 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.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2769/21	DCC	Permission for a Build-To-Rent residential development at a c. 0.2319 ha site located at No. 348 Harold's Cross Road, Dublin 6, D6W VW99, (formerly known as 'Kenilworth Motors). The development will principally consist of: the demolition of all one storey, with part mezzanine, buildings (1,164 sqm) and certain boundary walls; the construction of a part-two, part-three, part-four, part-five storey building (total gross floor area of c. 5,163 sqm); (comprising 52 no. apartments.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2851/21	DCC	Planning permission for development on a site of c. 2.67 ha located at the former Harold's Cross Greyhound Stadium, Harold's Cross, Dublin 6. The development, which will comprise a new educational campus of 2 No. new school buildings, to be delivered on a phased basis.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3779/22	DCC	PROTECTED STRUCTURE : Development will consist of demolition of existing buildings on site, with the exception of house number 152, which is a protected structure RPS. Ref. 889 and construction of a residential development (c.1,665 sq.m), 3 and 4storey in height, containing a total of 22 apartments.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3826/22	DCC	The proposed development will consist of the demolition of all structures on site, except No. 4 Sweeney's Terrace, and construction of a mixed use, primarily residential development comprising: A part 3, part 4 storey apartment block of 25 no. units over a partial basement level with ground floor terraces and upper floor balconies on the eastern, southern and western elevations.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SD228/0008	SDCC	Construction of a combination of single way and two-way cycle tracks on and adjacent to the vehicle carriageway.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
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.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
308533	DCC	Alterations to previously permitted development Reg.Ref:2186/15 (PL29S.245164) increasing the total number of units from 220 no. units to 248 no. 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.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
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.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
313043	DCC	208 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.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
LRD6018/22-S3	DCC	The development will include the construction of 208 no. social and affordable housing units (104 no. 1 bed and 104 no. 2 bed apartments) within 5 no. blocks (with blocks 4 and 5 linked throughout), ranging in height up to 6 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	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			planned development in isolation - it follows that a significant cumulative impact is expected.			
MP16		Potential Metro South alignment: SW option	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
A3		Dublin BusConnects: Tallaght-Clondalkin 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.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
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.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3026/19	Dublin City Council	The development involves the demolition of the remaining buildings on site, the construction of a mixed-use development of retail (177sq.m), offices (199sq.m) and 91 dwelling units (4 studios, 29 one bed units and 58 two bed units) over an underground car park.	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).
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 (6 studios, 8 one-bed units and 41 two-bed units), over an underground car parking area for 57 cars. The basement includes plantrooms, bike spaces (82) and waste storage facilities. 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).
3752/19	Dublin City Council	The development consists of the demolition of the existing basement slab (c. 1,107 sq.m), supporting structures, 1 no. staircase and car park ramp at podium and basement level and the construction of a six storey over basement enterprise centre 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. 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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2654/20	Dublin City Council	Permission for a mix development consisting of demolition of the existing 2-storey warehouse type structure that is	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the	To ensure that construction activities associated with the Proposed Scheme are	Magnitude of noise impacts will be dominated by Proposed Scheme and	Assumptions made based on professional judgement. Detailed data on third party project

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		currently in permitted use as a religious, cultural and community building; construction of a mixed-use development in a building ranging from 3 to 7 storeys over basement level.	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.	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.	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.	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).
2682/20	Dublin City Council	Application for a 10-year full planning permission for a mixed-use development at the Dublin Institute of Technology / Technological University Dublin (TUD).	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).
2712/21	DCC	Permission is sought for the demolition of the existing two storey building previously used as a garage and showroom and the construction of a Build to Rent residential apartment development comprising 38 no. apartments (29 no. one beds, 3 no. two beds and 6 no. studios) in a five storey (four storey with fifth floor set back) over basement apartment 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. 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).
2769/21	DCC	Permission for a Build-To-Rent residential development at a c. 0.2319 ha site located at No. 348 Harold's Cross Road, Dublin 6, D6W VW99, (formerly known as 'Kenilworth Motors). The development will principally consist of: the demolition of all one storey, with part mezzanine, buildings (1,164 sqm) and certain boundary walls; the construction of a part-two, part-three, part-four, part-five storey building (total gross floor area of c. 5,163 sqm); (comprising 52 no. apartments.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
2851/21	DCC	Planning permission for development on a site of c. 2.67 ha located at the former Harold's Cross Greyhound Stadium, Harold's Cross, Dublin 6. The development, which will comprise a new educational campus of 2 No. new school buildings, to be delivered on a phased basis.	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	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	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).	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

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			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.	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.	Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	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).
3779/22	DCC	PROTECTED STRUCTURE : Development will consist of demolition of existing buildings on site, with the exception of house number 152, which is a protected structure RPS. Ref. 889 and construction of a residential development (c.1,665 sq.m), 3 and 4storey in height, containing a total of 22 apartments.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
3826/22	DCC	The proposed development will consist of the demolition of all structures on site, except No. 4 Sweeney's Terrace, and construction of a mixed use, primarily residential development comprising: A part 3, part 4 storey apartment block of 25 no. units over a partial basement level with ground floor terraces and upper floor balconies on the eastern, southern and western elevations.	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).
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. 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).
308533	DCC	Alterations to previously permitted development Reg.Ref:2186/15 (PL29S.245164) increasing the total number of units from 220 no. units to 248 no. 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 immediately adjacent to proposed development and NSLs	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	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	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

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	planned development will require similar measures.	residual cumulative effects post mitigation.	Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
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.	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).
MP16		Potential Metro South alignment: SW option	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).
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). 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).
A3		Dublin BusConnects: Tallaght-Clondalkin 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).
C2		Dublin BusConnects: Templeogue-Rathfarnham to City Centre	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the	To ensure that construction activities associated with the Proposed Scheme are	Magnitude of noise impacts will be dominated by Proposed Scheme and	Assumptions made based on professional judgement. Detailed data on third party project

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			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.	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.	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.	construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).

Table A21.2.3 Stage 3 and 4: Population

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3026/19	Dublin City Council	The development involves the demolition of the remaining buildings on site, the construction of a mixed-use development of retail (177sq.m), offices (199sq.m) and 91 dwelling units (4 studios, 29 one bed units and 58 two bed units) over an underground car park.	Construction It looks as though this development is already under construction and therefore is likely to be complete before BusConnects construction starts, therefore no construction related cumulative effects are predicted. Operation There is no potential for cumulative effects during operation.	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. Operation There are no mitigation measures for land take and amenity cumulative impacts.	Construction N/A Operation As there is no potential for cumulative effects, there will be no residual cumulative effects on land take.	Assumed that development construction will be complete prior to BusConnects construction
2712/21	DCC	Permission is sought for the demolition of the existing two storey building previously used as a garage and showroom and the construction of a Build to Rent residential apartment development comprising 38 no. apartments (29 no. one beds, 3 no. two beds and 6 no. studios) in a five storey (four storey with fifth floor set back) over basement apartment building.	Construction As there is uncertainty around the scheme's construction dates (proposed 18-month period staring in Q4 2021, however it is unclear whether this is the case) the assessment of cumulative effects has assumed a worst case of construction overlap which would lead to a potential cumulative impact on land take. Operation There is no potential for cumulative effects on land take during operation.	Construction If construction timescales overlap, transportation of construction materials to the two sites could be managed during off-peak periods as best practice to avoid causing disruptions to the local road network. 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. Operation There are no anticipated cumulative impacts on amenity, land take or accessibility. Therefore no mitigation measures are required at this stage.	Construction Due to there being no anticipated cumulative effects on land take and amenity (and therefore no corresponding mitigation measures), there are no residual cumulative impacts on land take and amenity at construction stage. Operation Due to there being no anticipated cumulative effects on land take, amenity or accessibility (and therefore no corresponding mitigation measures), there are no residual cumulative impacts on land take and amenity at operation stage.	Cumulative impacts relating to accessibility are determined by the outcomes of the traffic modelling. Therefore, cumulative effects on accessibility are unclear at this stage, given that no results from traffic modelling have been submitted by any parties.
2769/21	DCC	Permission for a Build-To-Rent residential development at a c. 0.2319 ha site located at No. 348 Harold's Cross Road, Dublin 6, D6W VW99, (formerly known as 'Kenilworth Motors). The development will principally consist of: the demolition of all one storey, with part mezzanine, buildings (1,164 sqm) and certain boundary walls; the construction of a part-two, part-three, part-four, part-five storey building (total gross floor area of c. 5,163 sqm); (comprising 52 no. apartments.	Construction As there is uncertainty around the scheme's construction dates the assessment of cumulative effects has assumed a worst case of construction overlap which would lead to a potential cumulative impact on land take. Operation There is no potential for cumulative effects on land take during operation.	Construction If construction timescales overlap, transportation of construction materials to the two sites could be managed during off-peak periods as best practice to avoid causing disruptions to the local road network. 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. Operation There are no anticipated cumulative impacts on amenity, land take or accessibility. Therefore no mitigation measures are required at this stage.	Construction Due to there being no anticipated cumulative effects on land take and amenity (and therefore no corresponding mitigation measures), there are no residual cumulative impacts on land take and amenity at construction stage. Operation Due to there being no anticipated cumulative effects on land take, amenity or accessibility (and therefore no corresponding mitigation measures), there are no residual cumulative impacts on land take and amenity at operation stage.	Cumulative impacts relating to accessibility are determined by the outcomes of the traffic modelling. Therefore, cumulative effects on accessibility are unclear at this stage, given that no results from traffic modelling have been submitted by any parties.
2851/21	DCC	Planning permission for development on a site of c. 2.67 ha located at the former Harold's Cross Greyhound Stadium, Harold's Cross, Dublin 6. The development, which will comprise a new educational	Construction The applications construction is due to take 18-24 months, however as there is uncertainty around the scheme's construction dates the assessment of cumulative effects has assumed a worst	Construction If construction timescales overlap, transportation of construction materials to the two sites could be managed during off-	Construction As the site itself is away from the Proposed Scheme, just the entrance sits along the Proposed Scheme, and application construction	

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
		campus of 2 No. new school buildings, to be delivered on a phased basis.	case of construction overlap which would lead to a potential cumulative impact on land take. Operation There is no potential for cumulative effects on land take during operation.	peak periods as best practice to avoid causing disruptions to the local road network. Operation There are no anticipated cumulative impacts on amenity, land take or accessibility. Therefore no mitigation measures are required at this stage.	vehicles will wait at a "staging point" to avoid obstruction on Harold's Cross Road - it is unlikely that any land-take or amenity cumulative impacts will occur. The schools have a large proposed attendance, with a phased increase of pupils across 7 years, which will likely coincide with the construction of the Proposed Scheme - there may be a chance of overlap in construction timescales, however accessibility to the school is unlikely to impacted during construction. Operation Due to there being no anticipated cumulative effects on land take, amenity or accessibility (and therefore no corresponding mitigation measures), there are no residual cumulative impacts on land take and amenity at operation stage. There will be a mutual benefit to the public transport network (BusConnects) and the education campus in being located along the bus corridor.	
3779/22	DCC	PROTECTED STRUCTURE : Development will consist of demolition of existing buildings on site, with the exception of house number 152, which is a protected structure RPS. Ref. 889 and construction of a residential development (c.1,665 sq.m), 3 and 4storey in height, containing a total of 22 apartments.	Construction As there is uncertainty around the scheme's construction dates the assessment of cumulative effects has assumed a worst case of construction overlap which would lead to a potential cumulative impact on land take. Operation There is no potential for cumulative effects on land take during operation.	Construction If construction timescales overlap, transportation of construction materials to the two sites could be managed during off-peak periods as best practice to avoid causing disruptions to the local road network. Operation There are no anticipated cumulative impacts on amenity, land take or accessibility. Therefore no mitigation measures are required at this stage.	Construction Due to there being no anticipated cumulative effects on land take and amenity (and therefore no corresponding mitigation measures), there are no residual cumulative impacts on land take and amenity at construction stage. Operation Due to there being no anticipated cumulative effects on land take, amenity or accessibility (and therefore no corresponding mitigation measures), there are no residual cumulative impacts on land take and amenity at operation stage.	Cumulative impacts relating to accessibility are determined by the outcomes of the traffic modelling. Therefore, cumulative effects on accessibility are unclear at this stage, given that no results from traffic modelling have been submitted by any parties.
SD228/0008	SDCC	Construction of a combination of single way and two-way cycle tracks on and adjacent to the vehicle carriageway.	Construction Permission has been granted for the other development, however it is unclear if construction has started at this point in time. Therefore, as a worst case scenario for the purpose of this assessment, it is assumed that there shall be temporal overlap in the construction stages of the two developments. 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.	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.	Construction No significant residual cumulative impacts at construction stage are anticipated. Operation Residual cumulative impacts at operation stage are anticipated to be positive.	At this point, it is unclear if there shall be temporal overlap in the corridor and the other development's construction phases.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			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 connectivity to the BusConnect corridor via active mode transit. Given this, and given that no negative cumulative impacts are anticipated at operation stage, a positive cumulative impact at operation stage is anticipated.	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.		
308533	DCC	Alterations to previously permitted development Reg.Ref:2186/15 (PL29S.245164) increasing the total number of units from 220 no. units to 248 no. units.	Construction As there is uncertainty around the scheme's construction dates the assessment of cumulative effects has assumed a worst case of construction overlap which would lead to a potential cumulative impact on land take. Operation There is no potential for cumulative effects on land take during operation.	Construction If construction timescales overlap, transportation of construction materials to the two sites could be managed during off-peak periods as best practice to avoid causing disruptions to the local road network. Operation There are no anticipated cumulative impacts on amenity, land take or accessibility. Therefore no mitigation measures are required at this stage.	Construction Due to there being no anticipated cumulative effects on land take and amenity (and therefore no corresponding mitigation measures), there are no residual cumulative impacts on land take and amenity at construction stage. Operation Due to there being no anticipated cumulative effects on land take, amenity or accessibility (and therefore no corresponding mitigation measures), there are no residual cumulative impacts on land take and amenity at operation stage.	
312268	DCC	134 no. Build to Rent apartments and associated site works.	Construction Permission has been granted for the other development, however it is unclear if construction has started at this point in time. Therefore, as a worst case scenario for the purpose of this assessment, it is assumed that there shall be temporal overlap in the construction stages of the two developments. 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	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.	At this point, it is unclear if there shall be temporal overlap in the corridor and the other development's construction phases.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			or amenity during operation. Site specific accessibility impacts have been considered to be out of scope for this assessment. Furthermore, the other development shall increase the resident population living in the vicinity of the corridor, and therefore may enable greater demand for the corridor. Given this, and given that no negative cumulative impacts are anticipated at operation stage, a positive cumulative impact at operation stage is anticipated.			
313043	DCC	208 no. apartments and associated site works.	<u>Construction</u> Permission has been granted for the other development, however it is unclear if construction has started at this point in time. Therefore, as a worst case scenario for the purpose of this assessment, it is assumed that there shall be temporal overlap in the construction stages of the two developments. 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. <u>Operation</u> Given that the two proposals' areas do not overlap and that no significant amenity impacts (as stated within the route's associated EIAR) of the route at operation stage have been identified, there is no potential for cumulative impacts on land take or amenity during operation. Site specific accessibility impacts have been considered to be out of scope for this assessment. Furthermore, the other development shall increase the resident population living in the vicinity of the corridor, and therefore may enable greater demand for the corridor. Given this, and given that no negative cumulative impacts are anticipated at operation stage, a positive cumulative impact at operation stage is anticipated.	<u>Construction</u> There are no anticipated cumulative impacts on amenity or land take, meaning no mitigation measures for land take and amenity cumulative impacts are required at this stage. Site specific accessibility impacts have been considered to be out of scope for this assessment. <u>Operation</u> 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.	<u>Construction</u> No significant residual cumulative impacts at construction stage are anticipated. <u>Operation</u> Residual cumulative impacts at operation stage are anticipated to be positive.	At this point, it is unclear if there shall be temporal overlap in the corridor and the other development's construction phases.
LRD6018/22-S3	DCC	The development will include the construction of 208 no. social and affordable housing units (104 no. 1 bed and 104 no. 2 bed apartments) within 5 no. blocks (with blocks 4 and 5 linked throughout), ranging in height up to 6 storeys.	<u>Construction</u> Permission has been granted for the other development, however it is unclear if construction has started at this point in time. Therefore, as a worst case scenario for the purpose of this assessment, it is assumed that there shall be temporal overlap in the construction stages of the two developments. 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	<u>Construction</u> There are no anticipated cumulative impacts on amenity or land take, meaning no mitigation measures for land take and amenity cumulative impacts are required at this stage. Site specific accessibility impacts have been considered to be out of scope for this assessment. <u>Operation</u> There are no anticipated negative	<u>Construction</u> No significant residual cumulative impacts at construction stage are anticipated. <u>Operation</u> Residual cumulative impacts at operation stage are anticipated to be positive.	At this point, it is unclear if there shall be temporal overlap in the corridor and the other development's construction phases.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			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. <u>Operation</u> Given that the two proposals' areas do not overlap and that no significant amenity impacts (as stated within the route's associated EIAR) of the route at operation stage have been identified, there is no potential for cumulative impacts on land take or amenity during operation. Site specific accessibility impacts have been considered to be out of scope for this assessment. Furthermore, the other development shall increase the resident population living in the vicinity of the corridor, and therefore may enable greater demand for the corridor. Given this, and given that no negative cumulative impacts are anticipated at operation stage, a positive cumulative impact at operation stage is anticipated.	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.		

Table A21.2.4 Stage 3 and 4: Human Health

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3026/19	Dublin City Council	The development involves the demolition of the remaining buildings on site, the construction of a mixed-use development of retail (177sq.m), offices (199sq.m) and 91 dwelling units (4 studios, 29 one bed units and 58 two bed units) over an underground car park.	The Classic Cinema site is within 25m of Harold's Cross Medical Centre, which is immediately adjacent to the Harold's Cross/Kenilworth Square/Kenilworth Park road junction where there are proposals for the Proposed Scheme. Construction The Proposed Scheme proposals here are minor (mostly road markings and changes to lights) and are not anticipated to take much longer than 6 weeks. In the event that these works do coincide with construction work for development ref. 3026/19, the interaction is unlikely to last more than 6 weeks, limiting the potential for a significant effect on access to the medical centre. There is no parking at the medical centre, so disruption to traffic would not significantly affect access arrangements. The main potential impact on access would relate to any disruption to pedestrian access on the pavement. Operation No likely significant cumulative impacts on human health are anticipated once both proposals are in operation.	Mitigation would entail ensuring that access along the pavement and cycleway to the medical centre is maintained, and giving due consideration to the likelihood that ill and vulnerable people may be needing to access the medical centre. Since the Proposed Scheme proposals in this area relate mainly to road markings and lights, the greater potential influence on access would be associated with construction access to and from the Classic Cinema site associated with planning ref. 3026/19. It is expected this would be managed through standard considerate construction practices.	With standard considerate construction practices in place, the cumulative impact is not significant.	Since it is uncertain whether construction periods would overlap, that assumptions has been made as a worst case. However, the Proposed Scheme works in the area are limited in extent and temporary.
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 (6 studios, 8 one-bed units and 41 two-bed units), over an underground car parking area for 57 cars. The basement includes plantrooms, bike spaces (82) and waste storage facilities. 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 north-east side. However, access to the development site would be off Parnell Road (R111), rather than off Harold's Cross Road (R137). A car park and area of green space separate the development site and occupied area of the hospice. A band of trees also provides for some visual screening. Construction Assuming construction periods overlap, there is potential for construction activities to be taking place some 50m to the north-east side of the hospice, as well as activities taking place associated with the Proposed Scheme on the east side of the hospice, including the site of the construction compound and works along Harold's Cross Road. It is not anticipated there would be a cumulative impact on access to the health service due to the two projects affecting different routes. The main issue is anticipated to relate to amenity, as noise, dust and general construction disruption would be taking place to two sides of the hospice. However, individual rooms within the hospice are not likely to be exposed to a cumulative impact due to the different aspects of the building facing each project. Therefore, although there is a very sensitive population present, it is considered that very few have potential to be exposed to cumulative impact. On this basis, including the distance and visual screening, the cumulative impact on amenity is assessed as Negative, Moderate and Short-term. Operation No cumulative impacts are anticipated on the hospice from both developments in 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 cumulative impacts remain as Negative, Moderate and Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
3752/19	Dublin City Council	The development consists of the demolition of the existing basement slab (c. 1,107 sq.m), supporting structures, 1 no. staircase and car park ramp at podium and basement level and the construction of a six storey over basement enterprise centre building.	The development is located off New Street South, Dublin 8, in the Fumbally Square area. This is an infill site which is approximately 48m from the Proposed Scheme. There is a row of terraced houses to the west and apartment blocks to the west and south. Development planning ref. 4423/19 is located 35m to the south-west, off New Row South, also within the Fumbally Square area. This development site is 106m from the Proposed Scheme. Construction	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction cumulative impacts remain as Negative, Slight and Short-term.	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
			Assuming all three developments are constructed concurrently, there is a potential cumulative impact on amenity for residents in the Fumbally Square area, particularly within the apartment blocks. A combination of noise, dust, and general construction disruption may exacerbate impacts on wellbeing. However, few people are likely to be exposed to more than one development due to different aspects of the apartment block being exposed. On this basis a Negative, Slight, Short-term impact on health (mental wellbeing) is anticipated. This is not anticipated to be noticeable in terms of status of population health.			
4423/19	Dublin City Council	PROTECTED STRUCTURE: Application for full planning permission for a mixed use development at 27-29 New Row South, Dublin 8. The application site is located at the junction of New Row South to the northwest, Blackpitts	As above.	As above.	As above.	As above.
2654/20	Dublin City Council	Permission for a mix development consisting of demolition of the existing 2-storey warehouse type structure that is currently in permitted use as a religious, cultural and community building; construction of a mixed-use development in a building ranging from 3 to 7 storeys over basement level.	This development is located off Blackpitts. Residents exposed to construction noise and disruption from this development would be those on St John's Street, St Michael's Terrace and within the apartment block facing the development. Construction These residents would be unlikely to be greatly exposed to additional construction noise and disruption from the Proposed Scheme as they would be somewhat shielded by intervening tall buildings. The cumulative impact is judged to be Negative, Slight and Short-term. Operation No cumulative impact is anticipated during operation due to the different natures of the developments (one a place of worship, the other transport infrastructure).	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 Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
2682/20	Dublin City Council	Application for a 10-year full planning permission for a mixed-use development at the Dublin Institute of Technology / Technological University Dublin (TUD).	This is a sizeable redevelopment approximately 200m from the Proposed Scheme, off Kevin Street Lower. There is an area of disadvantaged communities off New Bride Street, immediately west of the DIT development. The Meath Primary Care Centre is located off Heytsbury Street, 50m south-west of the DIT development and 163m east of the Proposed Scheme. Construction General construction disruption associated with the DIT development and the Proposed Scheme make access to the Meath Primary Care facility more difficult at times. A Negative, Slight effect in the Temporary to Short-term is anticipated as access would still be available. It is considered there is sufficient distance between the Proposed Scheme and residential areas most exposed to the redevelopment of the DIT site, that effects would be limited to Negative, Slight in the Short-term. Operation No cumulative impact is anticipated on human health 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 cumulative impacts remain as Negative, Slight and Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
2712/21	Dublin City Council	Permission is sought for the demolition of the existing two storey building previously used as a garage and showroom and the construction of a Build to Rent residential apartment development comprising 38 no. apartments (29 no. one beds, 3 no. two beds and 6 no. studios) in a five storey (four storey with fifth floor set back) over basement apartment building.	This proposal would be located next to the entrance to the former greyhound stadium. The Harold's Cross Educate Together Secondary School and National Schools now occupy the former greyhound stadium and have proposals to build a permanent education campus under application reference 2851/21. The Leinster Park Montessori school is also within 50m of the application site. Construction During construction there would potentially be considerable interaction between construction activities associated with the Proposed Scheme, application reference 2712/21 and the secondary and national schools. There is also potential for interaction between application 2851/21 on the school site. The Outline Traffic Management Plan submitted with	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 Short-term.	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
			2712/21 identifies measures to manage the interaction with pedestrians, including schoolchildren. Should construction periods overlap there would likely be a cumulative impact on amenity for the school and local residents on Harold's Cross Road, as well as inconvenience for access. However, with traffic management proposals in place for the protection of pedestrians, cyclists and schoolchildren it is considered that the likely health effects would be some momentary mental wellbeing impacts such as frustration and annoyance, however no impact on overall health status for the local population is anticipated. Impacts are expected to be Negative, Moderate and Temporary to Short-term for residents, schoolchildren and staff in the localised area. Operation No cumulative impact is anticipated on human health during operation.			
2769/21	DCC	Permission for a Build-To-Rent residential development at a c. 0.2319 ha site located at No. 348 Harold's Cross Road, Dublin 6, D6W VW99, (formerly known as 'Kenilworth Motors). The development will principally consist of: the demolition of all one storey, with part mezzanine, buildings (1,164 sqm) and certain boundary walls; the construction of a part-two, part-three, part-four, part-five storey building (total gross floor area of c. 5,163 sqm); (comprising 52 no. apartments.	This application is within 30m of Section 2A of the Proposed Scheme. The immediate surrounds are mainly residential, with some local shops and businesses. Construction Residents most likely to be exposed to construction noise and general disruption would be those on Harold's Cross Road close to the junction with Rathgar Avenue, Kenilworth Manor, Kenilworth Square North. However, it is likely that work on application 2769/21 would be relatively shielded by intervening buildings, which would limit the likelihood of cumulative construction noise, disruption and loss of amenity in combination with the Proposed Scheme. On this basis, the cumulative construction is judged to be Negative, Slight and Short-term.	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 Short-term.	
2851/21	DCC	Planning permission for development on a site of c. 2.67 ha located at the former Harold's Cross Greyhound Stadium, Harold's Cross, Dublin 6. The development, which will comprise a new educational campus of 2 No. new school buildings, to be delivered on a phased basis.	There are temporary school buildings currently on the site. On Harold's Cross Road close to the entrance to the school there are a small number of residential buildings and the Leinster Park Montessori School, as well as a bar. The greyhound stadium site is set behind the row of buildings on Harold's Cross Road. Application reference 2712/21 is immediately adjacent to the school entrance. Construction During construction there would potentially be considerable interaction between construction activities associated with the Proposed Scheme, application reference 2712/21 and the secondary and national schools. Should construction periods overlap there would likely be a cumulative impact on amenity for the school and local residents on Harold's Cross Road, as well as inconvenience for access. However, with traffic management proposals in place for the protection of pedestrians, cyclists and schoolchildren it is considered that the likely health effects would be some momentary mental wellbeing impacts such as frustration and annoyance, however no impact on overall health status for the local population is anticipated. Impacts are expected to be Negative, Moderate and Temporary to Short-term for residents, schoolchildren and staff in the localised area. Operation No cumulative impact is anticipated on human health 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 cumulative impacts remain as Negative, Moderate and Short-term.	
3779/22	DCC	PROTECTED STRUCTURE : Development will consist of demolition of existing buildings on site, with the exception of house number 152, which is a protected structure RPS. Ref. 889 and construction of a residential development (c.1,665 sq.m), 3 and 4storey in height, containing a total of 22 apartments.	Site currently comprises dilapidated buildings on opposite side of Harold's Cross Road from park. There is a church located within 50m of both the application site and Proposed Scheme site. There are limited other receptors likely to be exposed to both proposed developments. Construction Potential for cumulative noise and other construction disruption on nearby receptors including users of the church during the weekdays,	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 Short-term.	

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			users of the park and residents in housing to the south. However exposure of these receptors to potential cumulative effects is likely to be relatively low. There is potential for monetary annoyance and inconvenience to access but no change to health status of local population is anticipated. On this basis, the cumulative construction is judged to be Negative, Slight and Short-term. Operation No cumulative impact is anticipated on human health during operation.			
SD228/0008	SDCC	Construction of a combination of single way and two-way cycle tracks on and adjacent to the vehicle carriageway.	Construction of a combination of single way and two-way cycle tracks on and adjacent to the vehicle carriageway Construction There are a number of residential properties within close proximity to both schemes (approx. 20-30). 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. Ben Dunne Gym and Crumlin GAA are in close proximity to both and may be negatively impacted, especially those using the outdoor facilities such as the playing fields. Health impact is likely to be transient annoyance. On this basis the cumulative impact is assessed as Negative, Moderate and Temporary. Operation It is considered that the proposals for the cycle tracks and Proposed Scheme are complementary and could have cumulative beneficial effects by connecting different communities and destinations which would improve general accessibility to areas of leisure and employment which can have positive effects on mental health, which is judged to be Positive and Significant in the Long-term on 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, Moderate and Temporary. Operation Positive, Significant in the Long term on health.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
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.	This development has not been identified as near any particularly sensitive health receptors. Bounded between St. Luke's Avenue and Newmarket, it is immediately adjacent to the Tallaght - Clondalkin CBC Scheme, and is approximately 233m from the Proposed Scheme. This site is immediately adjacent to a further similar proposal SHD ref. 307067. Construction Residents most likely to be exposed to construction noise and general disruption would be those whose houses front St Luke's Avenue opposite the Brewery Block. However, they are not likely to be particularly exposed to noise and general disruption from the Proposed Scheme. On this basis, the cumulative construction is judged to be Negative, Slight and Short-term. Operation No cumulative impact is 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 cumulative impacts remain as Negative, Slight and Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
307067	DCC	413 Apartments. Newmarket	As above.	As above.	As above.	As above.
313043	DCC	208 no. apartments and associated site works.	Construction of a combination of single way and two-way cycle tracks on and adjacent to the vehicle carriageway Construction There are a number of residential properties within close proximity to both schemes (approx. 20-30). 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. Ben Dunne Gym and Crumlin GAA are in close proximity to both and may be	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Moderate and Temporary. Operation No impact	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			negatively impacted, especially those using the outdoor facilities such as the playing fields. A small number of businesses/bars/restaurants may also be in close proximity to both developments and thus may be negatively influenced, especially the tattoo parlor and/or tanning salon which may lose business due to the disruptive environment from both developments. Health impact is likely to be transient annoyance. On this basis the cumulative impact is assessed as Negative, Moderate and Temporary. <u>Operation</u> No operational cumulative impact is anticipated.			
LRD6018/22-S3	DCC	The development will include the construction of 208 no. social and affordable housing units (104 no. 1 bed and 104 no. 2 bed apartments) within 5 no. blocks (with blocks 4 and 5 linked throughout), ranging in height up to 6 storeys.	Construction of a combination of single way and two-way cycle tracks on and adjacent to the vehicle carriageway <u>Construction</u> There are a number of residential properties within close proximity to both schemes (approx. 20-30). 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. Ben Dunne Gym and Crumlin GAA are in close proximity to both and may be negatively impacted, especially those using the outdoor facilities such as the playing fields. A small number of businesses/bars/restaurants may also be in close proximity to both developments and thus may be negatively influenced, especially the tattoo parlor and/or tanning salon which may lose business due to the disruptive environment from both developments. Health impact is likely to be transient annoyance. On this basis the cumulative impact is assessed as 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.	<u>Construction</u> Negative, Moderate and Temporary. <u>Operation</u> No impact	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
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.	The FAS would interface with the Proposed Scheme at Poddle Park (Kimmage Road West/Terenure Road West/Kimmage Road Lower R187 junction area; Ravensdale Park/Poddle Park area and Poddle Park/St Martin's Drive area. <u>Construction</u> During construction residents in the immediate vicinities of the above-named streets may be exposed to construction noise, dust and general disruption from a combination of the FAS and the Proposed Scheme. This is likely to cause some mental wellbeing impacts such as frustration and annoyance, however no impact on overall health status for the local population is anticipated. Impacts are expected to be Negative, Moderate and Temporary to Short-term for residents in the localised area. <u>Operation</u> No cumulative impact is anticipated during construction.	Given the close proximity of the two developments, construction management will need to be planned to minimise disruption for local residents due to the schemes in combination.	If construction programmes can be phased to limit combined disruption, the effect could be reduced to Negative, Slight and Temporary to Short-term.	As above.
MP32		MetroLink	Charlemont Station is approximately 1km from the Proposed Scheme. <u>Construction</u> Due to the distance to Charlemont Station it is unlikely that the population impacted on by the Proposed Scheme would also be significantly impacted on by MetroLink. Furthermore, the proposed Templeogue Rathfarnham CBC scheme is located between the Proposed Scheme and Charlemont Station, meaning the interaction between that scheme would be more noticeable.	N/A	Not significant	Health benefits may be accrued at a strategic population level (i.e. considering the population of Dublin as a whole) from the combination of public transport projects. However, such form of assessment is outside of the scope of this EIAR which is a project-level assessment.

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			Operation Consideration has been given as to whether a cumulative beneficial effect on human health would be expected from the combined transport choices. It is likely that the population using transport associated with the Proposed Scheme would be a different population to those who would use Metrolink as both proposals connect to the city centre, limiting any need to swap from one mode to another. Therefore the impact has been assessed as not significant for the local population.			
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	Proposals for the Greater Dublin Area Cycle Network directly interface with the Proposed Scheme. 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. 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, Moderate 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 Short, Medium to Long term on health.	Given the close proximity of the two developments, construction management will need to be planned to minimise disruption for local residents due to the schemes in combination.	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 Same as pre-mitigation.	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 Same as pre-mitigation.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
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 No significant cumulative impacts on human health anticipated. Operation Same as pre-mitigation.	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
D1		Dublin BusConnects: Ballymun-Finglas to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.		Construction No significant cumulative impacts on human health anticipated. Operation Same as pre-mitigation.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
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 No significant cumulative impacts on human health anticipated. Operation Same as pre-mitigation.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
A2		Dublin BusConnects: Lucan to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.		Construction No significant cumulative impacts on human health anticipated. Operation Same as pre-mitigation.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
B2		Dublin BusConnects: Liffey Valley to City Centre	Construction The Proposed Scheme terminates some 450m south of the Liffey Valley CBC scheme. On this basis it is considered unlikely that there would be any significant cumulative impacts on the same population. The impact is assessed as Negative, Not Significant and Temporary on the basis that people may notice the two schemes when travelling around their local area, but the schemes would not cause an in-combination impact. 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		Construction No significant cumulative impacts on human health anticipated. Operation Same as pre-mitigation.	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
			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.			
A3		Dublin BusConnects: Tallaght-Clondalkin 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 With careful construction planning, the residual effect on human health is anticipated to be Negative, Slight and Short-term. Operation Same as pre-mitigation.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
C2		Dublin BusConnects: Templeogue-Rathfarnham 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 in the Terenure area, particularly around the junction between Terenure Road West/Terenure Road East/Rathfarnham Road and Terenure Road East. This is a busy junction and it is expected residents in this area would be accustomed to urban environmental noise (traffic, social venues) and therefore less sensitive to construction noise. Impacts would likely relate to temporary effects on mental wellbeing (frustration, annoyance) rather than a change in overall health status. The impact is expected to be Negative, Moderate and Short-term. 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 With careful construction planning, the residual effect on human health is anticipated to be Negative, Slight and Short-term. Operation Same as pre-mitigation.	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		Construction No significant cumulative impacts on human health anticipated.	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
			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.		Operation Same as pre-mitigation.	
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 No significant cumulative impacts on human health anticipated. Operation Same as pre-mitigation.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
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 No significant cumulative impacts on human health anticipated. Operation Same as pre-mitigation.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.

Table A21.2.5 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
JA0040	South Dublin	Dublin Mountain Visitors Centre and all associated works. Killakee and Jamestown	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.	**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.	Not significant	None
304624	Fingal	FCC/12/0001 Broadmeadow Way. Greenway between Malahide Demesne and Newbridge Demesne to be known as 'Broadmeadow Way'. Malahide	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 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.	**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 **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Not significant	None
304888	Dublin City	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.	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.	**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.	Not significant	None
306583	Dún Laoghaire-Rathdo	A residential development with ancillary commercial uses (retail unit, café and crèche) partially comprising a "Build to Rent" scheme on circa 9.69 hectares. The townlands of Shanganagh, Cork Little and Shankill, Co. Dublin.	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.	**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.	Not significant	None
307352	Dublin City	The proposed development for Brexit Infrastructure will consist of - Installation of porta-cabin structures. Resurfacing and amalgamation of existing yards. Parking for	Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during	**Construction**: Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.	Not significant	None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
		heavy good vehicles, cars and bicycles. Gates, signage and all ancillary site works. Dublin Port.	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.	**Operation:** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.		
306834	Fingal	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.	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.	**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.	Not significant	None
307296	Fingal	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	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.	**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.	Not significant	None
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 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 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.	**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 **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Not significant	None
309812		Increase the capacity of the Dublin Waste to Energy Facility from 600,000 tonnes per annum to 690,000 tonnes per annum	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. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during	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	Not Significant	None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	operation of the Proposed Scheme will prevent surface water pollution events		
308585	SDCC	Clutterland 110kV GIS Substation building and 2 underground single circuit transmission lines	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. 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.	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	Not Significant	None
309951	SDCC	Provision of two 110kV transmission lines. Connecting Coolderrig 110kV GIS Substation to Grange Castle - Kilmahud circuits.	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. 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.	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	Not Significant	None
MP01		Widening of the M7 between Junction 9 (Naas North) and Junction 11 (M7/M9) to provide an additional lane in each direction	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.	**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.	Not significant	None
MP03		N3 Castaheany Interchange Upgrade: refer to "Details" link	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.	**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.	Not significant	None
MP04		Reconfiguration of the N7 from its junction with the M50 to Naas, to rationalise junctions and accesses in order to provide a higher level of service for strategic traffic travelling on the mainline	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.	**Construction**: Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. **Operation:**	Not significant	None

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			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.	Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.		
MP05		N3–N4: Barnhill to Leixlip Interchange	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.	**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.	Not significant	None
MP06		Reconfiguration of the N4 from its junction with the M50 to Leixlip to rationalise accesses and to provide additional capacity at the Quarryvale junction	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.	**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.	Not significant	None
MP07		Clonburris SDZ roads development: refer to "Details" link	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.	**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.	Not significant	None
MP08		DART+ Programme West	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.	**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.	Not significant	None
MP09		Porterstown Distributor Link Road	Construction	**Construction**:	Not significant	None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			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.	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.		
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	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.	**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.	Not significant	None
MP11		Lucan LUAS	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.	**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.	Not significant	None
MP12		DART+ Programme South West	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 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.	**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 **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Not significant	None
MP13		Junction upgrades and other capacity improvements on the M1 motorway, including additional lanes south of Drogheda, where required	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.	**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.	Not significant	None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			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.			
MP14		Finglas LUAS (Green Line extension Broombridge to Finglas)	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 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.	**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 **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Not significant	None
MP15		DART+ Tunnel Element (Kildare Line to Northern Line)	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 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.	**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 **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Not significant	None
MP16		Potential Metro South alignment: SW option	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 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.	**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 **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Not significant	None
MP17		LUAS Cross City incorporating LUAS Green Line Capacity Enhancement - Phase 1	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	**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	Not significant	None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			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 construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events		
MP18		Oldtown-Mooretown Western Distributor Link Road	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.	**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.	Not significant	None
MP19		Potential Metro South alignment: Charlemont to Sandyford	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 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.	**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 **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Not significant	None
MP20		Poolbeg LUAS	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 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.	**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 **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Not significant	None
MP21		Leopardstown Link Road Phase 2	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	**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	Not significant	None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			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 construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events		
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	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 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.	**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 **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Not significant	None
MP23		Poolbeg SDZ roads development: refer to "Details" link	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.	**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.	Not significant	None
MP24		Glenamuck District Distributor Road	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.	**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.	Not significant	None
MP25		DART+ Programme Coastal North	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	**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	Not significant	None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			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.	**Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events		
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	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 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.	**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 **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Not significant	None
MP27		Cherrywood SDZ roads development: refer to "Details" link	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 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.	**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 **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Not significant	None
MP28		DART+ Programme Coastal South	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 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.	**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 **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Not significant	None
MP29		R126 Donabate Relief Road: R132 to Portrane Demesne	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.	**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.	Not significant	None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			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.			
MP30		Extension of LUAS Green Line to Bray	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 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.	**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 **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Not significant	None
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	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.	**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.	Not significant	None
MP32		MetroLink	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 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.	**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 **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Not significant	None
MP33		Greater Dublin Drainage (GDD)	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	**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	Not significant	None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			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.	**Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events		
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	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 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.	**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 **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Not significant	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	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 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.	**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 **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Not significant	None
MP37		Snugborough Interchange Upgrade	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.	**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.	Not significant	None
A1		Dublin BusConnects: Clongriffin to City Centre	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	**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.	Not significant	None

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			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.			
B1		Dublin BusConnects: Swords to City Centre	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.	**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.	Not significant	None
D1		Dublin BusConnects: Ballymun-Finglas to City Centre	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.	**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.	Not significant	None
C1		Dublin BusConnects: Blanchardstown to City Centre	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.	**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.	Not significant	None
A2		Dublin BusConnects: Lucan to City Centre	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.	**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.	Not significant	None
B2		Dublin BusConnects: Liffey Valley to City Centre	Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during	**Construction**: Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.	Not significant	None

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			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.	**Operation:** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.		
A3		Dublin BusConnects: Tallaght-Clondalkin to City Centre	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 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.	**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 **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Not significant	None
C2		Dublin BusConnects: Templeogue-Rathfarnham to City Centre	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 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.	**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 **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Not significant	None
B3		Dublin BusConnects: Bray to City Centre	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 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.	**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 **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Not significant	None
C3		Dublin BusConnects: Belfield/ Blackrock to City Centre	Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental	**Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events	Not significant	None

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			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 construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	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 **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events		
D3		Dublin BusConnects: Ringsend to City Centre	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.	**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.	Not significant	None
311315	FCC	Park development project at the Racecourse Park	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.	**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.	Not significant	None
		SHDs and LRDs (*Impact dependent on proximity to Proposed Scheme.* Items marked with * are only relevant if within close proximity to the Proposed Scheme and items marked with ** are only relevant if they are located within the same catchment as the Proposed Scheme)	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.**	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**	A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.* A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale*	None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
		SHDs and LRDs (*Impact dependent on proximity to Proposed Scheme.* Items marked with * are only relevant if within close proximity to the Proposed Scheme and items marked with ** are only relevant if they are located within the same catchment as the Proposed Scheme)	<u>Construction</u> 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* <u>Operation</u> 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.**	<u>Construction</u> 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.* <u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events**	A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.* A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale*	None
		GDA Transport Strategy Park and Ride (All Included despite distance as hydrological connectivity cannot be ruled out to downstream European sites in Dublin Bay)	<u>Construction</u> 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 <u>Operation</u> 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.	<u>Construction</u> 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. <u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	None
		Irish Water Projects: (Impacts dependent on proximity to Proposed Scheme. Items marked with an * are only relevant if within close proximity to the Proposed Scheme and items marked with an ** 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.	<u>Construction</u> 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*	<u>Construction</u> 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.*	A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.* A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale*	None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			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.**	Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events**		

Table A21.2.6 Stage 3 and 4: Water

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
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 (6 studios, 8 one-bed units and 41 two-bed units), over an underground car parking area for 57 cars. The basement includes plantrooms, bike spaces (82) and waste storage facilities. 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. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
4423/19	Dublin City Council	PROTECTED STRUCTURE: Application for full planning permission for a mixed use development at 27-29 New Row South, Dublin 8. The application site is located at the junction of New Row South to the northwest, Blackpitts	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
2654/20	Dublin City Council	Permission for a mix development consisting of demolition of the existing 2-storey warehouse type structure that is currently in permitted use as a religious, cultural and community building; construction of a mixed-use development in a building ranging from 3 to7 storeys over basement level.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
3779/22	DCC	PROTECTED STRUCTURE : Development will consist of demolition of existing buildings on site, with the exception of house number 152, which is a protected structure RPS. Ref. 889 and construction of a residential development (c.1,665 sq.m), 3 and 4storey in height, containing a total of 22 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. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			developments to adhere to this. As such there will be no cumulative impacts during operation.			
308533	DCC	Alterations to previously permitted development Reg.Ref:2186/15 (PL29S.245164) increasing the total number of units from 220 no. units to 248 no. units.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
313043	DCC	208 no. apartments and associated site works.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
LRD6018/22-S3	DCC	The development will include the construction of 208 no. social and affordable housing units (104 no. 1 bed and 104 no. 2 bed apartments) within 5 no. blocks (with blocks 4 and 5 linked throughout), ranging in height up to 6 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. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
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. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			developments to adhere to this. As such there will be no cumulative impacts during operation.			
MP16		Potential Metro South alignment: SW option	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Table A21.2.7 Stage 3 and 4: 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
MP16		Potential Metro South alignment: SW option	'The Potential Metro South alignment: SW option traverses under Harold's Cross Green (RMP DU018-050), 182 to 184 Harold's Cross Road (CBC0011BTH023), 186 to 190 Harold's Cross Road (CBC0011BTH024) and 149 Harold's Cross Road (CBC0011BTH034). There is potential for damage to Harold's Cross Green (RMP DU018-050), 182 to 184 Harold's Cross Road (CBC0011BTH023) 186 to 190 Harold's Cross Road (CBC0011BTH024) and 149 Harold's Cross Road (CBC0011BTH034) from vibration, and below ground disturbance or settlement arising from the Metro South Scheme. There is also potential for damage to Harold's Cross Green (RMP DU018-050), 182 to 184 Harold's Cross Road (CBC0011BTH023), 186 to 190 Harold's Cross Road (CBC0011BTH024) and 149 Harold's Cross Road (CBC0011BTH034) from the installation of the proposed concrete paving, removal and replacement of trees and planting and public realm works to Harold's Cross Green and Harold's Cross Road during the construction phase of the Proposed Scheme the magnitude of which is Medium'. Construction Negative, Moderate and Temporary cumulative impact	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.	It is unknown if this project will go ahead
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	Cycle Scheme C7 in combination with the proposed bus and cycle lanes and paving works on the on South Circular Road and Leonard's Corner and has the potential to have a cumulative Negative, Moderate and Temporary impact on protected structures, NIAH structures and other built heritage features on the South Circular Road. Cycle Scheme SO2 through Kenilworth Park and Kenilwoth Square in combination with the proposed cycle lanes and paving works on the on Harold's Cross Road, Kenilworth Park and Kenilwoth Square poses a similar risk of a cumulative Negative, Moderate and Temporary impact on protected structures, NIAH structures and other built heritage features in the vicinity during the Construction Phase. Construction Negative, Moderate and Temporary cumulative impact	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.	
A3		Dublin BusConnects: Tallaght-Clondalkin	The Proposed Scheme meets the Core Bus Corridor 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. Construction Negative, Significant and Temporary cumulative impact	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.	
C2		Dublin BusConnects: Templeogue-Rathfarnham	The Proposed Scheme meets the Core Bus Corridor in two locations at the junction of Harold's Cross Road, Kenilworth Square North, Kenilworth Park and Rathgar Avenue and at the junction of Harold's Cross Road and Harold's Cross Green. Potential cumulative impacts include a temporary negative visual impact on the setting of protected and NIAH structures on Harold's Cross Road, Kenilworth Square North, Kenilworth Park and Rathgar Avenue during the construction phase as a result of the installation of the proposed concrete paving and public realm works. They include the protected structures to 1 to 3 Waverley Terrace (DCC RPS 8333 to 8335) and Kenilworth Square North (DCC RPS 4113 to 4123), and 322-340 Harold's Cross Road (CBC1012BTH112), 253-255, Harold's Cross Road (CBC1012BTH114), 243-251 Harold's Cross Rd and 50-53 Rathgar Avenue (CBC1012BTH115) and 3a to 6 Waverley Terrace (CBC1012BTH116 and CBC1012BTH117). The protected structures are of regional importance and medium Sensitivity. The other buildings are not protected and are of Local importance, Low sensitivity. Items of street furniture such as granite kerbs lining the footpath at Rather Avenue (CBC0011BTH130) will be repositioned to allow the proposed realignment of the footpath. Construction Negative, Significant and Temporary cumulative impact	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.	

Table A21.2.8 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
3026/19	Dublin City Council	The development involves the demolition of the remaining buildings on site, the construction of a mixed-use development of retail (177sq.m), offices (199sq.m) and 91 dwelling units (4 studios, 29 one bed units and 58 two bed units) over an underground car park.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects are predicted to be not significant.	
3752/19	Dublin City Council	The development consists of the demolition of the existing basement slab (c. 1,107 sq.m), supporting structures, 1 no. staircase and car park ramp at podium and basement level and the construction of a six storey over basement enterprise centre building.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects are predicted to be not significant.	
2712/21	DCC	Permission is sought for the demolition of the existing two storey building previously used as a garage and showroom and the construction of a Build to Rent residential apartment development comprising 38 no. apartments (29 no. one beds, 3 no. two beds and 6 no. studios) in a five storey (four storey with fifth floor set back) over basement apartment building.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects are predicted to be not significant.	
2769/21	DCC	Permission for a Build-To-Rent residential development at a c. 0.2319 ha site located at No. 348 Harold's Cross	Construction Potential for temporary in-combination indirect townscape	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained	Construction If construction periods overlap / are successive, there remains	

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
		Road, Dublin 6, D6W VW99, (formerly known as 'Kenilworth Motors). The development will principally consist of: the demolition of all one storey, with part mezzanine, buildings (1,164 sqm) and certain boundary walls; the construction of a part-two, part-three, part-four, part-five storey building (total gross floor area of c. 5,163 sqm); (comprising 52 no. apartments.	/ visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	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.	potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects are predicted to be not significant.	
2851/21	DCC	Planning permission for development on a site of c. 2.67 ha located at the former Harold's Cross Greyhound Stadium, Harold's Cross, Dublin 6. The development, which will comprise a new educational campus of 2 No. new school buildings, to be delivered on a phased basis.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects are predicted to be not significant.	
3779/22	DCC	PROTECTED STRUCTURE : Development will consist of demolition of existing buildings on site, with the exception of house number 152, which is a protected structure RPS. Ref. 889 and construction of a residential development (c.1,665 sq.m), 3 and 4storey in height, containing a total of 22 apartments.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects are predicted to be not significant.	
308533	DCC	Alterations to previously permitted development Reg.Ref:2186/15 (PL29S.245164) increasing the total number of units from 220 no. units to 248 no. units.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due	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	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case.	

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			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.	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.	Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects are predicted to be not significant.	
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 Potential for temporary in-combination indirect townscape / visual effects in areas around Ravensdale Park / Poddle Park if the construction periods coincide / are successive. Potential for localised moderate temporary / short-term cumulative construction effects which would be localised and contained within River Poddle corridor and surrounding streetscape / open spaces, 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. Potential for slight neutral long-term cumulative effects River Poddle corridor and surrounding streetscape / open spaces.	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 within River Poddle corridor and surrounding streetscape / open spaces if construction periods are concurrent / successive. Effects would be not significant if this is not the case. Operation There remains potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected, even in the short-term. Predicted slight neutral long-term effects within River Poddle corridor and surrounding streetscape / open spaces.	
MP16		Potential Metro South alignment: SW option	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area at any above ground works associated with construction of station access points. If no nearby above ground works, effects would be not significant. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting, the majority of which is likely to be from the Metro project rather than the Proposed Scheme. 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 surrounding any proposed station access buildings and other above ground structures. If no nearby above ground impacts, effects would be not significant.	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 effects in the townscape/streetscape. Construction periods are not expected to overlap or be successive and therefore effects are predicted to be not significant. Operation No significant cumulative effects expected. There remains potential for localised slight short-term negative cumulative effects. Medium and long-term cumulative effects predicted to be not significant.	Major uncertainty over form of this project, particularly impact on wider townscape area.
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods are	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	Construction If construction periods overlap / are concurrent, there remains potential for localised moderate short-term, temporary	Major uncertainty over form of this project, particularly

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

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C1		Dublin BusConnects: Blanchardstown to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	
A2		Dublin BusConnects: Lucan to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	
B2		Dublin BusConnects: Liffey Valley to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	
A3		Dublin BusConnects: Tallaght-Clondalkin to City Centre	Construction Potential for temporary in-combination indirect townscape / visual effects along the Grand Canal if the construction periods coincide / are successive. Potential for localised moderate temporary / short-term cumulative construction effects which would be localised and contained within canal corridor / adjacent 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. Potential for moderate neutral long-term cumulative effects on the Grand Canal.	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 on the Grand Canal if construction periods are concurrent / successive. Effects would be not significant if this is not the case. Concurrent / successive construction is not predicted. Operation There remains potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected, even in the short-term. Predicted moderate neutral long-term effects on the Grand Canal.	
C2		Dublin BusConnects: Templeogue-Rathfarnham to City Centre	Construction Potential for temporary in-combination indirect townscape / visual effects along the Grand Canal if the construction	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	Construction Predicted localised moderate temporary / short-term cumulative construction effects on the Grand Canal if construction periods	

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			periods coincide / are successive. Potential for localised moderate temporary / short-term cumulative construction effects which would be localised and contained within canal corridor / adjacent 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. Potential for moderate neutral long-term cumulative effects on the Grand Canal.	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.	are concurrent / successive. Effects would be not significant if this is not the case. Concurrent / successive construction is not predicted. Operation There remains potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected, even in the short-term. Predicted moderate neutral long-term effects on the Grand Canal.	
B3		Dublin BusConnects: Bray to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	
C3		Dublin BusConnects: Blackrock/Belfield to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	
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.	