



Greater Dublin Drainage Project Addendum

**Environmental Impact Assessment Report Addendum:
Volume 3A Part B of 6**

Appendix A23.1 Cumulative Impact Assessment Tables

Uisce Éireann

October 2023

Greater Dublin Drainage Project Addendum

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

| 'Other Development' Details | | | | | | Stage 1 | | Stage 2 | | |
|-----------------------------|------------------------------------|---|---|---------|------|---------------------------|----------------------|---|---|------------------------|
| Application Reference | Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Status | Tier | Within Zone of Influence? | Progress to Stage 2? | Overlap in Temporal Scope? | Scale and Nature of Development Likely to Have a Significant Effect? | Progress to Stage 3/4? |
| AA/170600 / AA201085 | Meath County Council (MCC) | JBM Solar Developments Ltd.- 10 year permission for the construction of a Solar PV Energy Development | 6km | Granted | 1 | Yes | Yes | Expected to commence in 2023 and be operational by 2024. Unlikely for Construction Phases to overlap. | Unlikely for Construction Phases to overlap. | No |
| SDZ21A/0014 | South Dublin County Council (SDCC) | Quintain Developments Ireland Ltd. Development of 227 dwellings at Adderig, Adamstown, Lucan, Co. Dublin | 8.6km | Granted | 1 | Yes | Yes | Site works have commenced. Unlikely for Construction Phases to overlap, but Operational Phases will coincide. | Considering the nature, scale and location of this development, there is no potential for Operational Phase to result in cumulative impacts with the Proposed Project. | No |
| SDZ21A/0006 | SDCC | Uisce Éireann Wastewater pumping station at Cappaghmore, Cappagh, Clondalkin, Co. Dublin | 6.7km | Granted | 1 | Yes | Yes | Construction has commenced, with a proposed timeline of 12 months. Not likely for Construction Phases to overlap, but Operational Phases will coincide. | Considering the nature, scale and location of this development, there is no potential for Operational Phase to result in cumulative impacts with the Proposed Project. | No |
| SDZ20A/0021 | SDCC | Clonburris Infrastructure Limited. 10 year permission for roads and drainage infrastructure works at Adamstown, Clonburris Little and Cappagh, Co. Dublin | 7.2km | Granted | 1 | Yes | Yes | Construction has commenced, with a minimum construction period of 24 months indicated. Not likely for Construction Phases to overlap, but Operational Phases will coincide. | Considering the nature, scale and location of this development, there is no potential for Operational Phase to result in cumulative impacts with the Proposed Project. | No |
| SD20A/0058 | SDCC | Data & Power Hub Services Ltd. Construction of a gas powered Power Plant with all its associated elements | 9.8km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| SDZ20A/0020 | SDCC | Timothy & Henry Crowley. Construction of 113 residential units comprising 70 two storey dwelling houses, 30 duplex units and 13 apartments. | 8km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| SDZ22A/0007 | SDCC | Comprising Phase 1 of the Adamstown Boulevard Development Area and consists of comprise 75 two bedroom units, 113 three bedroom units and 69 four bedroom housing units and one apartment block (2 to 3 storeys) at Adamstown, Lucan, Co. Dublin. | 14.7km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| SDZ22A/0006 | SDCC | Quintain Developments Ireland Limited . Construction of 352 residential units (terraced, semi-detached and detached housing) at Adamstown, Lucan, Co. Dublin. | 13km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| SDZ21A/0022 | SDCC | Cairn Homes Properties Ltd. Construction of 569 dwellings (houses and apartments), a creche, innovation hub and open space in the Clonburris South West Development Area | 11.3km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| SD228/0001 | SDCC | South Dublin County Council (Housing). 118 residential units made up of houses, duplexes, triplexes, an apartment building at Clonburris, Clondalkin, Dublin 22. | 11.6km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| SDZ22A/0010 | SDCC | Kelland Homes Ltd | 6.4km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if | Yes |

| 'Other Development' Details | | | | | | Stage 1 | | Stage 2 | | |
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| | | The proposed development consists of the construction of 294 no. dwellings, creche and retail / commercial unit, which are comprised of: 118 no. 2, 3 & 4 bed, 2 storey semi-detached and terraced houses, 104 no. 2 & 3 bfd duplex units accommodated in 10 no. 3 storey buildings, 72 no. f & 2 bedroom apartments in 2 no. 4 & 6 storey buildings, 1 no. 2 storey creche (c.520.2m2), 1 no. 2 storey retail /commercial unit (c.152.1m2) within Clonburris Strategic Development Zone. | | | | | | | Construction Phases were to overlap which are required to be further assessed. | |
| SDZ22A/0014 | SDCC | Quintain Developments Ireland Limited This application is being made in accordance with the Adamstown Planning Scheme 2014 (as amended) and relates to a proposed development within the Aderrig Development Area of the Adamstown Strategic Development Zone; The proposed development will principally consist of: the demolition and removal of derelict hardstanding and walls; and the construction of 207 residential units (64 two bed, 127 three bed and 16 four bed), ranging in height from 2 storeys to 4 storeys, comprising 75 houses (59 three bed and 16 four bed) and 132 duplexes (64 town bed and 68 three bed) | 8.7km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| LRD23A/0001 | SDCC | Glenveagh Homes Ltd. The development will consist of 384 residential units comprising 122 houses, 84 duplex units, 178 apartments, tenant amenity floorspace, public open space including a public plaza and communal amenity space, the provision of a childcare facility and the provision of 361 car parking spaces | 11.1km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| LRD22A/0002 | SDCC | The Arden Team DAC The proposal will consist of the construction of a Mixed Tenure Housing Development of 635 no. residential units consisting of 434 no. houses, 165 no. duplexes and 36 no. apartments. | 14km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| FW20A/0053 | Fingal County Council (FCC) | Electricity Supply Board. 75 MWe (electrical output) aero derivative gas fired turbine for the generation of electricity in Corduff, Co. Dublin | 2.2km | Granted | 1 | Yes | Yes | Construction has commenced. Not likely for Construction Phases to overlap, but Operational Phases will coincide. | Considering the nature and scale of this development, there is no potential for Operational Phase to result in cumulative impacts with the Proposed Project. | No |
| FW20A/0083 | FCC | Chemco (Ireland) Limited. 19,151 sqm of warehousing within 6 No. units for the storage and distribution of materials | 3.6km | Granted | 1 | Yes | Yes | Site clearance works have commenced but timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |

| 'Other Development' Details | | | | | | Stage 1 | | Stage 2 | | |
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| Application Reference | Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Status | Tier | Within Zone of Influence? | Progress to Stage 2? | Overlap in Temporal Scope? | Scale and Nature of Development Likely to Have a Significant Effect? | Progress to Stage 3/4? |
| | | including chemicals within a proposed secure 33 Acre site | | | | | | | | |
| FW19A/0232 | FCC | Anthony Rajwan. Construction of a Data Centre comprised of 4 no. buildings at Damastown Avenue, Mulhuddart, Co. Dublin. | 3.5km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| F20A/0272 / F23A/0094 | FCC | Phase 2 of a two-phase masterplan for a residential development, consisting of 33 houses at Kinsealy, Co. Dublin. | 592m | F20A/0272 Granted and F23A/0094 under appeal | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. Amended PP sought under F23A/0094 which was refused by FCC and currently under appeal with ABP. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| F21A/0547 | FCC | Streamview Connect Trading DAC. Construction of 50 no. residential units, comprising of detached and semi-detached dwellings. | 1.7km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| FW21A/0180 | FCC | HPREF Dublin Office DevCo 1 Limited. 1 no. light industrial/warehouse (including wholesale use) / logistics building at St. Margaret's, Swords, Co. Dublin. | 101m | Granted | 1 | Yes | Yes | Construction commenced and substantially complete. Not likely for Construction Phases to overlap but Operational Phases to coincide. | Considering the nature, scale and location of this development, there is no potential for Operational Phase to result in cumulative impacts with the Proposed Project. | No |
| FW18A/0148 | FCC | Lyreco Ireland Limited. Construction of a circa 6,479sqm warehouse/logistics centre at Huntstown, Dublin 11 | 486m | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. New PP sought under FW23A/0181 and is currently subject to an Additional Information Request | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| FW21A/0144 | FCC | TLI Group Ltd. Installation of electrical infrastructure between Finglas substation and Huntstown Power Station to facilitate the retirement of existing Electricity Supply Board overhead powerlines and facilitate site clearance for the future development of a data centre and substation | 0m (at nearest redline location) | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. No works have commenced but note a concurrent application under FW21A/0151 that is under appeal with ABP. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| FW21A/0187 | FCC | Keelings UC. Construction of a warehouse unit at St. Margaret's, Co. Dublin. | 3.3km | Granted | 1 | Yes | Yes | Site clearance under way but no timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| FW19A/0098 | FCC | DG McArdle International Ltd. 2,941 sq.m. logistics warehouse building at Damastown Industrial Estate, Dublin 15 | 3.2km | Granted | 1 | Yes | Yes | Construction has commenced. Not likely for Construction Phases to overlap but Operational Phases to coincide. | Considering the nature, scale and location of this development, there is no potential for Operational Phase to result in cumulative impacts with the Proposed Project. | No |
| FW19A/0123 | FCC | Masterlink Logistics. Two storey commercial unit comprising of a vehicle testing centre, vehicle maintenance centre, reception area, ancillary offices | 2.9km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| FW21A/0042 | FCC | Glenveagh Homes Ltd. 69 no. houses comprising 52 no. 2-storey houses and 17 no. 3-storey houses | 3.1km | Granted | 1 | Yes | Yes | Site clearance under way but no timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if | Yes |

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| | | (13 no. 2-bed units, 39 no. 3-bed units, 17 no. 4-bed units) in Hollystown, Dublin 15 | | | | | | | Construction Phases were to overlap which are required to be further assessed. | |
| FW19A/0031 | FCC | Vinegrove Limited. New ESB Sub-Station, and switch room with associated site works, and the decommissioning and demolition of the existing ESB Sub-Station, and switch room. | 424m | Granted | 1 | Yes | Yes | Construction has commenced. Not likely for Construction Phases to overlap but Operational Phases to coincide. | Considering the nature, scale and location of this development, there is no potential for Operational Phase to result in cumulative impacts with the Proposed Project. | No |
| FW19A/0087 | FCC | MIK Developments LLC. Construction of two data storage facilities at Cruiserath Road, Dublin 15 | 2km | Granted | 1 | Yes | Yes | Construction underway and is substantially complete. Not likely for Construction Phases to overlap but Operational Phases to coincide. | Considering the nature, scale and location of this development, there is no potential for Operational Phase to result in cumulative impacts with the Proposed Project. | No |
| F17A/0687 | FCC | Gannon Homes Ltd. 92 houses and a 326 sq.m 2 storey free-standing crèche at Oldtown, Swords, Co. Dublin. | 6.4km | Granted | 1 | Yes | Yes | Construction underway and is substantially complete. Not likely for Construction Phases to overlap but Operational Phases to coincide. | Considering the nature, scale and location of this development, there is no potential for Operational Phase to result in cumulative impacts with the Proposed Project. | No |
| FW22A/0103 | FCC | Masterlink Logistics Ltd. Erection of a 14,515m2 commercial facility, associated parking and access roads at Damastown Industrial Park, Dublin 15. | 5.3km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| FW22A/0061 | FCC | Emerald Quarter Property Trading Company Limited. Construction of 5 no. industrial / warehouse / logistics units contained within 3 no. blocks at Stadium Business Park, Ballycoolin Road, Dublin 11. | 326m | Granted | 1 | Yes | Yes | No commencement date outlined for construction. 18 month construction period indicated. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| F21A/0681 | FCC | Mayne Stability Limited. Development of a Synchronous Compensator Development (Grid Stabilisation Facility) on the site of c. 1.65 ha at lands south of Belcamp 220kV Substation, Belcamp, Dublin 17. | 160m | Granted | 1 | Yes | Yes | No commencement date outlined for construction. 12 month construction period indicated. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| F21A/0368 | FCC | Minister for Agriculture, Food and the Marine. Dredging, stabilisation of dredge material, reclamation of land, embankment construction, slipway construction, provision or storage and services at Howth Harbour, Co. Dublin. | 4.3km | Lodged - Under appeal | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. Currently being appealed | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| FW22A/0068 | FCC | Abbey Issuer DAC. 1 no. building for warehouse/logistics use at Coldwinters, St. Margaret's, Co. Dublin. | 1.3km | Granted | 1 | Yes | Yes | Site works have commenced. Not likely for Construction Phases to overlap but Operational Phases to coincide. | Considering the nature, scale and location of this development, there is no potential for Operational Phase to result in cumulative impacts with the Proposed Project. | No |
| FW20A/0126 | FCC | IPUT. Provision of 4 No. warehouses with marshalling offices, ancillary office space, staff facilities and associated development at Kilshane Cross, Co. Dublin. | 2km | Granted | 1 | Yes | Yes | Construction has commenced. Not likely for Construction Phases to overlap but Operational Phases to coincide. | Considering the nature, scale and location of this development, there is no potential for Operational Phase to result in cumulative impacts with the Proposed Project. | No |
| FW20A/0211 | FCC | Coldwinters Devco Ltd. | 878m | Granted | 1 | Yes | Yes | Site clearance commenced. Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if | Yes |

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| | | 3 no. buildings for industrial/warehouse/logistics use at Coldwinters, St. Margaret's, Co. Dublin | | | | | | | Construction Phases were to overlap which are required to be further assessed. | |
| F20A/0700 | FCC | Quintain Developments Ireland Ltd. Provision of a construction haul road (total length approx. 1,105m) at the Townlands of Maynetown and Drumnigh, Portmarnock, Co Dublin. | 303m | Granted | 1 | Yes | Yes | Construction has commenced and is substantially progressed. Not likely for Construction Phases to overlap, but Operational Phases will coincide. | Considering the nature, scale and location of this development, there is no potential for Operational Phase to result in cumulative impacts with the Proposed Project. | No |
| F21A/0147 | FCC | Genvest ULC. 2 no single storey light industrial buildings (total floor area of 3,333 sq.m) accommodating 3 units including ancillary office space at site west of Stockhole Lane/Clonshaugh Road, Clonshaugh, Co. Dublin. | 84m | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. Amended by F23A/0006 | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| FW21A/0149 | FCC | Shannonside Enterprises Ltd. Construction of 3 warehouses and associated works at Premier Business Park, Ballycoolin Road, Cappoge, Dublin 11. | 31m | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| F22A/0365 | FCC | Mainscourt Solar DAC The development of grid connection infrastructure to connect the approved solar photovoltaic ('PV') energy development on lands at Mainscourt, Ballyboghil, Co. Dublin under Register Reference F17A/0340, PL06F.249174 to the ESB Mountgorry 38kV Substation, Swords Business Park, Swords, Co. Dublin, comprising the laying of. 9,470 metres of 38kV underground electricity cables in ducts and associated infrastructure substantially under public roads and beneath the Ward River Bridge, Gracedieu Bridge and the Broadmeadow river by means of horizontal directional drilling. | 10.7km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| F22A/0527 | FCC | Glenveagh Homes Limited Construction of 96 No. residential units including 61 No. two storey houses and 7 No. three storey 4 bed houses with associated private open space in the form of gardens and/or terraces facing all aspects, and 2 No. three storey duplex buildings. | 6.7km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| FW22A/0156 | FCC | Earlstand Corporation Unlimited Company Ten-year permission for development that will consist of the following: - Construction of 6 no. warehouses/logistics units including ancillary office/administration use and entrance/reception areas over two | 2.8km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |

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| | | levels (Units 1-6) with a combined total floor gross area (GFA) of 50,934 sq.m | | | | | | | | |
| FW22A/0166 | FCC | Sport Ireland Planning permission for the construction of a national velodrome and badminton arena over a footprint of 8,100 sqm comprising 250m cycle track with 12 no. badminton courts within, internal bicycle store area, changing rooms, medical and emergency rooms, areas for offices, administration and meetings, timing, event and training control, training and event preparation, strength and conditioning, circulation and storage, stairs and lifts, and proposed service area to the rear. Provision of circa 1,000 no. permanent spectator seats, with provision to accommodate other occasional sporting events within the track with scope for a further temporary 2,500 seats for non cycling and badminton sporting events. | 1km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| FW22A/0167 | FCC | IPUT plc The provision of c. 72,753sq.m of logistics and associated office uses across 5 no. buildings | 3.4km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| F21A/0401 | FCC | Gannon Properties Residential development on lands at Belcamp Hall (a Protected Structure). The proposed development will consist of the construction of 78 no. residential units comprising 58 no. houses and one no. three storey multi-dwelling block consisting of 10 no. own-door duplex units and 8 no. apartments. | 1km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| F23A/0040 | FCC | EirGrid CP1213 - The development will consist of the provision of new electricity transmission infrastructure at the existing ESB Belcamp 220 kV substation | 128m | Lodged – no decision yet | | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| FW23A/0016 | FCC | Frylite (Dublin) Limited Construction of an industrial development facility for the processing and distribution of fresh and used cooking oils (UCO) including ancillary offices and staff amenities, roof-mounted photovoltaic array, delivery vehicle maintenance building, external covered storage area, weighbridge, lorry wash, tank farm, fuel tanks, signage, lighting, landscaping, car/lorry/trailer parking areas, and all associated site development | 67m | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |

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| FW22A/0258 | FCC | Roadstone Ltd. The development comprises the construction and operation of 3 no weighbridges (each with a dedicated weighbridge office), a new 2,160m ² soil waste inspection and quarantine shed, new site offices and associated parking facilities. The development will facilitate internal re-routing of soil intake for future backfilling and restoration of Huntstown South Quarry | 598m | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| LRD0010/S3 | FCC | The Noonan Construction Co. Ltd The development will consist of 33 no. houses, 95 no. apartments, a gym as a separate structure within the courtyard, 16 no. duplex apartments, open space, 2 no. playing pitches and private open space, 214 no. car parking spaces and a creche (3 storeys). | 16km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 3143/18 | Dublin City Council (DCC) | Dublin Port Company. Construction of a vehicle service/maintenance facility and office accommodation at Tolka Quay Road, Dublin Port. | 6.1km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 3373/18 | DCC | Electricity Supply Board. 30 MW capacity battery storage facility within a secured compound on a 1.06 Ha site at South Bank Road, Ringsend, Dublin 4 | 7.6km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 3869/18 | DCC | Electricity Supply Board. New 38kv substation development at South Lotts Road, Dublin 4 | 7.8km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 4185/18 | DCC | Mullins Development LLC. Construction of a new two-storey c.16,860 sq. m. building for use as data storage facilities. | 980m | Granted | 1 | Yes | Yes | Construction commenced and substantially progressed. Not likely for Construction Phases to overlap, but Operational Phases will coincide. | Considering the nature, scale and location of this development, there is no potential for Operational Phase to result in cumulative impacts with the Proposed Project. | No |
| 4250/18 | DCC | Dublin Port Company. Demolition of existing ESB Substation, general site clearance, and construction of new ESB Substation building | 10.6km | Granted | 1 | Yes | Yes | Construction completed. No potential for Construction Phases to overlap, but Operational Phases will coincide. | Considering the nature, scale and location of this development, there is no potential for Operational Phase to result in cumulative impacts with the Proposed Project. | No |
| 2229/19 | DCC | Clonmont Developments Ltd. Provision of a generator yard with 3 no. buildings (total floor area c.275 sq.m) housing 5 no. back-up generators. | 1.5km | Granted | 1 | Yes | Yes | Site clearance complete but no construction progressed. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 3176/19 | DCC | Dublin Port Company. Development adjacent to Berth 49, Ferryport Terminal 1, Dublin Port, Dublin 1 | 6.8km | Granted | 1 | Yes | Yes | Site clearance complete but no construction progressed. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |

| 'Other Development' Details | | | | | | Stage 1 | | Stage 2 | | |
|-----------------------------|---------------|---|---|---------|------|---------------------------|----------------------|---|---|------------------------|
| Application Reference | Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Status | Tier | Within Zone of Influence? | Progress to Stage 2? | Overlap in Temporal Scope? | Scale and Nature of Development Likely to Have a Significant Effect? | Progress to Stage 3/4? |
| PWSDZ3270/19 | DCC | Becbay Ltd & Fabrizia Developments Ltd. Development at a site forming part of the former Irish Glass Bottle and Fabrizia sites, Poolbeg West, Dublin 4. | 7.7km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 3502/19 | DCC | Copper Bridge C2015 ICAV. Construction of 7 no. buildings (Blocks 1, 2, 8, 9, 10, 11 primarily residential and inter-linked; Block 12 primarily hotel) over a 2 level basement | 8.6km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 3859/19 | DCC | Dublin Port Company. Development at Ocean Pier and Alexandra Quay East, Alexandra Road and No. 3 Branch Road South, Dublin Port, Dublin 1 | 6.5km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 3894/19 | DCC | Gerard Gannon Properties. Construction of a mixed-use development (within 3 no blocks) at Clongriffin, Dublin 13. | 900m | Granted | 1 | Yes | Yes | Site clearance complete but no construction progressed. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 3228/20 | DCC | O'Flynn Construction Co. Unlimited Company. Mixed use including part Build to Rent development in 13 no. blocks (Blocks A-L) ranging in height from 4-15 storeys | 6.9km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap (amended by 3792/23) | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 3625/20 | DCC | Electricity Supply Board. Development on a c. 5.3 ha site located within the existing Poolbeg Generating Station, Pigeon House Road, Dublin 4 | 7.6km | Granted | 1 | Yes | Yes | Construction works have commenced. Not likely for Construction Phases to overlap, but Operational Phases will coincide. | Considering the nature, scale and location of this development, there is no potential for Operational Phase to result in cumulative impacts with the Proposed Project. | No |
| 3803/20 | DCC | Mullins Developments LLC. 2 no. 2 storey data centre buildings (each 16,576 sqm) at Clonshaugh Business & Technology Park, Dublin 17 | 683m | Granted | 1 | Yes | Yes | Works have commenced (amended by 3875/21). Not likely for Construction Phases to overlap, but Operational Phases will coincide. | Considering the nature, scale and location of this development, there is no potential for Operational Phase to result in cumulative impacts with the Proposed Project. | No |
| 3902/20 | DCC | Gerry Geoghegan and Eamonn O'Malley. Demolition of 4 no. existing dwellings / construction of a residential development arranged in 3 no. blocks at Ballyboggan Road, Finglas, Dublin 11, | 3.6km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 3041/22 | DCC | Mayne Stability Limited. Development of access to the Synchronous Compensator Development (Grid Stabilisation Facility) on the site of a c 0.94 ha. at lands south of Belcamp 220KV substation , Belcamp Dublin 17 | 170m | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 4457/22 | DCC | National Transport Authority. Construction of a temporary bus depot to facilitate the temporary storage , maintenance and dispatch of buses by Dublin Bus. | 2.1km | Granted | 1 | Yes | Yes | Construction commenced and due to last approx. 20-22 months. Not likely for Construction Phases to overlap, but Operational Phases will coincide. | Considering the nature, scale and location of this development, there is no potential for Operational Phase to result in cumulative impacts with the Proposed Project. | No |

| 'Other Development' Details | | | | | | Stage 1 | | Stage 2 | | |
|-----------------------------|------------------------|--|--|-------------------------------------|------|---------------------------|----------------------|--|---|------------------------|
| Application Reference | Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Status | Tier | Within Zone of Influence? | Progress to Stage 2? | Overlap in Temporal Scope? | Scale and Nature of Development Likely to Have a Significant Effect? | Progress to Stage 3/4? |
| 3081/23 | DCC | Salaport Ltd The proposed development will consist of the demolition of the existing two-storey dwelling on site and the construction of a five-storey building to provide for 36 no. apartments at Clonshaugh House on Clonshaugh Road. | 1km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| PWSDZ3406/2 2 | DCC | Pembroke Beach DAC Former Irish Glass Bottle & Fabrizia Sites, Poolbeg West, Dublin 4. 570 No. apartments within a mixed-use development (53,032 sq m), as well as the Multi-Modal Transport Hub (232 sq m) | 7.6km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 314724 | An Bord Pleanála (ABP) | Transport Infrastructure Ireland. MetroLink from Swords (Estuary) to Charlemont via Dublin City Centre | Various, but intersects the proposed orbital sewer in the vicinity of the M50 Motorway | Lodged – no determination as of yet | 1 | Yes | Yes | Proposed to deliver MetroLink by 2035 (subject to planning approval), with a 9.25 year construction programme indicated. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 314232 | ABP | Transport Infrastructure Ireland. Dart+ West – electrification and re-signaling of Maynooth and M3 Parkway Line, capacity enhancements at Connolly station, new Spencer Dock station, level crossing closures, new Dart depot west of Maynooth etc. | Various, but approx. 7km south of the proposed WwTP at nearest point | Lodged – no determination as of yet | 1 | Yes | Yes | Proposed to commence construction in the second half of 2023 (subject to planning approval), with a 47 month construction programme indicated. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 313182 | ABP | National Transport Authority. BusConnects – Clongriffin to City Centre Core Bus Corridor Scheme | Various, but immediately south of the proposed outfall pipeline (land based section) | Lodged – no determination as of yet | 1 | Yes | Yes | Proposed to deliver the BusConnects schemes over the period 2023 to 2028 (subject to planning approval), with a 24 month construction programme indicated. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 313509 | ABP | National Transport Authority. BusConnects – Belfield / Blackrock to City Centre Core Bus Corridor Scheme | Various, but approx. 8km south of the proposed WwTP at nearest point | Lodged – no determination as of yet | 1 | Yes | Yes | Proposed to deliver the BusConnects schemes over the period 2023 to 2028 (subject to planning approval), with a 24 month construction programme indicated. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 313892 | ABP | National Transport Authority. BusConnects - Blanchardstown to City Centre Core Bus Corridor Scheme | Various, but approx. 300m south of the proposed orbital sewer at nearest point | Lodged – no determination as of yet | 1 | Yes | Yes | Proposed to deliver the BusConnects schemes over the period 2023 to 2028 (subject to planning approval), with a 24 month construction programme indicated. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 314056 | ABP | National Transport Authority. BusConnects – Liffey Valley to City Centre Core Bus Corridor Scheme | Various, but approx. 8km south of the proposed orbital sewer at nearest point | Lodged – no determination as of yet | 1 | Yes | Yes | Proposed to deliver the BusConnects schemes over the period 2023 to 2028 (subject to planning approval), with a 30 month construction programme indicated. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 314610 | ABP | National Transport Authority. BusConnects - Ballymun / Finglas to City Centre Core Bus Corridor Scheme | Various, but approx. 1km south of the proposed orbital sewer at nearest point | Lodged – no determination as of yet | 1 | Yes | Yes | Proposed to deliver the BusConnects schemes over the period 2023 to 2028 (subject to planning approval), with a 24 month construction programme indicated. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |

| 'Other Development' Details | | | | | | Stage 1 | | Stage 2 | | |
|-----------------------------|---------------|---|--|-------------------------------------|------|---------------------------|----------------------|--|--|------------------------|
| Application Reference | Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Status | Tier | Within Zone of Influence? | Progress to Stage 2? | Overlap in Temporal Scope? | Scale and Nature of Development Likely to Have a Significant Effect? | Progress to Stage 3/4? |
| 314942 | ABP | National Transport Authority. BusConnects - Lucan to City Centre Core Bus Corridor Scheme | Various, but approx. 3.5km south of the proposed orbital sewer at nearest point | Lodged – no determination as of yet | 1 | Yes | Yes | Proposed to deliver the BusConnects schemes over the period 2023 to 2028 (subject to planning approval), with a 24 month construction programme indicated. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 317679 | ABP | National Transport Authority. BusConnects - Ringsend to City Centre Core Bus Corridor Scheme | Various, but approx. 7km south of the proposed WwTP at nearest point | Lodged – no determination as of yet | 1 | Yes | Yes | Proposed to deliver the BusConnects schemes over the period 2023 to 2028 (subject to planning approval), with a 30 month construction programme indicated. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 317660 | ABP | National Transport Authority. BusConnects - Kimmage to City Centre Core Bus Corridor Scheme | Various, but approx. 7.5km south of the proposed orbital sewer at nearest point | Lodged – no determination as of yet | 1 | Yes | Yes | Proposed to deliver the BusConnects schemes over the period 2023 to 2028 (subject to planning approval), with a 18 month construction programme indicated. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed.. | Yes |
| 316828 | ABP | National Transport Authority. BusConnects – Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme | Various, but approx. 8km south of the proposed orbital sewer at nearest point | Lodged – no determination as of yet | 1 | Yes | Yes | Proposed to deliver the BusConnects schemes over the period 2023 to 2028 (subject to planning approval), with a 36 month construction programme indicated. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 316272 | ABP | National Transport Authority. BusConnects – Templeogue / Rathfarnham to City Centre Core Bus Corridor Scheme | Various, but approx. 7.5km south of the proposed orbital sewer at nearest point | Lodged – no determination as of yet | 1 | Yes | Yes | Proposed to deliver the BusConnects schemes over the period 2023 to 2028 (subject to planning approval), with a 24 month construction programme indicated. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 317121 | ABP | National Transport Authority. BusConnects - Swords to City Centre Core Bus Corridor Scheme | Various, but intersects the R132 south of Dublin Airport | Lodged – no determination as of yet | 1 | Yes | Yes | Proposed to deliver the BusConnects schemes over the period 2023 to 2028 (subject to planning approval), with a 36 month construction programme indicated. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 317742 | ABP | National Transport Authority. BusConnects - Bray to City Centre Core Bus Corridor Scheme | Various, but approx. 8.5km south of proposed orbital sewer at nearest point | Lodged – no determination as of yet | 1 | Yes | Yes | Proposed to deliver the BusConnects schemes over the period 2023 to 2028 (subject to planning approval), with a 30 month construction programme indicated. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 304888 | ABP | Dublin Port Company. 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 | Various, but approx. 6.5km south of proposed WwTP at nearest point | Granted | 1 | Yes | Yes | Estimated to be completed by 2032. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 304624 | ABP | Fingal County Council. Greenway between Malahide Demesne and Newbridge Demesne to be known as 'Broadmeadow Way'. | Various, but approx.5km north of proposed outfall pipeline route (land based section) at nearest point | Granted | 1 | Yes | Yes | Main works are scheduled between 2024 and 2026. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 303615 | ABP | SP Bakery Ltd. | 6.7km | Granted | 1 | Yes | Yes | Construction underway with a completion date of August 2024. Not likely for Construction | Considering the nature, scale and location of this development, there is no potential for Operational Phase to result in cumulative impacts with the Proposed Project. | No |

| 'Other Development' Details | | | | | | Stage 1 | | Stage 2 | | |
|-----------------------------|---------------|--|---|---------|------|---------------------------|----------------------|--|---|------------------------|
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| | | Strategic Housing Development (SHD) - 257 no. bedspaces and all associated site works at Parnell Street, Dublin 1. | | | | | | Phases to overlap, but Operational Phases will coincide. | | |
| 304346 | ABP | Platinum Land Limited. SHD - Demolition of existing buildings, construction of 495 no. Build to Rent apartments, creche, cafe, gym and associated site works at Coolock Drive, Dublin 17. | 1.5km | Granted | 1 | Yes | Yes | No commencement date outlined for construction. Was planned for completion in Q2 2022 but not yet progressed. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 304383 | ABP | Development Ocht Limited. SHD - Construction of a mixed use development with 492 residential units, comprising of Blocks A-F at Naas Road, Walkinstown, Dublin 12. | 6.8km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 304710 | ABP | Glenveagh Living Ltd. SHD - Demolition of existing structures, construction of mixed-use development to include 554 no. apartments, commercial/enterprise space, creche and associated site works. 1-4 East Road, Dublin 3. | 6.4km | Granted | 1 | Yes | Yes | The application for this development outlined that the Construction Phase was proposed to commence in Q4 2019 with the projected completion of the buildings by Q2 2021. The site has been cleared but no development on site as of yet. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 305405 | ABP | Dublin City University. SHD - Demolition of existing Larkfield building construction of 213 no. on campus student accommodation units (1240 no. bed spaces) and associated site works. Dublin City University, DCU Glasnevin Campus, Collins Avenue Extension, Dublin 9 | 2.8km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 307011 | ABP | Omni Park Shopping Centre Consortium. SHD - Demolition of existing structures, construction of 324 no. apartments, creche and associated site works. Lands to the northeast of Omi Park Shopping Centre including vacant warehouse, Swords Road, Santry, Dublin 9. | 1.9km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 307221 | ABP | DBTR-SCR1 Fund aSub-Fund of the CWTC Multi Family ICAV. SHD - Demolition of all structures, construction of 416 no. residential units (4 no. houses, 412 no. apartments) and associated site works. Former Bailey Gibson Site, 326-328 South Circular Road, Dublin 8. | 7.7km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 307444 | ABP | Crekav Trading GP Limited. Construction of SHD - 657 no. apartments, creche and associated site works. Lands east of St. Paul's College, Sybill Hill Road, Raheny, Dublin 5. | 3.8km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 300520 | ABP | Cairns Homes Properties Ltd. | 13.2km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if | Yes |

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| | | SHD - Mixed use development comprising of 179 no. student accommodation units (576 no. bed spaces), 103 no. residential apartment units, retail unit, community sports hall and all associated site works. Former Blakes and Esmond Motors Site, Lower Kilmacud Road, Stillorgan Road (N11) and The Hill, Stillorgan, Co. Dublin. | | | | | | Site cleared but no construction works as of yet. Potential for Construction Phases to overlap. | Construction Phases were to overlap which are required to be further assessed. | |
| 305176 | ABP | KW Investment Funds ICAV. SHD - Demolition of existing structures, construction of mixed-use development to include 232 no. Build to Rent apartments and associated site works. Stillorgan Leisureplex, Old Dublin Road, Stillorgan, Co. Dublin. | 13.1km | Granted | 1 | Yes | Yes | Construction under construction so no potential for Construction Phases to overlap, but Operational Phases will coincide. | Considering the nature, scale and location of this development, there is no potential for Operational Phase to result in cumulative impacts with the Proposed Project. | No |
| 306949 | ABP | Lulani Dalguise Ltd. SHD - Demolition of existing dwelling and other structures, conversion of Dalguise House to 2 no. houses, construction of 298 no. residential units (22 no. houses, 276 no. apartments), creche and associated site works. Dalguise House (a protected structure). Monkstown Road, Monkstown, Blackrock, Co. Dublin. | 13.1km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 307043 | ABP | Paul and David Butler. SHD - 116 no. residential units (85 no. houses, 31 no. apartments), childcare facility and associated site works. Suttons Fields, Ballybetagh Road, Kilternan, Dublin 18. | 19.1km | Granted | 1 | Yes | Yes | Under construction so no potential for Construction Phases to overlap, but Operational Phases will coincide. | Considering the nature, scale and location of this development, there is no potential for Operational Phase to result in cumulative impacts with the Proposed Project. | No |
| 306794 | ABP | Elchoir Construction Limited. SHD - 144 no. apartments and associated site works. Lands adjacent to the existing residential development known as 'The Gallery', Turvey Walk, off Turvey Avenue, To the west of Donabate Train Station, Donabate, Co. Dublin. | 7.3km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 308366 | ABP | MKN Developments Ltd. SHD - 278 no. apartments, childcare facility and associated site works. Fosterstown North and Cremona, Forest Road, Swords, Co. Dublin. | 3.5km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 303306 | ABP | Atlas GP Limited. SHD - 438 no. apartments and 403 no. bedspaces and associated site works. Belgard House, Belgard Square and the former Uniphar factory, The junction of Belgard Road and Belgard Square North, Tallaght, Dublin 24. | 11km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |

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| 305556 | ABP | OBSF Limited. SHD - 290 no. apartments, creche and associated site works. Citywest Shopping Centre, Fortunestown, Dublin 24. | 11.9km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 306705 | ABP | Greenleaf Homes Ltd. SHD - 502 no. apartments with a creche and all associated site works. Former Gallaher's cigarette factory site at the junction of Airton Road & Greenhills Road, Tallaght, Dublin 24. | 10.3km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Site cleared but no construction works as of yet. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 307698 | ABP | Romeville Developments Limited. SHD - Demolition of buildings on site, 204 no. residential units (151 no. houses, 53 no. apartments), childcare facility and associated site works. Site located to the east of Stoney Hill Road and comprising an existing undeveloped portion of the Peyton Residential Estate located to the west of the existing roundabout north of Stoney Hill Road, Rathcoole, Co. Dublin. | 13.7km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 308088 | ABP | Cape Wrath Hotel ULC. SHD - 224 no. apartments and associated site works. | 12.8km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 308827 | ABP | Glenveagh Living Limited. SHD - Demolition of all the structures on the site, 702 no. Build to Rent residential units, creche and associated site works. Lands at Castleforbes Business Park, Sheriff Street Upper and East Road, Dublin 1. | 6.6km | Granted | 1 | Yes | Yes | Construction Phase has commenced with the projected completion of the mixed-use residential development by Q4 2025. Potential for end of the Construction Phase for the other development to overlap with the commencement of the Construction Phase of the Proposed Project. | Considering the nature, scale and location, and the programme for construction of this development, there will be limited overlap for Construction Phases and no potential for Operational Phase to result in cumulative impacts with the Proposed Project. | No |
| 308917 | ABP | DBTR-SCR1 Fund aSub-Fund of the CWTC Multi Family ICAV. SHD - Demolition of all buildings excluding the original fabric of the former Player Wills Factory, construction of 492 no. Build to Rent apartments, 240 no. Build to Rent shared accommodation along, creche and associated site works. Former Player Wills site and undeveloped Land in Ownership of Dublin City Council, South Circular Road, Dublin 8 | 7.8km | Granted | 1 | Yes | Yes | No commencement date outlined for construction. Minimum construction period of 42 months and 2 weeks indicated. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 311016 | ABP | The Shoreline Partnership 1,221 no. apartments in nine blocks, creche and associated site works. | 590m | Granted | 1 | Yes | Yes | The Construction Phase for this development is expected to last for c. 54 months (4.5 years), commencing in Q1 2024 and ending in Q3 2028. There is therefore potential for overlap with the Construction Phase of the Proposed Project | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |

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| 305316 | ABP | Gerard Gannon Properties 1,030 no. apartments (352 no. residential, 678 no. Build to Rent units) in nine blocks, 2 no. creches, 10 no. retail units and all associated site work. | 500m | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 305319 | ABP | Gerard Gannon Properties 500 no. apartments in three blocks (235 no. residential, 265 no. build to rent), creche and all associated site works. | 350m | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| LRD6025/23-S3 / | DCC | Bindford Limited. Large-Scale Residential Development at a site of c.0.73ha at the Old Bakery Site, also known as 113 Phibsborough Road, Cross Guns Bridge, Phibsborough, Dublin 7. Demolition of all existing buildings on site and the construction of 196 no. apartments within 3 no. blocks. | 5km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 310077 | ABP | Balgriffin Park Limited. SHD - Site at Belmayne P4. 260 no. apartments and associated site works. The corner of Churchwell Road and Churchwell Crescent, Belmayne, Dublin 13. | 1.1km | Granted | 1 | Yes | Yes | Under construction so no potential for Construction Phases to overlap, but Operational Phases will coincide. | Considering the nature, scale and location of this development, there is no potential for Operational Phase to result in cumulative impacts with the Proposed Project. | No |
| 310327 | ABP | Bartra ODG Limited. SHD - 1,047 no. residential units (23 no. houses and 1,024 no. apartments), creche and associated site works. Former O'Devaney Gardens Site and lands previously part of St. Bricin's Military Hospital, Dublin 7. | 5.6km | Granted | 1 | Yes | Yes | Construction due to commence in 2023. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 310722 | ABP | Ruiside Developments Limited. SHD - Demolition of existing structures and construction of 191 no. apartments, childcare facility and associated site works. Finglas Road, Dublin 11. | 2.7km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 310860 | ABP | CWTC Multi Family ICAV. SHD - 1,614 no. Build to Rent apartments, and associated site works. Holy Cross College, Clonliffe Road, Dublin 3 and Drumcondra Road Lower, Drumcondra, Dublin 9. | 5.1km | Granted | 1 | Yes | Yes | No commencement date outlines for construction. Minimum construction period of 36 months indicated. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 310944 | ABP | Belwall Limited. SHD - 413 no. apartments, creche and associated site works. Saint Columbans and No. 25 Hole in the Wall Road, Donaghmede, Dublin 13 | 1.3km | Granted | 1 | Yes | Yes | Under construction so no potential for Construction Phases to overlap, but Operational Phases will coincide. | Considering the nature, scale and location of this development, there is no potential for Operational Phase to result in cumulative impacts with the Proposed Project. | No |
| 311302 | ABP | Sandford Living Limited. SHD - Demolition of existing structures on site, 671 no. Built to Rent apartments, creche and | 10.3km | Granted | 1 | Yes | Yes | No commencement date outlined for construction. Minimum construction period of | Considering the nature, scale and location of this development, there is potential for cumulative impacts if | Yes |

| 'Other Development' Details | | | | | | Stage 1 | | Stage 2 | | |
|-----------------------------|---------------|--|---|---------|------|---------------------------|----------------------|---|---|------------------------|
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| | | associated site works. Milltown Park, Sandford Road, Dublin 6. | | | | | | 34 months indicated. Potential for Construction Phases to overlap. | Construction Phases were to overlap which are required to be further assessed. | |
| 311333 | ABP | Savona Limited. SHD - 131 no. Build to Rent apartments and associated site works. Redcourt, Seafield Road East, Clontarf, Dublin 3 | 5km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 308418 | ABP | ES Shan Limited. SHD - 193 no. Build to Rent apartments and associated site works. Site to the south of Abingdon, Shanganagh Road, Shankill, Dublin 18 | 18.7km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 308946 | ABP | Glenveagh Homes Limited. SHD - Demolition of a single storey shed construction of 140 no. apartments and associated site works. Lands adjacent and to the rear of Cluain Mhuire Family Centre, Newtownpark Avenue, Blackrock, Co. Dublin. | 12.8km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Site clearance works have commenced but no construction works underway as of yet. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 309807 | ABP | Atlas GP Ltd. SHD - Demolition of 4 no. dwellings (Rockwinds, Woodlawn, No. 43 Watson Road and No. 66 Watson Drive), construction of 255 no. residential units (7 no. houses, 248 no. apartments), childcare facility and associated site works. Lands consisting of Kylemore, Rockwinds, Smallacre and Woodlawn off Church Road, No. 43 Watson Road and No. 66 Watson Drive, Killiney, Co. Dublin. | 16.6km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 310138 | ABP | Winterbrook Homes Ltd. SHD - Demolition of existing buildings on site and part of the granite wall along Dundrum Road, excluding Small Hall, construction of 231 no. apartments, childcare facility and associated site works. Mount Saint Mary's and Saint Joseph's, Dundrum Road, Dundrum, Dublin 14. | 11.4km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 311190 | ABP | 1 Players land limited. SHD - 244 no. Build to Rent apartments and associated site works. Site at Cross Avenue, Blackrock, Co. Dublin. | 11.7km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Site clearance works have commenced but no construction works underway as of yet. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 311287 | ABP | Pembroke Partnership Limited. SHD - 115 no. apartments, creche and associated site works. Frankfort Castle, Old Frankfort, Dundrum, Dublin 14 | 12.3km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 310413 | ABP | GLL PRS Holdco Limited. | 3km | Granted | 1 | Yes | Yes | No commencement date outlined for construction. Minimum construction period of | Considering the nature, scale and location of this development, there is potential for cumulative impacts if | Yes |

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| | | SHD - 162 no. apartments and associated site works. Deer Park, Howth, Co. Dublin. | | | | | | 22 months indicated. Potential for Construction Phases to overlap. | Construction Phases were to overlap which are required to be further assessed. | |
| 312112 | ABP | Quintain Developments Ireland Limited. SHD - 172 no. residential units (150 no. houses, 22 no. apartments) and associated site works. Station Road, Portmarnock, Townlands of Drumnigh, Maynetown and Portmarnock, Co. Dublin. | 0m (at nearest redline location) | Granted but under judicial review | 1 | Yes | Yes | A 5 Year Planning Permission is being sought from An Bord Pleanála. Currently under judicial review and no works have commenced. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 310413 | ABP | GLL PRS Holdco Limited. SHD - 162 no. residential units distributed across 3 blocks. Deer Park, Howth, Dublin. | 3.1km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 309836 | ABP | Ardstone Homes Limited. SHD - 241 no. apartments and associated site works. Lands North of Stocking Avenue, Stocking Avenue, Woodstown, Dublin 16. | 13km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 310578 | ABP | Ballycullen Limited Partnership. SHD - 329 no. residential units (140 no. houses and 189 no. apartments), childcare facilities and associated site works. Woodtown, Ballycullen, Dublin 16. | 13.1km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 311591 | ABP | HPREF HSQ Investments Limited. SHD - Demolition of part of the podium and Basement Level -1 reinforced concrete slabs at the interface of the proposed Blocks A and B, construction of 399 no. Build to Rent apartments and associated site works. Heuston South Quarter, St. John's Road West/Military Road, Kilmainham, Dublin 8. | 6.3km | Granted | 1 | Yes | Yes | It is intended for the works will commence in Q3 2022 but no works commenced as of yet. The proposed development is anticipated to be constructed over a period of approximately 24-30 months. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 311606 | ABP | Golden Port Estates Limited. SHD - 249 no. apartments and associated site works. Carriglea Industrial Estate, Muirfield Drive, Naas Road, Dublin 12. | 6.9km | Granted | 1 | Yes | Yes | Under construction so no potential for Construction Phases to overlap, but Operational Phases will coincide. | Considering the nature, scale and location of this development, there is no potential for Operational Phase to result in cumulative impacts with the Proposed Project. | No |
| 312003 | ABP | Cairn Homes Properties Limited. SHD - Removal of existing substructures (basement) on site and a 7 year permission for the construction of 730 no. apartments, creche and associated site works. Parkside 5B, Parkside, Dublin 13. | 844m | Granted | 1 | Yes | Yes | Under construction so no potential for Construction Phases to overlap, but Operational Phases will coincide. | Considering the nature, scale and location of this development, there is no potential for Operational Phase to result in cumulative impacts with the Proposed Project. | No |
| 312102 | ABP | Viridis Real Estate Services Limited and Prussia Properties Limited. SHD - Demolition of industrial sheds and workshops, construction of 236 no. student bedspaces and associated site works. No's. 29b, 30 and 31 Prussia Street, Dublin 7. | 5.5km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |

| 'Other Development' Details | | | | | | Stage 1 | | Stage 2 | | |
|-----------------------------|---------------|--|---|---------|------|---------------------------|----------------------|--|---|------------------------|
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| 312218 | ABP | Silvermount Limited. SHD - Demolition of the existing structures on site, construction of 545 no. Build to Rent apartments, creche and associated site works. Lands at Concorde Industrial Estate, Naas Road, Walkinstown, Dublin 12. | 6.8km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 312290 | ABP | Greenseed Limited. SHD - 750 no. apartments, creche and associated site works. Park West Avenue and Park West Road, Park West, Dublin 12. | 5.8km | Granted | 1 | Yes | Yes | No commencement date outlined for construction. Minimum construction period of 60 months indicated. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 312539 | ABP | Trinity College Dublin. SHD - Demolition of existing building, construction of 358 no. student bedspace accommodation, 4 no. staff apartments and associated site works. Cunningham House, Trinity Hall, Dartry, Dublin 6. | 10.7km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 311540 | ABP | Homeland Silverpines Limited. SHD - Demolition of properties and associated outbuildings, change of use of St. Joseph's House, construction of 463 no. apartments, childcare facility and associated site works. Lands at 'St. Joseph's House' and adjoining properties at Brewery Road and Leopardstown Road, Dublin 18. | 14.7km | Granted | 1 | Yes | Yes | Site clearance works have commenced but construction works have not commenced as of yet. Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 312170 | ABP | 1 Wyckham Land Limited. SHD - 531 no. Build to Rent apartments, creche and associated site works. Marmalade Lane, Wyckham Avenue, Dundrum, Dublin 16. | 15.5km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 312214 | ABP | Heronvale Developments Ltd. SHD - 130 no. residential units (55 no. houses, 75 no. apartments) and associated site works. Lands at Shaldon Grange, located off Enniskerry Road (R117), Kiltarnan, Dublin 18. | 18.2km | Granted | 1 | Yes | Yes | Under construction so no potential for Construction Phases to overlap, but Operational Phases will coincide. | Considering the nature, scale and location of this development, there is no potential for Operational Phase to result in cumulative impacts with the Proposed Project. | No |
| 312325 | ABP | Oval Target Limited. SHD - Demolition of an existing extension, construction of 493 no. apartments, creche and associated site works. St. Teresa's House (protected structure) and St. Teresa's Lodge (protected structure) Temple Hill, Monkstown, Blackrock, Co. Dublin. | 12.4km | Granted | 1 | Yes | Yes | Site clearance works have commenced but construction works have not commenced as of yet. Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 311616 | ABP | MacCabe Durney Barnes. SHD - 131 no. residential units (21 no. houses, 110 no. apartments), childcare facilities and associated site works. Stocking Lane, Ballyboden, Dublin 16. | 12.8km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |

| 'Other Development' Details | | | | | | Stage 1 | | Stage 2 | | |
|-----------------------------|---------------|---|---|---------|------|---------------------------|----------------------|--|---|------------------------|
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| 312568 | ABP | Jamestown Village Limited. SHD - Demolition of existing ESB substation and boundary treatments, construction of 321 no. Build to Rent apartments, creche and associated site works. Former Factory Site, Finglas Business Centre, Jamestown Road, Dublin 11. | 1.5km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 313043 | ABP | Terenure Land Limited. SHD - 208 no. apartments and associated site works. 'Carlisle', Kimmage Road West, Terenure, Dublin 12. | 8..9km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 312501 | ABP | Tetrarch Residential Limited. SHD - Demolition of an existing dwelling, construction of 274 no. residential units (51 no. houses, 223 no. apartments), creche and associated site works. Mill Road, Saggart, Co. Dublin. | 12.5km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 307100 | ABP | Crodaun Development Company Limited. SHD - 467 no. residential units (199 no. houses, 216 no. apartments, 52 no. duplexes), childcare facility and associated site works. Lands on west side of Maynooth Road (R405) and north of Kilwhogan Stream, Crodaun, Celbridge, Co. Kildare. | 13.4km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 307244 | ABP | Loughglynn Development Limited. SHD - Demolition of structures, construction of 212 no. residential units (113 no. houses, 99 no. apartments), creche and associated site works. Grangend, Dunshaughlin, Co. Meath. | 17.1km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 317136 | ABP | Malkey Limited Demolition and removal of various structures and construction of 133 apartments, 17 artists' studios, childcare facility, retail unit and a gym in three blocks at Richmond Road, Dublin 3 | 4.9km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 312060 / F21A/0401 | ABP | Gannon Properties Construction of 78 residential units comprising 58 houses, 20 apartment/duplex/triplex units and associated works at Belcamp Hall, Malahide Road, Dublin 17 | 858m | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 312848 / F21A/0488 | ABP | Gerard Gannon Properties Construction of 77 residential units in 2 blocks, 65 car parking and 184 bike spaces at Belcamp Hall, Malahide Road, Dublin 17 | 820m | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 314169 / F22A/0136 | ABP | Gerard Gannon Properties | 560m | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if | Yes |

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|-----------------------------|---------------|--|---|---------|------|---------------------------|----------------------|---|---|------------------------|
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| | | Construction of 40 residential units in one block, including a childcare facility and café at Belcamp Hall, Malahide Road, Dublin 17 | | | | | | | Construction Phases were to overlap which are required to be further assessed. | |
| 313239 / F22A/0028 | ABP | Electricity Supply Board Alter the existing Glasmore-Malahide-Swords 38kV line to be carried out in the Townland of Kinsley, Co. Dublin, and will involve undergrounding sections of the above mentioned overhead 38kV line to facilitate the development of a previously permitted housing development. The proposed alteration will comprise of one (No. 1) lattice steel tower, of maximum height 15 metres. | 1.7km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 312476 / F20A/0550 | ABP | daa Expansion of North Apron at Dublin Airport to provide twelve replacement Code C aircraft stands and ground servicing equipment storage area, construction of blast fences, pavement rehabilitation, two new underground attenuation tanks and 26 high mast lights and aerodrome ground lights. | 1.3km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 315488 / LRD6003/22-S3 | ABP | Cairn Home Montrose Limited Demolition of buildings, construction of 688 no. apartments (272 no. Build to Sell units and 416 no. Build to Rent units), Hotel and associated site works at Donnybrook, Dublin 4. | 9.9km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 316108 / LRD6019/22-S3 | ABP | Glenveagh Homes Limited 853 no. residential units (240 no. houses, 613 no. apartments), creche and ancillary site works at Oscar Traynor Road site, Coolock, Dublin 5 | 1.7km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 316065 / LRD0005/S3 | ABP | Glenmount Properties Limited 159 no. residential units (114 no. houses, 45 no. apartments) and associated site works at Skerries Road, Rush, Co Dublin. | 11.8km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 315709 / LRD0001/S3 | ABP | Blanche Retail Nominee Limited 971 apartments and associated community / commercial units in eight blocks at lands at Site A (White Car Park), Blanchardstown Town Centre, Coolmine, Dublin 15. | 830m | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 315584 | ABP | Banner A Cuig 114 no. apartments, reinstatement of 2 no. houses and associated site works at rear 19 Philips Avenue, Fairview, Dublin 3 | 5.2km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 315288 / LRD0008/S3 | ABP | Glenveagh Living Limited | 7.1km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if | Yes |

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|-----------------------------|---------------|---|--|---------|------|---------------------------|----------------------|--|---|------------------------|
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| | | 432 no. dwellings. (93 no. apartments, 126 no. duplexes and 213 no. houses) and all associated site works at Ballymastone, Donabate, Co. Dublin | | | | | | | Construction Phases were to overlap which are required to be further assessed. | |
| 315062 / LRD6001/22S 3A | ABP | Scanron Limited 168 no. apartments and all associated site works at Botanic Road, Glasnevin, Dublin 9 | 4.7km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 311315 | ABP | Fingal County Council Park development project at the Racecourse Park comprising 4.5km of new walking and cycling routes including a bridge over the Mayne river and repair to the railway underpass on lands located between Baldoyle and Portmarnock, Co. Dublin | 0m. Intersects with the proposed outfall pipeline route between proposed construction compound no.9 and no. 10 | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 313133 | ABP | Balscadden GP3 Limited Demolition of existing structures on site, construction of 180 no. apartments and associated site works at Main Street, Howth, Co. Dublin | 3km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 313223 | ABP | Jacko Investments Limited Demolition of the public house, restaurant, off-licence and construction of a residential development of 146 no. apartments, 4 no. retail units, cafe and creche, 2 no. basements, in four blocks at Main Street, Swords, Co. Dublin. | 4km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 313362 | ABP | Gerard Gannon Properties Construction of 650 no. residential units comprising 265 no. houses, 187 no. apartments, 6 no. triplex units, and 192 no. duplex units, a childcare facility, 5 no. retail units and 1 no. café / restaurant unit at Mooretown Distributor Road, Swords, Co. Dublin | 5km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 314125 | ABP | Alanna Homes 10 Year planning permission for the demolition of existing building on site and the construction of 1,243 residential units (804 apartments, 117 duplex units and 322 houses), a childcare facility, retail units, café, community centre, office hub, and all associated site works at Clonsilla, Dublin 15. | 4.4km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 314253 | ABP | Castlestar (Swords) Limited 7 year permission for 219 no. apartments in five blocks, including a creche and all | 3km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |

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| Application Reference | Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Status | Tier | Within Zone of Influence? | Progress to Stage 2? | Overlap in Temporal Scope? | Scale and Nature of Development Likely to Have a Significant Effect? | Progress to Stage 3/4? |
| | | associated site works in at Pinnock Hill, Fosterstown North, Swords, Co. Dublin. | | | | | | | | |
| 313317 | ABP | Cosgrave Developments Unlimited Company 255 no. apartments in five blocks, including a creche and associated site works at Northwood Avenue, Santry, Dublin 9. | 597m | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 312271 | ABP | Glenveagh Homes Limited Demolition of an existing shed, construction of 548 no. residential units (401 no. houses, 147 no. apartments), 2 no. creches and associated site works at Tyrrelstown, Dublin 15. | 3.5km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 313268 | ABP | The Land Development Agency Construction of 345 residential units, comprising a mixture of 84 one-bedroom apartments, 68 two-bedroom apartments, 36 two-bedroom duplex apartments 118 three-bedroom duplex apartments and 39 three-bedroom houses and a three storey community / childcare facility at Golf Links Road, Skerries, Co. Dublin | 16.4km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 313210 | ABP | The Land Development Agency Construction of 817 residential units comprising 162 no. 1-bed units, 250 no. 2-bed units, 381 no. 3-bed units and 24 no. 4 bed houses ranging in height from 1-6 storeys on an overall site of 25.33 hectares and associated works at Balbriggan, Co. Dublin | 19.3km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 313144 | ABP | Dwyer Nolan Developments Ltd Construction of 321 dwellings including 205 houses, 40 apartment / duplex units in three blocks and 67 apartments in two blocks, a creche and associated works at Minister's Road, Lusk, Co. Dublin | 11.5km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 312318 | ABP | Castlethorn Construction Unlimited Company Demolition of a farmhouse and associated outbuilding structures and the construction of 349 residential units comprising 123 houses and 226 apartments in three blocks, a childcare facility and associated works at Clonsilla, Dublin 15 | 2.3km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 313302 | ABP | Gerard Gannon Properties Removal of the temporary site office / site compound structures on site and the construction of a total of 377 residential units, including 173 no. houses, 134 no. apartments, and 70 no. duplex units and 1 no. childcare | 5.4km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |

| 'Other Development' Details | | | | | | Stage 1 | | Stage 2 | | |
|-----------------------------|---------------|--|---|---------|------|---------------------------|----------------------|--|---|------------------------|
| Application Reference | Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Status | Tier | Within Zone of Influence? | Progress to Stage 2? | Overlap in Temporal Scope? | Scale and Nature of Development Likely to Have a Significant Effect? | Progress to Stage 3/4? |
| | | facility in 10 no. urban blocks at Oldtown, Swords, Co. Dublin. | | | | | | | | |
| 313289 | ABP | Eastwise Construction Swords Limited 472 residential units, a creche and a café unit in 7 no. urban blocks at 'Hartfield Place', Swords Road, Whitehall, Dublin 9 | 3.1km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 313320 | ABP | Dwyer Nolan Developments Limited Demolition works, restoration of protected structure and the construction of 927 apartments in eight blocks, including a commercial unit and a retail / café unit at the grounds of the former De La Salle National School, Ballyfermot Road, Ballyfermot, Dublin 10 | 4.8km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 311059 | ABP | Aledo Donabate Limited 1,365 new residential dwellings across 14 apartment blocks, including communal residential amenities and facilities, 3 no. childcare facilities and 7 no. retail and café units at Corballis East, Donabate, County Dublin. | 6.1km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 314791 | ABP | Dublin City Council 578 apartments, a community hub / library, creche, supermarket 5 no. retail units and 2 no. financial services units and 2 no. café / restaurant units at Emmet Road, Inchicore, Dublin 8. | 5.9km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| 315306 | ABP | The Land Development Agency Construction of 543 residential units in 4 blocks and the inclusion of a retail / café unit, mobility hub, creche / community / workspace/ culture space at the former St. Teresa's Gardens, Donore Avenue, Dublin 8 | 7.5km | Granted | 1 | Yes | Yes | Timeline for other development unknown. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| N/A | N/A | Uisce Éireann National Leakage Reduction Programme | Various locations throughout the Greater Dublin Area | N/A | 1 | Yes | Yes | Works underway on a phased basis. Potential for some phases of construction to overlap. | Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed. | Yes |
| N/A | N/A | Uisce Éireann Kinsealy. Local Network Reinforcement Project | Immediately north of the proposed WwTP | N/A | 1 | Yes | Yes | Works underway. Unlikely for construction phases to overlap, but Operational Phases will coincide. | Considering the nature, scale and location of this development, there is potential for the Operational Phase to result in cumulative impacts with the Proposed Project which are required to be further assessed. | Yes |
| N/A | N/A | Uisce Éireann Lower Liffey Valley Regional Sewerage Scheme Network Upgrade | Various locations in Kildare and Dublin | N/A | 1 | Yes | Yes | Works completed. No potential for construction phases to overlap. | Considering the nature, scale and location of this development, there is potential for the Operational Phase to result in cumulative impacts with the Proposed Project which are required to be further assessed. | Yes |

| 'Other Development' Details | | | | | | Stage 1 | | Stage 2 | | |
|-----------------------------|---------------|--|--|---|------|---------------------------|----------------------|--|---|------------------------|
| Application Reference | Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Status | Tier | Within Zone of Influence? | Progress to Stage 2? | Overlap in Temporal Scope? | Scale and Nature of Development Likely to Have a Significant Effect? | Progress to Stage 3/4? |
| SN/A | N/A | Uisce Éireann Blanchardstown Sewer Rehabilitation Works | Various locations in Blanchardstown, Dublin | N/A | 1 | Yes | Yes | Works underway. Unlikely for construction phases to overlap. | Considering the nature, scale and location of this development, there is potential for the Operational Phase to result in cumulative impacts with the Proposed Project which are required to be further assessed. | Yes |
| N/A | N/A | Uisce Éireann Blanchardstown Regional Drainage Scheme (BRDS) | 0m (Proposed Project commences at a tie-in to the BRDS) | N/A | 1 | Yes | Yes | Works completed. No potential for construction phases to overlap. Operational Phases will coincide. | Considering the nature, scale and location of this development, there is potential for the Operational Phase to result in cumulative impacts with the Proposed Project which are required to be further assessed. | Yes |
| N/A | N/A | Uisce Éireann Clarendon Street. Clarendon Street Sewer Upgrades | Approx. 8km south of proposed orbital sewer | N/A | 1 | Yes | Yes | Works underway. Unlikely for construction phases to overlap. Operational Phases will coincide. | Considering the nature, scale and location of this development, there is no potential for cumulative impacts during the Operational Phases. | No |
| N/A | N/A | Uisce Éireann Doldrum Bay. Doldrum Bay Sewerage Scheme | Approx. 6km south of the proposed outfall location in the Irish Sea | N/A | 1 | Yes | Yes | Site investigation underway and works currently planned but no timeline as of yet. Potential for Construction Phases to overlap. | Potential for cumulative impact if Construction Phases were to overlap. | Yes |
| N/A | N/A | Uisce Éireann Infirmary Road. Infirmary Road Dublin Sewer Upgrade Works | Approx. 8km south-east of the proposed orbital sewer | N/A | 1 | Yes | Yes | Works underway. Unlikely for construction phases to overlap. Operational Phases will coincide. | Considering the nature, scale and location of this development, there is no potential for cumulative impacts during the Operational Phases. | No |
| N/A | N/A | Uisce Éireann Loughshinny. Loughshinny Wastewater Infrastructure Upgrade | Approx. 15km north of the proposed outfall location | N/A | 1 | Yes | Yes | Works completed. Construction phases will not overlap, but Operational Phases will coincide. | Considering the nature, scale and location of this development, there is potential for the Operational Phase to result in cumulative impacts with the Proposed Project which are required to be further assessed. | Yes |
| N/A | N/A | Uisce Éireann Portmarnock Wastewater Project | Approx. 2km north of proposed outfall pipeline | N/A | 1 | Yes | Yes | Works currently planned but no timeline as of yet. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for the Operational Phase to result in cumulative impacts with the Proposed Project which are required to be further assessed. | Yes |
| N/A | ABP | Uisce Éireann Water Supply Project – Eastern and Midlands Region | Approx. 16km south-west of commencement point of the Proposed Project at Abbotstown | To be submitted in future years | 2 | Yes | Yes | Planning application currently in development. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for the Operational Phase to result in cumulative impacts with the Proposed Project which are required to be further assessed. | Yes |
| N/A | N/A | RWE Dublin Array - offshore windfarm. 45-61 turbines located approx.. 10km from the Dublin / Wicklow coastline on the Kish and Bray Banks | Approx. 10km south-east of proposed outfall location in the Irish Sea for the Proposed Project | Expected to submit for planning in 2023 | 2 | Yes | Yes | Maritime Area Consent applied for in 2022 and marine investigation works underway. Indicative timeline indicates a planned lodgement date in 2023 with construction planned between 2025-2027 (subject to planning approval. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for the Operational Phase to result in cumulative impacts with the Proposed Project which are required to be further assessed. | Yes |
| N/A | N/A | Codling Wind Park - offshore windfarm. Maximum of 140 turbines in the Irish Sea, set in an area called Codling Bank, approximately 13-22 kilometres off the County Wicklow coast, between Greystones and Wicklow Town. | Approx. 35km south-east of proposed outfall location in the Irish Sea for the Proposed Project | Expected to submit for planning in 2023 | 2 | No | Yes | Indicative timeline indicates a planned lodgement date in Q4 2023 with construction planned between 2025-2028 (subject to planning approval. Potential for Construction Phases to overlap. | Potential for cumulative impact if Construction Phases were to overlap. However, not within the Zone of Influence of the Proposed Project | No |
| N/A | N/A | EirGrid plc. CP0984 - Belcamp - Shellybanks 220 kV New Cable. | <100m | Exempted development. | 1 | Yes | Yes | Under construction. Unlikely for Construction Phases to overlap, but Operational Phases will coincide. | Considering the nature, scale and location of this development, there is no potential for cumulative impacts during the Operational Phases. | No |

| 'Other Development' Details | | | | | | Stage 1 | | Stage 2 | | |
|-----------------------------|---------------|--|---|---|------|---------------------------|----------------------|--|---|------------------------|
| Application Reference | Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Status | Tier | Within Zone of Influence? | Progress to Stage 2? | Overlap in Temporal Scope? | Scale and Nature of Development Likely to Have a Significant Effect? | Progress to Stage 3/4? |
| N/A | N/A | EirGrid plc CP1021 East Meath – North Dublin Upgrade Project. Proposed 400kV underground cable between Woodland Substation in county Meath and Belcamp Substation in County Dublin, and associated upgrade works to substations, including a new Gas Insulated Switchgear building at Belcamp Substation. | 0m. Cable route will intersect the proposed orbital sewer entering the WwTP | Expected to be submitted to ABP for planning in Q1 2024 | 2 | Yes | Yes | Indicative timeline outlines that construction is proposed to commence in Q3 2026 and commissioning to be complete by Q4 2029. Potential for Construction Phases to overlap. | Considering the nature, scale and location of this development, there is potential for the Operational Phase to result in cumulative impacts with the Proposed Project which are required to be further assessed. | Yes |

Table 2: Stage 4 Assessment

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|---|---|--|---|---|---|---|
| 1 | SD20A/0058 - SDCC | Data & Power Hub Services Ltd. Construction of a gas powered Power Plant with all its associated elements | 9.8km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> None |
| <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A | | | | |
| <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible | | | | |
| <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | | | | |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|---|--|
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | SDZ20A/0020 - SDCC | Timothy & Henry Crowley. Construction of 113 residential units comprising 70 two storey dwelling houses, 30 duplex units and 13 apartments. | 8km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | SDZ22A/0007 - SDCC | Comprising Phase 1 of the Adamstown Boulevard Development Area and consists of comprise 75 two bedroom units, 113 three bedroom units and 69 four bedroom housing units and one apartment block (2 to 3 storeys) at Adamstown, Lucan, Co. Dublin. | 14.7km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|---|--|
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> N/A |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Imperceptible and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | SDZ22A/0006 - SDCC | Quintain Developments Ireland Limited . Construction of 352 residential units (terraced, semi-detached and detached housing) at Adamstown, Lucan, Co. Dublin. | 13km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|--|--|
| | | | | <p><u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap</p> <p><u>Air:</u> No potential for cumulative impacts</p> <p><u>Noise:</u> No potential for cumulative impacts</p> <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> <p><u>Agronomy:</u> N/A</p> <p><u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap</p> <p><u>Material Assets:</u> N/A</p> | <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> <p><u>Air:</u> N/A</p> <p><u>Noise:</u> N/A</p> <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> <p><u>Hydrology and Hydrogeology:</u> N/A</p> <p><u>Soils and Geology:</u> N/A</p> <p><u>Agronomy:</u> N/A</p> <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> <p><u>Material Assets:</u> N/A</p> | <p><u>Traffic:</u> Imperceptible and Short-Term</p> <p><u>Air:</u> N/A</p> <p><u>Noise:</u> N/A</p> <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> <p><u>Hydrology and Hydrogeology:</u> N/A</p> <p><u>Soils and Geology:</u> Imperceptible</p> <p><u>Agronomy:</u> N/A</p> <p><u>Waste:</u> Imperceptible and Short-Term</p> <p><u>Material Assets:</u> N/A</p> |
| 1 | SDZ21A/0022 - SDCC | Cairn Homes Properties Ltd. Construction of 569 dwellings (houses and apartments), a creche, innovation hub and open space in the Clonburris South West Development Area | 11.3km | <p><u>Population:</u> N/A</p> <p><u>Marine Water Quality:</u> N/A</p> <p><u>Biodiversity (Marine):</u> N/A</p> <p><u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors.</p> <p><u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> | <p><u>Population:</u> N/A</p> <p><u>Marine Water Quality:</u> N/A</p> <p><u>Biodiversity (Marine):</u> N/A</p> <p><u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> <p><u>Biodiversity (Terrestrial):</u> N/A</p> | <p><u>Population:</u> N/A</p> <p><u>Marine Water Quality:</u> N/A</p> <p><u>Biodiversity (Marine):</u> N/A</p> <p><u>Biodiversity (Marine Ornithology):</u> Imperceptible</p> <p><u>Biodiversity (Terrestrial):</u> N/A</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Imperceptible and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | SD228/0001 - SDCC | South Dublin County Council (Housing). 118 residential units made up of houses, duplexes, triplexes, an apartment building at Clonburris, Clondalkin, Dublin 22. | 11.6km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|---|
| | | | | distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | | |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Imperceptible and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|---|--|---|---|---|---|--|
| 1 | FW20A/0083 - FCC | Chemco (Ireland) Limited. 19,151 sqm of warehousing within 6 No. units for the storage and distribution of materials including chemicals within a proposed secure 33 Acre site | 3.6km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | | | | |
| <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A | | | | |
| <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible | | | | |
| <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | | | | |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|---|--|
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | FW19A/0232 - FCC | Anthony Rajwan. Construction of a Data Centre comprised of 4 no. buildings at Damastown Avenue, Mulhuddart, Co. Dublin. | 3.5km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|--|--|
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | F20A/0272 / F23A/0094 - FCC | Phase 2 of a two-phase masterplan for a residential development, consisting of 33 houses at Kinsealy, Co. Dublin. | 592m | <u>Population:</u> Construction Phase - Temporary cumulative impacts from traffic, noise and vibration, dust and construction activity combustion emissions. Unlikely to be significant unless construction phases overlap or are consecutive. Operational Phase – No potential for cumulative impacts. | <u>Population:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including: <ul style="list-style-type: none"> Adherence to the Construction Environmental management Plan (CEMP) and implementation of effective surface water management procedures; Adherence to the Traffic Management Plan; and Noise monitoring and use of acoustic screens for noisy operations (e.g. rock breaking), where required. | <u>Population:</u> Not Significant |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is potential for Not Significant / Imperceptible Construction Phase cumulative impacts from construction activities / temporary structures and material storage should construction phases overlap. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> Not Significant / Imperceptible |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which | <u>Traffic:</u> Not Significant and Short-Term |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
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| | | | | | shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on archaeological heritage of County Dublin but not considered significant. No predicted cumulative impacts upon the architectural or cultural heritage resource. | <u>Archaeological, Architectural and Cultural Heritage:</u> Mitigation measures included in the EIAR in the 2018 planning application are sufficient to manage potential cumulative impacts. | <u>Archaeological, Architectural and Cultural Heritage:</u> Not Significant |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> The proposed works will result in the loss of a small quantity of soils and geology. However, the cumulative loss is still considered small on a local scale. Thus, there are no likely significant direct or indirect cumulative impacts in combination with this other development on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of this other development in combination with the Proposed Project on land, soils, and geology during the Operational Phase. (Other development is >300m from the Proposed Project). | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | F21A/0547 - FCC | Streamview Connect Trading DAC. Construction of 50 no. residential units, comprising of detached and semi-detached dwellings. | 1.7km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|---|--|
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> The proposed works will result in the loss of a small quantity of soils and geology. However, the cumulative loss is still considered small on a local scale. Thus, there are no likely significant direct or indirect cumulative impacts in combination with this other development on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of this other development in combination with the Proposed Project on land, soils, and geology during the Operational Phase. (Other development is >300m from the Proposed Project). | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | FW18A/0148 - FCC | Lyreco Ireland Limited. Construction of a circa 6,479sqm warehouse/logistics centre at Huntstown, Dublin 11 | 486m | <u>Population:</u> Construction Phase - Temporary cumulative impacts from traffic, noise and vibration, dust and construction activity combustion emissions. Unlikely to be significant unless construction phases overlap or are consecutive. Operational Phase – No potential for cumulative impacts. | <u>Population:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including: <ul style="list-style-type: none"> • Adherence to the Construction Environmental management Plan (CEMP) and implementation of effective surface water management procedures; • Adherence to the Traffic Management Plan; and | <u>Population:</u> Not Significant |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|---|
| | | | | | <ul style="list-style-type: none"> Noise monitoring and use of acoustic screens for noisy operations (e.g. rock breaking), where required. | |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is potential for Not Significant / Imperceptible Construction Phase cumulative impacts from construction activities / temporary structures and material storage should construction phases overlap. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> Not Significant / Imperceptible |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> Potential for Moderate and Short-Term cumulative impacts on air quality, if construction phases were to overlap | <u>Air:</u> Mitigation measures already included in Chapter 14 (Air Quality, Odour and Climate) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective dust management measures. | <u>Air:</u> Slight and Short-Term |
| | | | | <u>Noise:</u> Potential for Moderate and Short-Term cumulative noise impacts, if construction phases were to overlap | <u>Noise:</u> Mitigation measures already included in Chapter 15 (Noise and Vibration) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective noise and vibration management measures. | <u>Noise:</u> Slight and Short-Term |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on archaeological heritage of County Dublin but not considered significant. No predicted cumulative impacts upon the architectural or cultural heritage resource. | <u>Archaeological, Architectural and Cultural Heritage:</u> Mitigation measures included in the EIAR in the 2018 planning application are sufficient to manage potential cumulative impacts. | <u>Archaeological, Architectural and Cultural Heritage:</u> Not Significant |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|--|--|
| | | | | <p><u>Soils and Geology:</u> The proposed works will result in the loss of a small quantity of soils and geology. However, the cumulative loss is still considered small on a local scale. Thus, there are no likely significant direct or indirect cumulative impacts in combination with this other development on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of this other development in combination with the Proposed Project on land, soils, and geology during the Operational Phase. (Other development is >300m from the Proposed Project).</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> |
| 1 | FW21A/0144 - FCC | TLI Group Ltd. Installation of electrical infrastructure between Finglas substation and Huntstown Power Station to facilitate the retirement of existing Electricity Supply Board overhead powerlines and facilitate site clearance for the future development of a data centre and substation | 0m (at nearest redline location) | <p><u>Population:</u> Construction Phase - Temporary cumulative impacts from traffic, noise and vibration, dust and construction activity combustion emissions. Unlikely to be significant unless construction phases overlap or are consecutive. Operational Phase – No potential for cumulative impacts.</p> | <p><u>Population:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including:</p> <ul style="list-style-type: none"> Adherence to the Construction Environmental management Plan (CEMP) and implementation of effective surface water management procedures; Adherence to the Traffic Management Plan; and Noise monitoring and use of acoustic screens for noisy operations (e.g. rock breaking), where required. | <p><u>Population:</u> Not Significant</p> |
| | | | | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> |
| | | | | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> |
| | | | | <p><u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors.</p> | <p><u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Marine Ornithology):</u> Imperceptible</p> |
| | | | | <p><u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> |
| | | | | <p><u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project.</p> | <p><u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible</p> |
| | | | | <p><u>Landscape and Visual:</u> There is potential for Not Significant / Imperceptible Construction Phase cumulative impacts from construction activities / temporary structures and material storage should construction phases overlap.</p> | <p><u>Landscape and Visual:</u> N/A</p> | <p><u>Landscape and Visual:</u> Not Significant / Imperceptible</p> |
| | | | | <p><u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which</p> | <p><u>Traffic:</u> Not Significant and Short-Term</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | | shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | |
| | | | | <u>Air:</u> Potential for Slight and Short-Term cumulative impacts on air quality, if construction phases were to overlap | <u>Air:</u> Mitigation measures already included in Chapter 14 (Air Quality, Odour and Climate) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective dust management measures. | <u>Air:</u> Slight and Short-Term |
| | | | | <u>Noise:</u> Potential for Slight and Short-Term cumulative noise impacts, if construction phases were to overlap | <u>Noise:</u> Mitigation measures already included in Chapter 15 (Noise and Vibration) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective noise and vibration management measures. | <u>Noise:</u> Slight and Short-Term |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> The proposed works will result in the loss of a small quantity of soils and geology. However, the cumulative loss is still considered small on a local scale. Thus, there are no likely significant direct or indirect cumulative impacts in combination with this other development on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of this other development in combination with the Proposed Project on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> Both application reference FW21A/0144 and the Proposed Project, will impact part of Agricultural Land Parcel 6 (as defined in Chapter 20A (Agronomy) in Volume 3A Part A of the EIAR Addendum). The area of Parcel 6 that will be impacted by both projects is currently not in agricultural use. Should the area impacted by both projects be returned to agricultural use and the construction phases overlap, there is potential for cumulative impacts on agriculture, for which the overall pre-mitigation will be Significant. There will be no permanent acquisition of agricultural lands from Agricultural Land Parcel 26 as a result of the Proposed Project, therefore cumulative impacts with application reference FW21A/0144 will not arise during the Operational Phases. | <u>Agronomy:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including: <ul style="list-style-type: none"> • Ensure soil, stripping, storage and reinstatement are managed appropriately. Ensure existing land drainage is reinstated or new drainage is installed; • Ensure hedgerows are replanted; • Ensure access is maintained to unimpacted parts of holding throughout the construction periods; and • Ensure ongoing engagement with landowners and notification of works as far in advance as possible to minimise disruption to farming operations. | <u>Agronomy:</u> Not Significant |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | FW21A/0187 - FCC | Keelings UC. Construction of a warehouse unit at St. Margaret's, Co. Dublin. | 3.3km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |

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| | | | | <p><u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors.</p> | <p><u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Marine Ornithology):</u> Imperceptible</p> |
| | | | | <p><u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> <p><u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project.</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible</p> |
| | | | | <p><u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved.</p> | <p><u>Landscape and Visual:</u> N/A</p> | <p><u>Landscape and Visual:</u> N/A</p> |
| | | | | <p><u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> | <p><u>Traffic:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Air:</u> No potential for cumulative impacts.</p> | <p><u>Air:</u> N/A</p> | <p><u>Air:</u> N/A</p> |
| | | | | <p><u>Noise:</u> No potential for cumulative impacts</p> | <p><u>Noise:</u> N/A</p> | <p><u>Noise:</u> N/A</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Not Significant and Short-Term</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | FW19A/0123 - FCC | Masterlink Logistics. Two storey commercial unit comprising of a vehicle testing centre, vehicle maintenance centre, reception area, ancillary offices | 2.9km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | FW21A/0042 - FCC | Glenveagh Homes Ltd. 69 no. houses comprising 52 no. 2-storey houses and 17 no. 3-storey houses (13 no. 2-bed units, 39 no. 3-bed units, 17 no. 4-bed units) in Hollystown, Dublin 15 | 3.1km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|---|---|
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | FW22A/0103 - FCC | Masterlink Logistics Ltd. Erection of a 14,515m2 commercial facility, associated parking and access roads at Damastown Industrial Park, Dublin 15. | 5.3km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|--|--|
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | FW22A/0061 - FCC | Emerald Quarter Property Trading Company Limited. Construction of 5 no. industrial / warehouse / logistics units contained within 3 no. blocks at Stadium Business Park, Ballycoolin Road, Dublin 11. | 326m | <u>Population:</u> Construction Phase - Temporary cumulative impacts from traffic, noise and vibration, dust and construction activity combustion emissions. Unlikely to be significant unless construction phases overlap or are consecutive. Operational Phase – No potential for cumulative impacts. | <u>Population:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including: <ul style="list-style-type: none"> • Adherence to the Construction Environmental management Plan (CEMP) and implementation of effective surface water management procedures; • Adherence to the Traffic Management Plan; and • Noise monitoring and use of acoustic screens for noisy operations (e.g. rock breaking), where required. | <u>Population:</u> Not Significant |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|--|--|
| | | | | waters if construction of this development occurs at the same time as the Proposed Project. | | |
| | | | | <u>Landscape and Visual:</u> There is potential for Not Significant / Imperceptible Construction Phase cumulative impacts from construction activities / temporary structures and material storage should construction phases overlap. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> Not Significant / Imperceptible |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> The proposed works will result in the loss of a small quantity of soils and geology. However, the cumulative loss is still considered small on a local scale. Thus, there are no likely significant direct or indirect cumulative impacts in combination with this other development on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of this other development in combination with the Proposed Project on land, soils, and geology during the Operational Phase. (Other development is >300m from the Proposed Project). | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | F21A/0681 - FCC | Mayne Stability Limited. Development of a Synchronous Compensator Development (Grid Stabilisation Facility) on the site of c. 1.65 ha at lands south of Belcamp 220kV Substation, Belcamp, Dublin 17. | 160m | <u>Population:</u> Construction Phase - Temporary cumulative impacts from traffic, noise and vibration, dust and construction activity combustion emissions. Unlikely to be significant unless construction phases overlap or are consecutive. Operational Phase – No potential for cumulative impacts. | <u>Population:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including: <ul style="list-style-type: none"> Adherence to the Construction Environmental management Plan (CEMP) and implementation of effective surface water management procedures; Adherence to the Traffic Management Plan; and Noise monitoring and use of acoustic screens for noisy operations (e.g. rock breaking), where required. | <u>Population:</u> Not Significant |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|---|---|
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is potential for Slight Construction Phase cumulative landscape and visual impacts in the vicinity of the proposed WwTP from construction activities / temporary structures and material storage should construction phases overlap. There is potential for Slight Operational Phase cumulative landscape and visual impacts in the vicinity of the proposed WwTP due to the permanent presence of structures from both developments contributing to the intensity and scale of infrastructure development in this urban rural interface setting. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> Slight |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> Potential for Slight and Short-Term cumulative impacts on air quality, if construction phases were to overlap | <u>Air:</u> Mitigation measures already included in Chapter 14 (Air Quality, Odour and Climate) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective dust management measures. | <u>Air:</u> Slight and Short-Term |
| | | | | <u>Noise:</u> Potential for Slight and Short-Term cumulative noise impacts, if construction phases were to overlap | <u>Noise:</u> Mitigation measures already included in Chapter 15 (Noise and Vibration) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective noise and vibration management measures. | <u>Noise:</u> Slight and Short-Term |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on archaeological heritage of County Dublin but not considered significant. No predicted cumulative impacts upon the architectural or cultural heritage resource. | <u>Archaeological, Architectural and Cultural Heritage:</u> Mitigation measures included in the EIAR in the 2018 planning application are sufficient to manage potential cumulative impacts. | <u>Archaeological, Architectural and Cultural Heritage:</u> Not Significant |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> The proposed works will result in the loss of a small quantity of soils and geology. However, the cumulative loss is still considered small on a local scale. Thus, there are no likely significant direct or indirect cumulative impacts in combination with this other development on land, soils, and geology. There are no likely significant | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
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| | | | | direct or indirect cumulative impacts of this other development in combination with the Proposed Project on land, soils, and geology during the Operational Phase. (Other development is >100m from the Proposed Project). | | |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | F21A/0368 - FCC | Minister for Agriculture, Food and the Marine. Dredging, stabilisation of dredge material, reclamation of land, embankment construction, slipway construction, provision or storage and services at Howth Harbour, Co. Dublin. | 4.3km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> There is potential for cumulative impacts to occur if construction phases were to overlap. Due to the potential increase in suspended sediment concentrations, there is potential for increased settlement / smothering of Ireland's Eye reefs, species disturbance and displacement effects, etc. | <u>Marine Water Quality:</u> Dredging activities for these two projects must be scheduled to occur at different times. | <u>Marine Water Quality:</u> None |
| | | | | <u>Biodiversity (Marine):</u> There is potential for cumulative impacts to occur if construction phases were to overlap. Due to the potential increase in suspended sediment concentrations, there is potential for increased settlement / smothering of Ireland's Eye reefs, species disturbance and displacement effects, etc. | <u>Biodiversity (Marine):</u> Dredging activities for these two projects must be scheduled to occur at different times. | <u>Biodiversity (Marine):</u> None |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
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| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | FW20A/0211 - FCC | Coldwinters Devco Ltd. 3 no. buildings for industrial/warehouse/logistics use at Coldwinters, St. Margaret's, Co. Dublin | 878m | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is potential for Not Significant / Imperceptible Construction Phase cumulative impacts from construction activities / temporary structures and material storage should construction phases overlap. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> Not Significant / Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|--|--|
| | | | | <p><u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> | <p><u>Traffic:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Air:</u> No potential for cumulative impacts</p> | <p><u>Air:</u> N/A</p> | <p><u>Air:</u> N/A</p> |
| | | | | <p><u>Noise:</u> No potential for cumulative impacts</p> | <p><u>Noise:</u> N/A</p> | <p><u>Noise:</u> N/A</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> The proposed works will result in the loss of a small quantity of soils and geology. However, the cumulative loss is still considered small on a local scale. Thus, there are no likely significant direct or indirect cumulative impacts in combination with this other development on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of this other development in combination with the Proposed Project on land, soils, and geology during the Operational Phase. (Other development is >300m from the Proposed Project).</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> |
| 1 | F21A/0147 - FCC | Genvest ULC. 2 no single storey light industrial buildings (total floor area of 3,333 sq.m) accommodating 3 units including ancillary office space at site west of Stockhole Lane/Clonshaugh Road, Clonshaugh, Co. Dublin. | 84m | <p><u>Population:</u> Construction Phase - Temporary cumulative impacts from traffic, noise and vibration, dust and construction activity combustion emissions. Unlikely to be significant unless construction phases overlap or are consecutive. Operational Phase – No potential for cumulative impacts.</p> | <p><u>Population:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including:</p> <ul style="list-style-type: none"> Adherence to the Construction Environmental management Plan (CEMP) and implementation of effective surface water management procedures; Adherence to the Traffic Management Plan; and Noise monitoring and use of acoustic screens for noisy operations (e.g. rock breaking), where required. | <p><u>Population:</u> Not Significant</p> |
| | | | | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> |
| | | | | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | <p><u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors.</p> | <p><u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Marine Ornithology):</u> Imperceptible</p> |
| | | | | <p><u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> <p><u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project.</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible</p> |
| | | | | <p><u>Landscape and Visual:</u> There is potential for Slight Construction Phase cumulative landscape and visual impacts in the vicinity of the proposed WwTP from construction activities / temporary structures and material storage should construction phases overlap. There is potential for Slight Operational Phase cumulative landscape and visual impacts in the vicinity of the proposed WwTP due to the permanent presence of structures from both developments contributing to the intensity and scale of infrastructure development in this urban rural interface setting.</p> | <p><u>Landscape and Visual:</u> N/A</p> | <p><u>Landscape and Visual:</u> Slight</p> |
| | | | | <p><u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> | <p><u>Traffic:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Air:</u> No potential for cumulative impacts</p> | <p><u>Air:</u> N/A</p> | <p><u>Air:</u> N/A</p> |
| | | | | <p><u>Noise:</u> No potential for cumulative impacts</p> | <p><u>Noise:</u> N/A</p> | <p><u>Noise:</u> N/A</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on archaeological heritage of County Dublin but not considered significant. No predicted cumulative impacts upon the architectural or cultural heritage resource.</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> Mitigation measures included in the EIAR in the 2018 planning application are sufficient to manage potential cumulative impacts.</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> Not Significant</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> The proposed works will result in the loss of a small quantity of soils and geology. However, the cumulative loss is still considered small on a local scale. Thus, there are no likely significant direct or indirect cumulative impacts in combination with this other development on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of this other development in combination with the Proposed Project on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u></p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and</p> | <p><u>Waste:</u> Not Significant and Short-Term</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|--|---|
| | | | | Potential for Moderate and Short-Term impacts, if construction phases were to overlap | sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | FW21A/0149 - FCC | Shannonside Enterprises Ltd. Construction of 3 warehouses and associated works at Premier Business Park, Ballycoolin Road, Cappoge, Dublin 11. | 31m | <u>Population:</u> Construction Phase - Temporary cumulative impacts from traffic, noise and vibration, dust and construction activity combustion emissions. Unlikely to be significant unless construction phases overlap or are consecutive. Operational Phase – No potential for cumulative impacts. | <u>Population:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including: <ul style="list-style-type: none"> Adherence to the Construction Environmental management Plan (CEMP) and implementation of effective surface water management procedures; Adherence to the Traffic Management Plan; and Noise monitoring and use of acoustic screens for noisy operations (e.g. rock breaking), where required. | <u>Population:</u> Not Significant |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to negligible/no overlap in habitat use by marine/estuarine bird species. There will be local displacement from the Proposed Project area during construction, however in the context of the wider area it is considered that any changes to the regional species populations will be within naturally occurring population fluctuations and will be short-term, temporary in nature and reversible, and as such no cumulative impacts are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is potential for Not Significant / Imperceptible Construction Phase cumulative impacts from construction activities / temporary structures and material storage should construction phases overlap. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> Not Significant / Imperceptible |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> Potential for Moderate and Short-Term cumulative impacts on air quality, if construction phases were to overlap | <u>Air:</u> Mitigation measures already included in Chapter 14 (Air Quality, Odour and Climate) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective dust management measures. | <u>Air:</u> Slight and Short-Term |
| | | | | <u>Noise:</u> | <u>Noise:</u> Mitigation measures already included in Chapter 15 (Noise and Vibration) in Volume 3 Part A of the EIAR in the 2018 planning application are considered | <u>Noise:</u> Slight and Short-Term |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|--|--|
| | | | | Potential for Moderate and Short-Term cumulative noise impacts, if construction phases were to overlap | appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective noise and vibration management measures. | |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on archaeological heritage of County Dublin but not considered significant. No predicted cumulative impacts upon the architectural or cultural heritage resource. | <u>Archaeological, Architectural and Cultural Heritage:</u> Mitigation measures included in the EIAR in the 2018 planning application are sufficient to manage potential cumulative impacts. | <u>Archaeological, Architectural and Cultural Heritage:</u> Not Significant |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> The proposed works will result in the loss of a small quantity of soils and geology. However, the cumulative loss is still considered small on a local scale. Thus, there are no likely significant direct or indirect cumulative impacts in combination with this other development on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of this other development in combination with the Proposed Project on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> Both application reference FW21A/0149 and the Proposed Project, will impact part of Agricultural Land Parcel 2a and Land Parcel 6 (as defined in Chapter 20A (Agronomy) in Volume 3A Part A of the EIAR Addendum). The area of Parcel 2a that will be impacted by both projects is currently not in agricultural use and the timeline for development of application reference FW21A/0149 is unknown. Should the area impacted by both projects be returned to agricultural use and the construction phases overlap, there is potential for cumulative impacts on agriculture, for which the overall pre-mitigation will be Significant. There will be no permanent acquisition of agricultural lands from Agricultural Land Parcel 26 as a result of the Proposed Project, therefore cumulative impacts with application reference FW21A/0149 will not arise during the Operational Phases. | <u>Agronomy:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including: <ul style="list-style-type: none"> • Ensure soil, stripping, storage and reinstatement are managed appropriately. Ensure existing land drainage is reinstated or new drainage is installed; • Ensure hedgerows are replanted; • Ensure access is maintained to unimpacted parts of holding throughout the construction periods; and • Ensure ongoing engagement with landowners and notification of works as far in advance as possible to minimise disruption to farming operations. | <u>Agronomy:</u> Not Significant |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 3143/18 - DCC | Dublin Port Company. Construction of a vehicle service/maintenance facility and office accommodation at Tolka Quay Road, Dublin Port. | 6.1km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|--|---|--|
| | | | | <p><u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> <p><u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project.</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible</p> |
| | | | | <p><u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved.</p> | <p><u>Landscape and Visual:</u> N/A</p> | <p><u>Landscape and Visual:</u> N/A</p> |
| | | | | <p><u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> | <p><u>Traffic:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Air:</u> No potential for cumulative impacts</p> | <p><u>Air:</u> N/A</p> | <p><u>Air:</u> N/A</p> |
| | | | | <p><u>Noise:</u> No potential for cumulative impacts</p> | <p><u>Noise:</u> N/A</p> | <p><u>Noise:</u> N/A</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> |
| 1 | 3373/18 - DCC | Electricity Supply Board. 30 MW capacity battery storage facility within a secured compound | 7.6km | <p><u>Population:</u> N/A</p> <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Population:</u> N/A</p> <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Population:</u> N/A</p> <p><u>Marine Water Quality:</u> N/A</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|---|---|
| | | on a 1.06 Ha site at South Bank Road, Ringsend, Dublin 4 | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the | <u>Waste:</u> Not Significant and Short-Term |

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|------|---------------------------------------|--|---|---|---|--|
| | | | | | European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 3869/18 - DCC | Electricity Supply Board. New 38kv substation development at South Lotts Road, Dublin 4 | 7.8km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|--|---|
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 2229/19 - DCC | Clonmont Developments Ltd. Provision of a generator yard with 3 no. buildings (total floor area c.275 sq.m) housing 5 no. back-up generators. | 1.5km | <u>Population:</u> Construction Phase - Temporary cumulative impacts from traffic, noise and vibration, dust and construction activity combustion emissions. Unlikely to be significant unless construction phases overlap or are consecutive. Operational Phase – No potential for cumulative impacts. | <u>Population:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including: <ul style="list-style-type: none"> Adherence to the Construction Environmental management Plan (CEMP) and implementation of effective surface water management procedures; Adherence to the Traffic Management Plan; and Noise monitoring and use of acoustic screens for noisy operations (e.g. rock breaking), where required. | <u>Population:</u> Not Significant |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is potential for Not Significant / Imperceptible Construction Phase cumulative impacts from construction activities / temporary structures and material storage should construction phases overlap. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> Not Significant / Imperceptible |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> The proposed works will result in the loss of a small quantity of soils and geology. However, the cumulative loss is still considered small on a local scale. Thus, there are no likely significant direct or indirect cumulative impacts in combination with this other development on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of this other development in combination with the Proposed Project on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 3176/19 - DCC | Dublin Port Company. Development adjacent to Berth 49, Ferryport Terminal 1, Dublin Port, Dublin 1 | 6.8km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|---|--|
| | | | | <p><u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved.</p> | <p><u>Landscape and Visual:</u> N/A</p> | <p><u>Landscape and Visual:</u> N/A</p> |
| | | | | <p><u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> | <p><u>Traffic:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Air:</u> No potential for cumulative impacts</p> | <p><u>Air:</u> N/A</p> | <p><u>Air:</u> N/A</p> |
| | | | | <p><u>Noise:</u> No potential for cumulative impacts</p> | <p><u>Noise:</u> N/A</p> | <p><u>Noise:</u> N/A</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> |
| 1 | PWSDZ3270/19 - DCC | Becbay Ltd & Fabrizio Developments Ltd. Development at a site forming part of the former Irish Glass Bottle and Fabrizio sites, Poolbeg West, Dublin 4. | 7.7km | <p><u>Population:</u> N/A</p> | <p><u>Population:</u> N/A</p> | <p><u>Population:</u> N/A</p> |
| | | | | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> |
| | | | | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> |
| | | | | <p><u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors.</p> | <p><u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Marine Ornithology):</u> Imperceptible</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|---|--|
| | | | | <p><u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> <p><u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project.</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible</p> |
| | | | | <p><u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved.</p> | <p><u>Landscape and Visual:</u> N/A</p> | <p><u>Landscape and Visual:</u> N/A</p> |
| | | | | <p><u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> | <p><u>Traffic:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Air:</u> No potential for cumulative impacts</p> | <p><u>Air:</u> N/A</p> | <p><u>Air:</u> N/A</p> |
| | | | | <p><u>Noise:</u> No potential for cumulative impacts</p> | <p><u>Noise:</u> N/A</p> | <p><u>Noise:</u> N/A</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> |
| 1 | 3502/19 - DCC | Copper Bridge C2015 ICAV. Construction of 7 no. buildings (Blocks 1, 2, 8, 9, 10, 11 primarily residential and inter-linked; Block 12 | 8.6km | <p><u>Population:</u> N/A</p> <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Population:</u> N/A</p> <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Population:</u> N/A</p> <p><u>Marine Water Quality:</u> N/A</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|---|
| | | primarily hotel) over a 2 level basement | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology)</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the | <u>Waste:</u> Not Significant and Short-Term |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|---|---|
| | | | | | European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 3859/19 - DCC | Dublin Port Company. Development at Ocean Pier and Alexandra Quay East, Alexandra Road and No. 3 Branch Road South, Dublin Port, Dublin 1 | 6.5km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine)</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology)</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|--|---|--|
| | | | | Project in combination with this development on land, soils, and geology during the Operational Phase. | | |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 3894/19 - DCC | Gerard Gannon Properties. Construction of a mixed-use development (within 3 no blocks) at Clongriffin, Dublin 13. | 900m | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is potential for Slight Construction Phase cumulative landscape and visual impacts in the vicinity of the proposed WwTP from construction activities / temporary structures and material storage should construction phases overlap. There is potential for Slight Operational Phase cumulative landscape and visual impacts in the vicinity of the proposed WwTP due to the permanent presence of structures from both developments contributing to the intensity and scale of infrastructure development in this urban rural interface setting. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> Slight |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> The proposed works will result in the loss of a small quantity of soils and geology. However, the cumulative loss is still considered small on a local scale. Thus, there are no likely significant direct or indirect cumulative impacts in combination with this other development on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of this other development in combination with the Proposed Project on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 3228/20 - DCC | O'Flynn Construction Co. Unlimited Company. Mixed use including part Build to Rent development in 13 no. blocks (Blocks A-L) ranging in height from 4-15 storeys | 6.9km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|---|--|
| | | | | due to the separation distances and relative scale and nature of the developments involved. | | |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 3902/20 - DCC | Gerry Geoghegan and Eamonn O'Malley. Demolition of 4 no. existing dwellings / construction of a residential development arranged in 3 no. blocks at Ballyboggan Road, Finglas, Dublin 11, | 3.6km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | <p><u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project.</p> | <p><u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible</p> |
| | | | | <p><u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved.</p> | <p><u>Landscape and Visual:</u> N/A</p> | <p><u>Landscape and Visual:</u> N/A</p> |
| | | | | <p><u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> | <p><u>Traffic:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Air:</u> No potential for cumulative impacts</p> | <p><u>Air:</u> N/A</p> | <p><u>Air:</u> N/A</p> |
| | | | | <p><u>Noise:</u> No potential for cumulative impacts</p> | <p><u>Noise:</u> N/A</p> | <p><u>Noise:</u> N/A</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> |
| 1 | 3041/22 - DCC | Mayne Stability Limited. Development of access to the Synchronous Compensator Development (Grid Stabilisation Facility) on the site of a c 0.94 ha. at | 170m | <p><u>Population:</u> Construction Phase - Temporary cumulative impacts from traffic, noise and vibration, dust and construction activity combustion emissions. Unlikely to be significant unless construction phases overlap or are consecutive. Operational Phase – No potential for cumulative impacts</p> | <p><u>Population:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including:</p> <ul style="list-style-type: none"> Adherence to the Construction Environmental management Plan (CEMP) and implementation of effective surface water management procedures; Adherence to the Traffic Management Plan; and | <p><u>Population:</u> Not Significant</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|---|
| | | lands south of Belcamp 220KV substation , Belcamp Dublin 17 | | | <ul style="list-style-type: none"> Noise monitoring and use of acoustic screens for noisy operations (e.g. rock breaking), where required. | |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is potential for Not Significant / Imperceptible Construction Phase cumulative impacts from construction activities / temporary structures and material storage should construction phases overlap. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> Not Significant / Imperceptible |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> Potential for Slight and Short-Term cumulative impacts on air quality, if construction phases were to overlap | <u>Air:</u> Mitigation measures already included in Chapter 14 (Air Quality, Odour and Climate) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective dust management measures. | <u>Air:</u> Slight and Short-Term |
| | | | | <u>Noise:</u> Potential for Slight and Short-Term cumulative noise impacts, if construction phases were to overlap | <u>Noise:</u> Mitigation measures already included in Chapter 15 (Noise and Vibration) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective noise and vibration management measures. | <u>Noise:</u> Slight and Short-Term |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on archaeological heritage of County Dublin but not considered significant. No predicted cumulative impacts upon the architectural or cultural heritage resource. | <u>Archaeological, Architectural and Cultural Heritage:</u> Mitigation measures included in the EIAR in the 2018 planning application are sufficient to manage potential cumulative impacts. | <u>Archaeological, Architectural and Cultural Heritage:</u> Not Significant |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|--|---|--|--|
| | | | | are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | | |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 314724 - ABP | Transport Infrastructure Ireland. MetroLink from Swords (Estuary) to Charlemont via Dublin City Centre | Various, but intersects the proposed orbital sewer in the vicinity of the M50 Motorway | <u>Population:</u> Construction Phase - Temporary cumulative impacts from traffic, noise and vibration, dust and construction activity combustion emissions. Unlikely to be significant unless construction phases overlap or are consecutive. Operational Phase – No potential for cumulative impacts. | <u>Population:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including: <ul style="list-style-type: none"> Adherence to the Construction Environmental Management Plan (CEMP) and implementation of effective surface water management procedures; Adherence to the Traffic Management Plan; and Noise monitoring and use of acoustic screens for noisy operations (e.g. rock breaking), where required. | <u>Population:</u> Not Significant |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is potential for Not Significant / Imperceptible Construction Phase cumulative impacts from construction activities / temporary structures and material storage should construction phases overlap. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> Not Significant / Imperceptible |
| | | | | <u>Traffic:</u> Potential for Significant and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Slight and Short-Term |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|--|--|--|--|
| | | | | <p><u>Air:</u> Potential for Moderate and Short-Term cumulative impacts on air quality, if construction phases were to overlap</p> | <p><u>Air:</u> Mitigation measures already included in Chapter 14 (Air Quality, Odour and Climate) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective dust management measures.</p> | <p><u>Air:</u> Slight and Short-Term</p> |
| | | | | <p><u>Noise:</u> Potential for Moderate and Short-Term cumulative noise impacts, if construction phases were to overlap</p> | <p><u>Noise:</u> Mitigation measures already included in Chapter 15 (Noise and Vibration) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective noise and vibration management measures. When noisy works and works involving vibration-inducing plant are occurring on a neighbouring site within 250m of the other proposed development, monitoring will be carried out to ensure that cumulative impacts remain within prescribed limits.</p> | <p><u>Noise:</u> Moderate and Short-Term</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on archaeological heritage of County Dublin but not considered significant. No predicted cumulative impacts upon the architectural or cultural heritage resource.</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> Mitigation measures included in the EIAR in the 2018 planning application are sufficient to manage potential cumulative impacts.</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> Not Significant</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> Both MetroLink and the Proposed Project will impact part of Agricultural Land Parcel 12 (as defined in Chapter 20A (Agronomy) in Volume 3A Part A of this EIAR Addendum). There will be a significant area of this parcel impacted by the MetroLink project with the Dardistown to Northwood track crossing the Proposed Project, which runs parallel to the M50 Motorway through this parcel, horizontally. If construction phases overlap, there is potential for cumulative impacts on agriculture, for which the overall pre-mitigation will be Significant. There will be no permanent acquisition of agricultural lands from Agricultural Land Parcel 26 as a result of the Proposed Project, therefore cumulative impacts with the MetroLink project will not arise during the Operational Phases.</p> | <p><u>Agronomy:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including:</p> <ul style="list-style-type: none"> • Ensure soil, stripping, storage and reinstatement are managed appropriately. Ensure existing land drainage is reinstated or new drainage is installed; • Ensure hedgerows are replanted; • Ensure access is maintained to unimpacted parts of holding throughout the construction periods; and • Ensure ongoing engagement with landowners and notification of works as far in advance as possible to minimise disruption to farming operations. | <p><u>Agronomy:</u> Not Significant</p> |
| | | | | <p><u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Material Assets</u> N/A</p> | <p><u>Material Assets</u> N/A</p> | <p><u>Material Assets</u> N/A</p> |
| 1 | 314232 - ABP | Transport Infrastructure Ireland. Dart+ West – electrification and re-signaling of Maynooth and M3 Parkway Line, capacity | Various, but approx. 7km south of the proposed WwTP at nearest point | <p><u>Population:</u> N/A</p> | <p><u>Population:</u> N/A</p> | <p><u>Population:</u> N/A</p> |
| | | | | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | enhancements at Connolly station, new Spencer Dock station, level crossing closures, new Dart depot west of Maynooth etc. | | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> |
| | | | | <p><u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors.</p> | <p><u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Marine Ornithology):</u> Imperceptible</p> |
| | | | | <p><u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> <p><u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project.</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible</p> |
| | | | | <p><u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved.</p> | <p><u>Landscape and Visual:</u> N/A</p> | <p><u>Landscape and Visual:</u> N/A</p> |
| | | | | <p><u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> | <p><u>Traffic:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Air:</u> No potential for cumulative impacts</p> | <p><u>Air:</u> N/A</p> | <p><u>Air:</u> N/A</p> |
| | | | | <p><u>Noise:</u> No potential for cumulative impacts</p> | <p><u>Noise:</u> N/A</p> | <p><u>Noise:</u> N/A</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the</p> | <p><u>Waste:</u> Not Significant and Short-Term</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|--|---|--|--|
| | | | | | European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 313182 - ABP | National Transport Authority. BusConnects – Clongriffin to City Centre Core Bus Corridor Scheme | Various, but immediately south of the proposed outfall pipeline (land based section) | <u>Population:</u> Construction Phase - Temporary cumulative impacts from traffic, noise and vibration, dust and construction activity combustion emissions. Unlikely to be significant unless construction phases overlap or are consecutive. Operational Phase – No potential for cumulative impacts. | <u>Population:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including: <ul style="list-style-type: none"> Adherence to the Construction Environmental management Plan (CEMP) and implementation of effective surface water management procedures; Adherence to the Traffic Management Plan; and Noise monitoring and use of acoustic screens for noisy operations (e.g. rock breaking), where required. | <u>Population:</u> Not Significant |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is potential for Not Significant / Imperceptible Construction Phase cumulative impacts from construction activities / temporary structures and material storage should construction phases overlap. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> Not Significant / Imperceptible |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project. | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|--|---|---|---|
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 313509 - ABP | National Transport Authority. BusConnects – Belfield / Blackrock to City Centre Core Bus Corridor Scheme | Various, but approx. 8km south of the proposed WwTP at nearest point | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|--|--|--|--|
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 313892 - ABP | National Transport Authority. BusConnects - Blanchardstown to City Centre Core Bus Corridor Scheme | Various, but approx. 300m south of the proposed orbital sewer at nearest point | <u>Population:</u> Construction Phase - Temporary cumulative impacts from traffic, noise and vibration, dust and construction activity combustion emissions. Unlikely to be significant unless construction phases overlap or are consecutive. Operational Phase – No potential for cumulative impacts. | <u>Population:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including: <ul style="list-style-type: none"> • Adherence to the Construction Environmental management Plan (CEMP) and implementation of effective surface water management procedures; • Adherence to the Traffic Management Plan; and • Noise monitoring and use of acoustic screens for noisy operations (e.g. rock breaking), where required. | <u>Population:</u> Not Significant |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|--|---|--|
| | | | | <u>Landscape and Visual:</u> There is potential for Not Significant / Imperceptible Construction Phase cumulative impacts from construction activities / temporary structures and material storage should construction phases overlap. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> Not Significant / Imperceptible |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 314056 - ABP | National Transport Authority. BusConnects – Liffey Valley to City Centre Core Bus Corridor Scheme | Various, but approx. 8km south of the proposed orbital sewer at nearest point | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|--|---|--|
| | | | | <p><u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> <p><u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project.</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible</p> |
| | | | | <p><u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved.</p> | <p><u>Landscape and Visual:</u> N/A</p> | <p><u>Landscape and Visual:</u> N/A</p> |
| | | | | <p><u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> | <p><u>Traffic:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Air:</u> No potential for cumulative impacts</p> | <p><u>Air:</u> N/A</p> | <p><u>Air:</u> N/A</p> |
| | | | | <p><u>Noise:</u> No potential for cumulative impacts</p> | <p><u>Noise:</u> N/A</p> | <p><u>Noise:</u> N/A</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> |
| 1 | 314610 - ABP | National Transport Authority. BusConnects - Ballymun / Finglas to City Centre Core Bus Corridor Scheme | Various, but approx. 1km south of the proposed orbital sewer at nearest point | <p><u>Population:</u> N/A</p> <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Population:</u> N/A</p> <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Population:</u> N/A</p> <p><u>Marine Water Quality:</u> N/A</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|---|---|
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is potential for Not Significant / Imperceptible Construction Phase cumulative impacts from construction activities / temporary structures and material storage should construction phases overlap. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> Not Significant / Imperceptible |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|--|---|--|
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 314942 - ABP | National Transport Authority. BusConnects - Lucan to City Centre Core Bus Corridor Scheme | Various, but approx. 3.5km south of the proposed orbital sewer at nearest point | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|--|--|---|---|
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 2 | 317679 - ABP | National Transport Authority. BusConnects - Ringsend to City Centre Core Bus Corridor Scheme | Various, but approx. 7km south of the proposed WwTP at nearest point | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|--|---|---|
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 2 | 317660 - ABP | National Transport Authority. BusConnects - Kimmage to City Centre Core Bus Corridor Scheme | Various, but approx. 7.5km south of the proposed orbital sewer at nearest point | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|---|--|
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 2 | 316828 - ABP | National Transport Authority. BusConnects – Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme | Various, but approx. 8km south of the proposed orbital sewer at nearest point | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|--|---|--|
| | | | | <p><u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> | <p><u>Traffic:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Air:</u> No potential for cumulative impacts</p> | <p><u>Air:</u> N/A</p> | <p><u>Air:</u> N/A</p> |
| | | | | <p><u>Noise:</u> No potential for cumulative impacts</p> | <p><u>Noise:</u> N/A</p> | <p><u>Noise:</u> N/A</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> |
| 2 | 316272 - ABP | National Transport Authority. BusConnects – Templeogue / Rathfarnham to City Centre Core Bus Corridor Scheme | Various, but approx. 7.5km south of the proposed orbital sewer at nearest point | <p><u>Population:</u> N/A</p> | <p><u>Population:</u> N/A</p> | <p><u>Population:</u> N/A</p> |
| | | | | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> |
| | | | | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> |
| | | | | <p><u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors</p> | <p><u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Marine Ornithology):</u> Imperceptible</p> |
| | | | | <p><u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|---|--|
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 2 | 317121 - ABP | National Transport Authority. BusConnects - Swords to City Centre Core Bus Corridor Scheme | Various, but intersects the R132 south of Dublin Airport | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | <p><u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors</p> | <p><u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Marine Ornithology):</u> Imperceptible</p> |
| | | | | <p><u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> <p><u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project.</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible</p> |
| | | | | <p><u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved.</p> | <p><u>Landscape and Visual:</u> N/A</p> | <p><u>Landscape and Visual:</u> N/A</p> |
| | | | | <p><u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> | <p><u>Traffic:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Air:</u> Potential for Moderate and Short-Term cumulative impacts on air quality, if construction phases were to overlap</p> | <p><u>Air:</u> Mitigation measures already included in Chapter 14 (Air Quality, Odour and Climate) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective dust management measures.</p> | <p><u>Air:</u> Moderate and Short-Term</p> |
| | | | | <p><u>Noise:</u> Potential for Moderate and Short-Term cumulative noise impacts, if construction phases were to overlap</p> | <p><u>Noise:</u> Mitigation measures already included in Chapter 15 (Noise and Vibration) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective noise and vibration management measures.</p> | <p><u>Noise:</u> Moderate and Short-Term</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project.</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and</p> | <p><u>Waste:</u> Not Significant and Short-Term</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|---|--|
| | | | | | sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 2 | 317742 - ABP | National Transport Authority. BusConnects - Bray to City Centre Core Bus Corridor Scheme | Various, but approx. 8.5km south of proposed orbital sewer at nearest point | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|--|--|---|--|
| | | | | are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | | |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 304888 - ABP | Dublin Port Company. 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 | Various, but approx. 6.5km south of proposed WwTP at nearest point | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|--|---|---|--|
| | | | | No potential cumulative impacts anticipated due to distance of development from the Proposed Project | | N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 304624 - ABP | Fingal County Council. Greenway between Malahide Demesne and Newbridge Demesne to be known as 'Broadmeadow Way'. | Various, but approx.5km north of proposed outfall pipeline route (land based section) at nearest point | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which | <u>Traffic:</u> Not Significant and Short-Term |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|--|---|--|
| | | | | | shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 304346 - ABP | Platinum Land Limited. SHD - Demolition of existing buildings, construction of 495 no. Build to Rent apartments, creche, cafe, gym and associated site works at Coolock Drive, Dublin 17. | 1.5km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | waters if construction of this development occurs at the same time as the Proposed Project. | | |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 304383 - ABP | Development Ocht Limited. SHD - Construction of a mixed use development with 492 residential units, comprising of Blocks A-F at Naas Road, Walkinstown, Dublin 12. | 6.8km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | | |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 304710 - ABP | Glenveagh Living Ltd. | 6.4km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|--|---|---|-------------------------------------|
| | | SHD - Demolition of existing structures, construction of mixed-use development to include 554 no. apartments, commercial/enterprise space, creche and associated site works. 1-4 East Road, Dublin 3. | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | |
| | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible | |
| | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible | |
| | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A | |
| | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term | |
| | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A | |
| | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A | |
| | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | |
| | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A | |
| | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible | |
| | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | |
| | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and | <u>Waste:</u> Not Significant and Short-Term | | |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|--|---|--|
| | | | | | contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 305405 - ABP | Dublin City University. SHD - Demolition of existing Larkfield building construction of 213 no. on campus student accommodation units (1240 no. bed spaces) and associated site works. Dublin City University, DCU Glasnevin Campus, Collins Avenue Extension, Dublin 9 | 2.8km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | Project in combination with this development on land, soils, and geology during the Operational Phase. | | |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 307011 - ABP | Omni Park Shopping Centre Consortium. SHD - Demolition of existing structures, construction of 324 no. apartments, creche and associated site works. Lands to the northeast of Omi Park Shopping Centre including vacant warehouse, Swords Road, Santry, Dublin 9. | 1.9km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|--|---|--|
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 307221 - ABP | DBTR-SCR1 Fund aSub-Fund of the CWTC Multi Family ICAV. SHD - Demolition of all structures, construction of 416 no. residential units (4 no. houses, 412 no. apartments) and associated site works. Former Bailey Gibson Site, 326-328 South Circular Road, Dublin 8. | 7.7km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which | <u>Traffic:</u> Not Significant and Short-Term |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|--|---|--|
| | | | | | shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 307444 - ABP | Crekav Trading GP Limited. Construction of SHD - 657 no. apartments, creche and associated site works. Lands east of St. Paul's College, Sybill Hill Road, Raheny, Dublin 5. | 3.8km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|---|--|
| | | | | <p><u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved.</p> | <p><u>Landscape and Visual:</u> N/A</p> | <p><u>Landscape and Visual:</u> N/A</p> |
| | | | | <p><u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> | <p><u>Traffic:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Air:</u> No potential for cumulative impacts</p> | <p><u>Air:</u> N/A</p> | <p><u>Air:</u> N/A</p> |
| | | | | <p><u>Noise:</u> No potential for cumulative impacts</p> | <p><u>Noise:</u> N/A</p> | <p><u>Noise:</u> N/A</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> |
| 1 | 300520 - ABP | Cairns Homes Properties Ltd. SHD - Mixed use development comprising of 179 no. student accommodation units (576 no. bed spaces), 103 no. residential apartment units, retail unit, community sports hall and all associated site works. Former Blakes and Esmond Motors Site, Lower Kilmacud Road, Stillorgan Road (N11) and The Hill, Stillorgan, Co. Dublin. | 13.2km | <p><u>Population:</u> N/A</p> | <p><u>Population:</u> N/A</p> | <p><u>Population:</u> N/A</p> |
| | | | | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> |
| | | | | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> |
| | | | | <p><u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors.</p> | <p><u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Marine Ornithology):</u> Imperceptible</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|---|--|
| | | | | <p><u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> <p><u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project.</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible</p> |
| | | | | <p><u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved.</p> | <p><u>Landscape and Visual:</u> N/A</p> | <p><u>Landscape and Visual:</u> N/A</p> |
| | | | | <p><u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> | <p><u>Traffic:</u> Imperceptible and Short-Term</p> |
| | | | | <p><u>Air:</u> No potential for cumulative impacts</p> | <p><u>Air:</u> N/A</p> | <p><u>Air:</u> N/A</p> |
| | | | | <p><u>Noise:</u> No potential for cumulative impacts</p> | <p><u>Noise:</u> N/A</p> | <p><u>Noise:</u> N/A</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap.</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Imperceptible and Short-Term</p> |
| | | | | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> |
| 1 | 306949 - ABP | Lulani Dalguise Ltd. SHD - Demolition of existing dwelling and other structures, conversion of Dalguise House to 2 no. houses, construction of 298 no. | 13.1km | <p><u>Population:</u> N/A</p> <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Population:</u> N/A</p> <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Population:</u> N/A</p> <p><u>Marine Water Quality:</u> N/A</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|--|--|--|
| | | residential units (22 no. houses, 276 no. apartments), creche and associated site works. Dalguise House (a protected structure). Monkstown Road, Monkstown, Blackrock, Co. Dublin. | | <p><u>Biodiversity (Marine):</u> N/A</p> <p><u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors</p> <p><u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> <p><u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project.</p> <p><u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved.</p> <p><u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap</p> <p><u>Air:</u> No potential for cumulative impacts</p> <p><u>Noise:</u> No potential for cumulative impacts</p> <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> <p><u>Agronomy:</u> N/A</p> <p><u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap.</p> | <p><u>Biodiversity (Marine):</u> N/A</p> <p><u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> <p><u>Landscape and Visual:</u> N/A</p> <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> <p><u>Air:</u> N/A</p> <p><u>Noise:</u> N/A</p> <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> <p><u>Hydrology and Hydrogeology:</u> N/A</p> <p><u>Soils and Geology:</u> N/A</p> <p><u>Agronomy:</u> N/A</p> <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the</p> | <p><u>Biodiversity (Marine):</u> N/A</p> <p><u>Biodiversity (Marine Ornithology):</u> Imperceptible</p> <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible</p> <p><u>Landscape and Visual:</u> N/A</p> <p><u>Traffic:</u> Imperceptible and Short-Term</p> <p><u>Air:</u> N/A</p> <p><u>Noise:</u> N/A</p> <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> <p><u>Hydrology and Hydrogeology:</u> N/A</p> <p><u>Soils and Geology:</u> Imperceptible</p> <p><u>Agronomy:</u> N/A</p> <p><u>Waste:</u> Imperceptible and Short-Term</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|---|---|
| | | | | | European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 306794 - ABP | Elchoir Construction Limited. SHD - 144 no. apartments and associated site works. Lands adjacent to the existing residential development known as 'The Gallery', Turvey Walk, off Turvey Avenue, To the west of Donabate Train Station, Donabate, Co. Dublin. | 7.3km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology)</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|---|--|
| | | | | Project in combination with this development on land, soils, and geology during the Operational Phase. | | |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap. | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 308366 - ABP | MKN Developments Ltd. SHD - 278 no. apartments, childcare facility and associated site works. Fosterstown North and Cremona, Forest Road, Swords, Co. Dublin. | 3.5km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|--|---|--|
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap. | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 303306 - ABP | Atlas GP Limited. SHD - 438 no. apartments and 403 no. bedspaces and associated site works. Belgard House, Belgard Square and the former Uniphar factory, The junction of Belgard Road and Belgard Square North, Tallaght, Dublin 24. | 11km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|---|--|
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap. | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Imperceptible and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 305556 - ABP | OBSF Limited. SHD - 290 no. apartments, creche and associated site works. Citywest Shopping Centre, Fortunestown, Dublin 24. | 11.9km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap. | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Imperceptible and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 306705 - ABP | Greenleaf Homes Ltd. SHD - 502 no. apartments with a creche and all associated site works. Former Gallaher's cigarette factory site at the junction of Airton Road & Greenhills Road, Tallaght, Dublin 24. | 10.3km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | <p><u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors</p> | <p><u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Marine Ornithology):</u> Imperceptible</p> |
| | | | | <p><u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> <p><u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project.</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible</p> |
| | | | | <p><u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved.</p> | <p><u>Landscape and Visual:</u> N/A</p> | <p><u>Landscape and Visual:</u> N/A</p> |
| | | | | <p><u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> | <p><u>Traffic:</u> Imperceptible and Short-Term</p> |
| | | | | <p><u>Air:</u> No potential for cumulative impacts</p> | <p><u>Air:</u> N/A</p> | <p><u>Air:</u> N/A</p> |
| | | | | <p><u>Noise:</u> No potential for cumulative impacts</p> | <p><u>Noise:</u> N/A</p> | <p><u>Noise:</u> N/A</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap.</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Imperceptible and Short-Term</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|--|---|--|
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 307698 - ABP | Romeville Developments Limited. SHD - Demolition of buildings on site, 204 no. residential units (151 no. houses, 53 no. apartments), childcare facility and associated site works. Site located to the east of Stoney Hill Road and comprising an existing undeveloped portion of the Peyton Residential Estate located to the west of the existing roundabout north of Stoney Hill Road, Rathcoole, Co. Dublin. | 13.7km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|---|--|
| | | | | <u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap. | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Imperceptible and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 308088 - ABP | Cape Wrath Hotel ULC. SHD - 224 no. apartments and associated site works. 308088: Gartons Lane, Saggart, Co. Dublin. | 12.8km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|---|--|
| | | | | There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | | |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap. | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Imperceptible and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 308917 - ABP | DBTR-SCR1 Fund aSub-Fund of the CWTC Multi Family ICAV. SHD - Demolition of all buildings excluding the original fabric of the former Player Wills Factory, construction of 492 no. Build to Rent apartments, 240 no. Build to Rent shared accommodation along, creche and associated site works. Former Player Wills site and undeveloped Land in Ownership of Dublin City Council, South Circular Road, Dublin 8 | 7.8km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | LRD6025/23-S3 | Bindford Limited. Large-Scale Residential Development at a site of c.0.73ha at the Old Bakery Site, also known as 113 Phibsborough Road, Cross Guns Bridge, Phibsborough, Dublin 7. Demolition of all existing buildings on site and the construction of 196 no. apartments within 3 no. blocks. | 5km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|---|--|
| | | | | <p><u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved.</p> | <p><u>Landscape and Visual:</u> N/A</p> | <p><u>Landscape and Visual:</u> N/A</p> |
| | | | | <p><u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> | <p><u>Traffic:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Air:</u> No potential for cumulative impacts</p> | <p><u>Air:</u> N/A</p> | <p><u>Air:</u> N/A</p> |
| | | | | <p><u>Noise:</u> No potential for cumulative impacts</p> | <p><u>Noise:</u> N/A</p> | <p><u>Noise:</u> N/A</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> |
| 1 | 310327 - ABP | Bartra ODG Limited. SHD - 1,047 no. residential units (23 no. houses and 1,024 no. apartments), creche and associated site works. Former O'Devaney Gardens Site and lands previously part of St. Bricin's Military Hospital, Dublin 7. | 5.6km | <p><u>Population:</u> N/A</p> | <p><u>Population:</u> N/A</p> | <p><u>Population:</u> N/A</p> |
| | | | | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> |
| | | | | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> |
| | | | | <p><u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors</p> | <p><u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Marine Ornithology):</u> Imperceptible</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|--|---|--|
| | | | | <p><u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> <p><u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project.</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible</p> |
| | | | | <p><u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved.</p> | <p><u>Landscape and Visual:</u> N/A</p> | <p><u>Landscape and Visual:</u> N/A</p> |
| | | | | <p><u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> | <p><u>Traffic:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Air:</u> No potential for cumulative impacts</p> | <p><u>Air:</u> N/A</p> | <p><u>Air:</u> N/A</p> |
| | | | | <p><u>Noise:</u> No potential for cumulative impacts</p> | <p><u>Noise:</u> N/A</p> | <p><u>Noise:</u> N/A</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> |
| 1 | 310722 - ABP | Ruirside Developments Limited. SHD - Demolition of existing structures and construction of 191 no. apartments, childcare facility | 2.7km | <p><u>Population:</u> N/A</p> <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Population:</u> N/A</p> <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Population:</u> N/A</p> <p><u>Marine Water Quality:</u> N/A</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|---|---|
| | | and associated site works. Finglas Road, Dublin 11. | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the | <u>Waste:</u> Not Significant and Short-Term |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|---|---|
| | | | | | European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | |
| | | | | <u>Material Assets</u> N/A | <u>Material Assets</u> N/A | <u>Material Assets</u> N/A |
| 1 | 310860 - ABP | CWTC Multi Family ICAV. SHD - 1,614 no. Build to Rent apartments, and associated site works. Holy Cross College, Clonliffe Road, Dublin 3 and Drumcondra Road Lower, Drumcondra, Dublin 9. | 5.1km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|--|---|--|
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 311302 - ABP | Sandford Living Limited. SHD - Demolition of existing structures on site, 671 no. Built to Rent apartments, creche and associated site works. Milltown Park, Sandford Road, Dublin 6. | 10.3km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|---|--|
| | | | | There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | | |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Imperceptible and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 311333 - ABP | Savona Limited. SHD - 131 no. Build to Rent apartments and associated site works. Redcourt, Seafield Road East, Clontarf, Dublin 3 | 5km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|---|--|
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 308418 - ABP | ES Shan Limited. SHD - 193 no. Build to Rent apartments and associated site works. Site to the south of Abingdon, Shanganagh Road, Shankill, Dublin 18 | 18.7km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|--|---|--|
| | | | | <p><u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved.</p> | <p><u>Landscape and Visual:</u> N/A</p> | <p><u>Landscape and Visual:</u> N/A</p> |
| | | | | <p><u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> | <p><u>Traffic:</u> Imperceptible and Short-Term</p> |
| | | | | <p><u>Air:</u> No potential for cumulative impacts.</p> | <p><u>Air:</u> N/A</p> | <p><u>Air:</u> N/A</p> |
| | | | | <p><u>Noise:</u> No potential for cumulative impacts</p> | <p><u>Noise:</u> N/A</p> | <p><u>Noise:</u> N/A</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Imperceptible and Short-Term</p> |
| | | | | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> |
| 1 | 308946 - ABP | Glenveagh Homes Limited. SHD - Demolition of a single storey shed construction of 140 no. apartments and associated site works. Lands adjacent and to the rear of Cluain Mhuire Family Centre, Newtownpark Avenue, Blackrock, Co. Dublin. | 12.8km | <p><u>Population:</u> N/A</p> | <p><u>Population:</u> N/A</p> | <p><u>Population:</u> N/A</p> |
| | | | | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> |
| | | | | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> |
| | | | | <p><u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors</p> | <p><u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Marine Ornithology):</u> Imperceptible</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|---|--|
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Imperceptible and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 309807 - ABP | Atlas GP Ltd. SHD - Demolition of 4 no. dwellings (Rockwinds, Woodlawn, No. 43 Watson Road and No. 66 Watson Drive), construction of 255 no. residential units (7 no. houses, 248 | 16.6km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|--|--|
| | | no. apartments), childcare facility and associated site works. Lands consisting of Kylemore, Rockwinds, Smallacre and Woodlawn off Church Road, No. 43 Watson Road and No. 66 Watson Drive, Killiney, Co. Dublin. | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> N/A | |
| | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A | |
| | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term | |
| | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A | |
| | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A | |
| | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | |
| | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A | |
| | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible | |
| | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | |
| | | <u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Imperceptible and Short-Term | | |
| | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | | |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|---|---|--|---|---|---|--|
| 1 | 310138 - ABP | Winterbrook Homes Ltd. SHD - Demolition of existing buildings on site and part of the granite wall along Dundrum Road, excluding Small Hall, construction of 231 no. apartments, childcare facility and associated site works. Mount Saint Mary's and Saint Joseph's, Dundrum Road, Dundrum, Dublin 14. | 11.4km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible | | | | |
| <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | | | | |
| <u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and | <u>Waste:</u> Imperceptible and Short-Term | | | | |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|---|---|
| | | | | | sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 311190 - ABP | 1 Players land limited. SHD - 244 no. Build to Rent apartments and associated site works. Site at Cross Avenue, Blackrock, Co. Dublin. | 11.7km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
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| | | | | Project in combination with this development on land, soils, and geology during the Operational Phase. | | |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Imperceptible and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 311287 - ABP | Pembroke Partnership Limited. SHD - 115 no. apartments, creche and associated site works. Frankfort Castle, Old Frankfort, Dundrum, Dublin 14 | 12.3km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project. | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|---|--|
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Imperceptible and Short-Term</p> |
| | | | | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> |
| 1 | 310413 - ABP | GLL PRS Holdco Limited. SHD - 162 no. apartments and associated site works. Deer Park, Howth, Co. Dublin. | 3km | <p><u>Population:</u> N/A</p> | <p><u>Population:</u> N/A</p> | <p><u>Population:</u> N/A</p> |
| | | | | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> |
| | | | | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> |
| | | | | <p><u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors</p> | <p><u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Marine Ornithology):</u> Imperceptible</p> |
| | | | | <p><u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> |
| | | | | <p><u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project.</p> | <p><u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible</p> |
| | | | | <p><u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved.</p> | <p><u>Landscape and Visual:</u> N/A</p> | <p><u>Landscape and Visual:</u> N/A</p> |
| | | | | <p><u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> | <p><u>Traffic:</u> Not Significant and Short-Term</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|--|--|
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 312112 - ABP | Quintain Developments Ireland Limited. SHD - 172 no. residential units (150 no. houses, 22 no. apartments) and associated site works. Station Road, Portmarnock, Townlands of Drumnigh, Maynetown and Portmarnock, Co. Dublin. | 0m (at nearest redline location) | <u>Population:</u> Construction Phase - Temporary cumulative impacts from traffic, noise and vibration, dust and construction activity combustion emissions. Unlikely to be significant unless construction phases overlap or are consecutive. Operational Phase – No potential for cumulative impacts. | <u>Population:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including: <ul style="list-style-type: none"> • Adherence to the Construction Environmental Management Plan (CEMP) and implementation of effective surface water management procedures; • Adherence to the Traffic Management Plan; and • Noise monitoring and use of acoustic screens for noisy operations (e.g. rock breaking), where required. | <u>Population:</u> Not Significant |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Appraisals of this development site were undertaken in 2021 to assess its suitability for use by birds associated with the Baldoyle Bay SPA. The assessment concluded that the site is not used by any SPA bird species, and it was not expected that there would be any significant impacts on such species, however, there remained the potential for temporary slight negative impacts on Baldoyle Bay SPA via potential visual disturbance of birds on the estuary. Therefore loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|--|--|
| | | | | The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | | |
| | | | | <p><u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> <p><u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project.</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible</p> |
| | | | | <p><u>Landscape and Visual:</u> There is potential for Not Significant / Imperceptible Construction Phase cumulative impacts from construction activities / temporary structures and material storage should construction phases overlap.</p> | <p><u>Landscape and Visual:</u> N/A</p> | <p><u>Landscape and Visual:</u> Not Significant / Imperceptible</p> |
| | | | | <p><u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> | <p><u>Traffic:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Air:</u> Potential for Slight and Short-Term cumulative impacts on air quality, if construction phases were to overlap</p> | <p><u>Air:</u> Mitigation measures already included in Chapter 14 (Air Quality, Odour and Climate) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective dust management measures.</p> | <p><u>Air:</u> Slight and Short-Term</p> |
| | | | | <p><u>Noise:</u> Potential for Slight and Short-Term cumulative noise impacts, if construction phases were to overlap</p> | <p><u>Noise:</u> Mitigation measures already included in Chapter 15 (Noise and Vibration) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective noise and vibration management measures.</p> | <p><u>Noise:</u> Slight and Short-Term</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on archaeological heritage of County Dublin but not considered significant. No predicted cumulative impacts upon the architectural or cultural heritage resource.</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> Mitigation measures included in the EIAR are sufficient to manage potential cumulative impacts.</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> Not Significant</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> The proposed works will result in the loss of a small quantity of soils and geology. However, the cumulative loss is still considered small on a local scale. Thus, there are no likely significant direct or indirect cumulative impacts in combination with this other development on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of this other development in combination with the Proposed Project on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> Both application reference 312112 and the Proposed Project will impact part of Agricultural Land Parcel 25 (as defined in Chapter 20A (Agronomy) in Volume 3A Part A of this EIAR Addendum). The area of Parcel 25 that will be impacted by both projects is currently not in agricultural use. Should the area impacted by both projects be returned to agricultural use and the construction phases overlap, there is potential for cumulative impacts on agriculture, for which the overall pre-mitigation will be Significant.</p> | <p><u>Agronomy:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including:</p> <ul style="list-style-type: none"> • Ensure soil, stripping, storage and reinstatement are managed appropriately. Ensure existing land drainage is reinstated or new drainage is installed; • Ensure hedgerows are replanted; | <p><u>Agronomy:</u> Not Significant</p> |

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|------|---------------------------------------|---|---|--|---|--|
| | | | | There will be no permanent acquisition of agricultural lands from Agricultural Land Parcel 26 as a result of the Proposed Project, therefore cumulative impacts with application reference 312112 will not arise during the Operational Phases. | <ul style="list-style-type: none"> Ensure access is maintained to unimpacted parts of holding throughout the construction periods; and Ensure ongoing engagement with landowners and notification of works as far in advance as possible to minimise disruption to farming operations. | |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 310413 - ABP | GLL PRS Holdco Limited. SHD - 162 no. residential units distributed across 3 blocks. Deer Park, Howth, Dublin. | 3.1km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|---|--|
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 309836 - ABP | Ardstone Homes Limited. SHD - 241 no. apartments and associated site works. Lands North of Stocking Avenue, Stocking Avenue, Woodstown, Dublin 16. | 13km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|---|--|
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Imperceptible and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 310578 - ABP | Ballycullen Limited Partnership. SHD - 329 no. residential units (140 no. houses and 189 no. apartments), childcare facilities and associated site works. Woodtown, Ballycullen, Dublin 16. | 13.1km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|---|--|
| | | | | due to the separation distances and relative scale and nature of the developments involved. | | |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Imperceptible and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 311591 - ABP | HPREF HSQ Investments Limited. SHD - Demolition of part of the podium and Basement Level -1 reinforced concrete slabs at the interface of the proposed Blocks A and B, construction of 399 no. Build to Rent apartments and associated site works. Heuston South Quarter, St. John's Road West/Military Road, Kilmainham, Dublin 8. | 6.3km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 312102 - ABP | Viridis Real Estate Services Limited and Prussia Properties Limited. SHD - Demolition of industrial sheds and workshops, construction of 236 no. student bedspaces and | 5.5km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | associated site works. No's. 29b, 30 and 31 Prussia Street, Dublin 7. | | <p><u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors</p> | <p><u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Marine Ornithology):</u> Imperceptible</p> |
| | | | | <p><u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> <p><u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project.</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible</p> |
| | | | | <p><u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved.</p> | <p><u>Landscape and Visual:</u> N/A</p> | <p><u>Landscape and Visual:</u> N/A</p> |
| | | | | <p><u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> | <p><u>Traffic:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Air:</u> No potential for cumulative impacts</p> | <p><u>Air:</u> N/A</p> | <p><u>Air:</u> N/A</p> |
| | | | | <p><u>Noise:</u> No potential for cumulative impacts</p> | <p><u>Noise:</u> N/A</p> | <p><u>Noise:</u> N/A</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Not Significant and Short-Term</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|--|---|--|
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 312218 - ABP | Silvermount Limited. SHD - Demolition of the existing structures on site, construction of 545 no. Build to Rent apartments, creche and associated site works. Lands at Concorde Industrial Estate, Naas Road, Walkinstown, Dublin 12. | 6.8km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|--|---|--|
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 312290 - ABP | Greenseed Limited. SHD - 750 no. apartments, creche and associated site works. Park West Avenue and Park West Road, Park West, Dublin 12. | 5.8km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | | |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 312539 - ABP | Trinity College Dublin. SHD - Demolition of existing building, construction of 358 no. student bedspace accommodation, 4 no. staff apartments and associated site works. Cunningham House, Trinity Hall, Dartry, Dublin 6. | 10.7km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|---|--|
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Imperceptible and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 311540 - ABP | Homeland Silverpines Limited. SHD - Demolition of properties and associated outbuildings, change of use of St. Joseph's House, construction of 463 no. apartments, childcare facility and associated site works. Lands at 'St. Joseph's House' and adjoining properties at Brewery Road and Leopardstown Road, Dublin 18. | 14.7km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|--|---|--|
| | | | | due to the separation distances and relative scale and nature of the developments involved. | | |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Imperceptible and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 312170 - ABP | 1 Wyckham Land Limited. SHD - 531 no. Build to Rent apartments, creche and associated site works. Marmalade Lane, Wyckham Avenue, Dundrum, Dublin 16. | 15.5km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|---|--|
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts. | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Imperceptible and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 312325 - ABP | Oval Target Limited. SHD - Demolition of an existing extension, construction of 493 no. apartments, creche and associated site works. St. Teresa's House (protected structure) and St. Teresa's Lodge (protected structure) | 12.4km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | Temple Hill, Monkstown, Blackrock, Co. Dublin. | | <p><u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors</p> | <p><u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Marine Ornithology):</u> Imperceptible</p> |
| | | | | <p><u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> <p><u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> N/A</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> N/A</p> |
| | | | | <p><u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved.</p> | <p><u>Landscape and Visual:</u> N/A</p> | <p><u>Landscape and Visual:</u> N/A</p> |
| | | | | <p><u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> | <p><u>Traffic:</u> Imperceptible and Short-Term</p> |
| | | | | <p><u>Air:</u> No potential for cumulative impacts</p> | <p><u>Air:</u> N/A</p> | <p><u>Air:</u> N/A</p> |
| | | | | <p><u>Noise:</u> No potential for cumulative impacts</p> | <p><u>Noise:</u> N/A</p> | <p><u>Noise:</u> N/A</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Imperceptible and Short-Term</p> |
| | | | | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|---|--|---|---|--|---|--|
| 1 | 311616 - ABP | MacCabe Durney Barnes. SHD - 131 no. residential units (21 no. houses, 110 no. apartments), childcare facilities and associated site works. Stocking Lane, Ballyboden, Dublin 16. | 12.8km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible | | | | |
| <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | | | | |
| <u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to | <u>Waste:</u> Imperceptible and Short-Term | | | | |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | | maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 312568 - ABP | Jamestown Village Limited. SHD - Demolition of existing ESB substation and boundary treatments, construction of 321 no. Build to Rent apartments, creche and associated site works. Former Factory Site, Finglas Business Centre, Jamestown Road, Dublin 11. | 1.5km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Not Significant and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> The proposed works will result in the loss of a small quantity of soils and geology. However, the cumulative loss is still considered small on a local scale. Thus, there are no likely significant direct or indirect cumulative impacts in combination with | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|--|--|
| | | | | <p>this other development on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of this other development in combination with the Proposed Project on land, soils, and geology during the Operational Phase.</p> <p><u>Agronomy:</u> N/A</p> <p><u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> <p><u>Material Assets:</u> N/A</p> | | |
| | | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 313043 - ABP | Terenure Land Limited. SHD - 208 no. apartments and associated site works. 'Carlisle', Kimmage Road West, Terenure, Dublin 12. | 8..9km | <p><u>Population:</u> N/A</p> <p><u>Marine Water Quality:</u> N/A</p> <p><u>Biodiversity (Marine):</u> N/A</p> <p><u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors</p> <p><u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> <p><u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> <p><u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved.</p> <p><u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> <p><u>Air:</u> No potential for cumulative impacts</p> <p><u>Noise:</u> No potential for cumulative impacts.</p> | <p><u>Population:</u> N/A</p> <p><u>Marine Water Quality:</u> N/A</p> <p><u>Biodiversity (Marine):</u> N/A</p> <p><u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> N/A</p> <p><u>Landscape and Visual:</u> N/A</p> <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> <p><u>Air:</u> N/A</p> <p><u>Noise:</u> N/A</p> | <p><u>Population:</u> N/A</p> <p><u>Marine Water Quality:</u> N/A</p> <p><u>Biodiversity (Marine):</u> N/A</p> <p><u>Biodiversity (Marine Ornithology):</u> Imperceptible</p> <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> N/A</p> <p><u>Landscape and Visual:</u> N/A</p> <p><u>Traffic:</u> Not Significant and Short-Term</p> <p><u>Air:</u> N/A</p> <p><u>Noise:</u> N/A</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|---|--|
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 312501 - ABP | Tetrarch Residential Limited. SHD - Demolition of an existing dwelling, construction of 274 no. residential units (51 no. houses, 223 no. apartments), creche and associated site works. Mill Road, Saggart, Co. Dublin. | 12.5km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which | <u>Traffic:</u> Imperceptible and Short-Term |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|---|--|
| | | | | | shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Imperceptible and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 307100 - ABP | Crodaun Development Company Limited. SHD - 467 no. residential units (199 no. houses, 216 no. apartments, 52 no. duplexes), childcare facility and associated site works. Lands on west side of Maynooth Road (R405) and north of Kilwhogan Stream, Crodaun, Celbridge, Co. Kildare. | 13.4km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |

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|------|---------------------------------------|---|---|---|--|---|
| | | | | <p>There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved.</p> <p><u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap</p> <p><u>Air:</u> No potential for cumulative impacts</p> <p><u>Noise:</u> No potential for cumulative impacts</p> <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> <p><u>Agronomy:</u> N/A</p> <p><u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap</p> <p><u>Material Assets:</u> N/A</p> | | |
| | | | | <u>Traffic:</u> | <u>Traffic:</u> | <u>Traffic:</u> |
| | | | | Potential for Slight and Short-Term impacts, if construction phases were to overlap | Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | Imperceptible and Short-Term |
| | | | | <u>Air:</u> | <u>Air:</u> | <u>Air:</u> |
| | | | | No potential for cumulative impacts | N/A | N/A |
| | | | | <u>Noise:</u> | <u>Noise:</u> | <u>Noise:</u> |
| | | | | No potential for cumulative impacts | N/A | N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> | <u>Archaeological, Architectural and Cultural Heritage:</u> | <u>Archaeological, Architectural and Cultural Heritage:</u> |
| | | | | No potential cumulative impacts anticipated due to distance of development from the Proposed Project | N/A | N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> | <u>Hydrology and Hydrogeology:</u> | <u>Hydrology and Hydrogeology:</u> |
| | | | | There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | N/A | N/A |
| | | | | <u>Soils and Geology:</u> | <u>Soils and Geology:</u> | <u>Soils and Geology:</u> |
| | | | | There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | N/A | Imperceptible |
| | | | | <u>Agronomy:</u> | <u>Agronomy:</u> | <u>Agronomy:</u> |
| | | | | N/A | N/A | N/A |
| | | | | <u>Waste:</u> | <u>Waste:</u> | <u>Waste:</u> |
| | | | | Potential for Slight and Short-Term impacts, if construction phases were to overlap | Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | Imperceptible and Short-Term |
| | | | | <u>Material Assets:</u> | <u>Material Assets:</u> | <u>Material Assets:</u> |
| | | | | N/A | N/A | N/A |
| 1 | 307244 - ABP | Loughglynn Development Limited. SHD - Demolition of structures, construction of 212 no. residential units (113 no. houses, 99 no. apartments), creche and associated site works. Grangend, Dunshaughlin, Co. Meath. | 17.1km | <p><u>Population:</u> N/A</p> <p><u>Marine Water Quality:</u> N/A</p> <p><u>Biodiversity (Marine):</u> N/A</p> <p><u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors</p> | <p><u>Population:</u> N/A</p> <p><u>Marine Water Quality:</u> N/A</p> <p><u>Biodiversity (Marine):</u> N/A</p> <p><u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Population:</u> N/A</p> <p><u>Marine Water Quality:</u> N/A</p> <p><u>Biodiversity (Marine):</u> N/A</p> <p><u>Biodiversity (Marine Ornithology):</u> Imperceptible</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | <p><u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> <p><u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> N/A</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> N/A</p> |
| | | | | <p><u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved.</p> | <p><u>Landscape and Visual:</u> N/A</p> | <p><u>Landscape and Visual:</u> N/A</p> |
| | | | | <p><u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> | <p><u>Traffic:</u> Imperceptible and Short-Term</p> |
| | | | | <p><u>Air:</u> No potential for cumulative impacts</p> | <p><u>Air:</u> N/A</p> | <p><u>Air:</u> N/A</p> |
| | | | | <p><u>Noise:</u> No potential for cumulative impacts</p> | <p><u>Noise:</u> N/A</p> | <p><u>Noise:</u> N/A</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Imperceptible and Short-Term</p> |
| | | | | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> |
| 1 | N/A | Uisce Éireann National Leakage Reduction Programme | Various locations throughout the Greater Dublin Area | <p><u>Population:</u> Construction Phase - Temporary cumulative impacts from traffic, noise and vibration, dust and construction activity combustion emissions. Unlikely to be significant unless construction phases overlap or are consecutive. Operational Phase – No potential for cumulative impacts.</p> | <p><u>Population:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including:</p> <ul style="list-style-type: none"> Adherence to the Construction Environmental management Plan (CEMP) and implementation of effective surface water management procedures; Adherence to the Traffic Management Plan; and | <p><u>Population:</u> Not Significant</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|---|---|
| | | | | | <ul style="list-style-type: none"> Noise monitoring and use of acoustic screens for noisy operations (e.g. rock breaking), where required. | |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> Potential for Slight and Short-Term cumulative impacts on air quality, if construction phases were to overlap | <u>Air:</u> Mitigation measures already included in Chapter 14 (Air Quality, Odour and Climate) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective dust management measures. | <u>Air:</u> Slight and Short-Term |
| | | | | <u>Noise:</u> Potential for Slight and Short-Term cumulative noise impacts, if construction phases were to overlap | <u>Noise:</u> Mitigation measures already included in Chapter 15 (Noise and Vibration) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective noise and vibration management measures. | <u>Noise:</u> Slight and Short-Term |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> The proposed works will result in the loss of a small quantity of soils and geology. However, the cumulative loss is still considered small on a local scale. Thus, there are no likely significant direct or indirect cumulative impacts in combination with this other development on land, soils, and geology. There are no likely significant | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
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| | | | | direct or indirect cumulative impacts of this other development in combination with the Proposed Project on land, soils, and geology during the Operational Phase. | | |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Imperceptible and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | N/A | Uisce Éireann Kinsealy. Local Network Reinforcement Project | Immediately north of the proposed WwTP | <u>Population:</u> Construction Phase - Temporary cumulative impacts from traffic, noise and vibration, dust and construction activity combustion emissions. Unlikely to be significant unless construction phases overlap or are consecutive. Operational Phase – No potential for cumulative impacts. | <u>Population:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including: <ul style="list-style-type: none"> • Adherence to the Construction Environmental management Plan (CEMP) and implementation of effective surface water management procedures; • Adherence to the Traffic Management Plan; and • Noise monitoring and use of acoustic screens for noisy operations (e.g. rock breaking), where required. | <u>Population:</u> Not Significant |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> No cumulative impacts are predicted on ornithological receptors during the Operational Phase. | <u>Biodiversity (Marine Ornithology):</u> N/A | <u>Biodiversity (Marine Ornithology):</u> N/A |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is potential for Not Significant / Imperceptible Construction Phase cumulative impacts from construction activities / temporary structures and material storage should construction phases overlap. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> Not Significant / Imperceptible |
| | | | | <u>Traffic:</u> Potential for Imperceptible and Long-Term impacts, as construction phases are not likely to overlap. Limited potential for traffic arisings during operational phases. | <u>Traffic:</u> N/A | <u>Traffic:</u> Imperceptible and Long-Term |
| | | | | <u>Air:</u> Potential for Slight and Short-Term cumulative impacts on air quality, if construction phases were to overlap | <u>Air:</u> Mitigation measures already included in Chapter 14 (Air Quality, Odour and Climate) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective dust management measures. | <u>Air:</u> Slight and Short-Term |

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|------|---------------------------------------|---|---|---|--|---|
| | | | | <p><u>Noise:</u> Potential for Slight and Short-Term cumulative noise impacts, if construction phases were to overlap</p> | <p><u>Noise:</u> Mitigation measures already included in Chapter 15 (Noise and Vibration) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective noise and vibration management measures.</p> | <p><u>Noise:</u> Slight and Short-Term</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on archaeological heritage of County Dublin but not considered significant. No predicted cumulative impacts upon the architectural or cultural heritage resource.</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> Mitigation measures included in the EIAR are sufficient to manage potential cumulative impacts.</p> | <p><u>Archaeological, Architectural and Cultural Heritage</u> Not Significant</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> The proposed works will result in the loss of a small quantity of soils and geology. However, the cumulative loss is still considered small on a local scale. Thus, there are no likely significant direct or indirect cumulative impacts in combination with this other development on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of this other development in combination with the Proposed Project on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Imperceptible and Long-Term impacts, as construction phases are not likely to overlap, and limited waste arisings during operational phases</p> | <p><u>Waste:</u> N/A</p> | <p><u>Waste:</u> Imperceptible and Long-Term</p> |
| | | | | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> |
| 1 | N/A | Uisce Éireann Lower Liffey Valley Regional Sewerage Scheme Network Upgrade | Various locations in Kildare and Dublin | <p><u>Population:</u> Operational Phase – No potential for cumulative impacts.</p> | <p><u>Population:</u> N/A</p> | <p><u>Population:</u> N/A</p> |
| | | | | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> |
| | | | | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> |
| | | | | <p><u>Biodiversity (Marine Ornithology):</u> No cumulative impacts are predicted on ornithological receptors during the Operational Phase.</p> | <p><u>Biodiversity (Marine Ornithology):</u> N/A</p> | <p><u>Biodiversity (Marine Ornithology):</u> N/A</p> |
| | | | | <p><u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity during the Operational Phase.</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> |
| | | | | <p><u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity during the Operational Phase.</p> | <p><u>Biodiversity (Freshwater Aquatic):</u> N/A</p> | <p><u>Biodiversity (Freshwater Aquatic):</u> N/A</p> |
| | | | | <p><u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during the Operational Phase due to the separation distances and relative scale and nature of the developments involved.</p> | <p><u>Landscape and Visual:</u> N/A</p> | <p><u>Landscape and Visual:</u> N/A</p> |
| | | | | <p><u>Traffic:</u> Potential for Imperceptible and Long-Term impacts due to limited potential for traffic arisings during operational phases.</p> | <p><u>Traffic:</u> N/A</p> | <p><u>Traffic:</u> Imperceptible and Long-Term</p> |
| | | | | <p><u>Air:</u> No potential for cumulative impacts during the Operational Phase</p> | <p><u>Air:</u> N/A</p> | <p><u>Air:</u> N/A</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|--|--|
| | | | | <u>Noise:</u> No potential for cumulative impacts during the Operational Phase | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated during Operational Phases | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology the Operational Phase. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts of this other development in combination with the Proposed Project on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Imperceptible and Long-Term impacts due to limited waste arisings during operational phases | <u>Waste:</u> N/A | <u>Waste:</u> Imperceptible and Long-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | N/A | Uisce Éireann Blanchardstown Sewer Rehabilitation Works | Various locations in Blanchardstown, Dublin | <u>Population:</u> Operational Phase – No potential for cumulative impacts. | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> No cumulative impacts are predicted on ornithological receptors during the Operational Phase. | <u>Biodiversity (Marine Ornithology):</u> N/A | <u>Biodiversity (Marine Ornithology):</u> N/A |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity during Operational Phase. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity during Operational Phase. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during the Operational Phase due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Imperceptible and Long-Term impacts, due to limited potential for traffic arisings during operational phases. | <u>Traffic:</u> N/A | <u>Traffic:</u> Imperceptible and Long-Term |
| | | | | <u>Air:</u> No potential cumulative impacts anticipated during Operational Phases. | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential cumulative impacts anticipated during Operational Phases. | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated during Operational Phases. | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|--|--|
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology the Operational Phase. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> N/A |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Imperceptible and Long-Term impacts due to limited waste arisings during operational phases | <u>Waste:</u> N/A | <u>Waste:</u> Imperceptible and Long-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | N/A | Uisce Éireann Blanchardstown Regional Drainage Scheme (BRDS) | 0m (Proposed Project commences at a tie-in to the BRDS) | <u>Population:</u> Operational Phase - No potential for cumulative impacts. | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> No cumulative impacts are predicted on ornithological receptors during the Operational Phase. | <u>Biodiversity (Marine Ornithology):</u> N/A | <u>Biodiversity (Marine Ornithology):</u> N/A |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during the Operational Phase due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Imperceptible and Long-Term impacts, as there is limited potential for traffic arisings during operational phases. | <u>Traffic:</u> N/A | <u>Traffic:</u> Imperceptible and Long-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts on air quality, as construction phases will not overlap due to completion of this scheme. No potential for Operational Phase impacts. | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts on air quality, as construction phases will not overlap due to completion of this scheme. No potential for Operational Phase impacts. | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology the Operational Phase. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|--|--|
| | | | | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> N/A |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Imperceptible and Long-Term impacts, as construction phases are not likely to overlap, and limited waste arisings during operational phases. | <u>Waste:</u> N/A | <u>Waste:</u> Imperceptible and Long-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | N/A | Uisce Éireann Doldrum Bay. Doldrum Bay Sewerage Scheme | Approx. 6km south of the proposed outfall location in the Irish Sea | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> 45 houses currently discharging untreated into Doldrum Bay, and this project will divert this flow via pumping to Ringsend. There are no works in the marine environment as part of this project so there will be no cumulative construction phase impacts. Operationally, this project will have a positive impact as it will end existing discharge of inadequately treated wastewater to into Dublin Bay south of Howth Head. There will be a positive and imperceptible cumulative impact. | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> None (Construction Phase) Positive and Imperceptible (Operational Phase) |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible/no overlap in habitat use by marine/estuarine bird species. The two projects are 6km apart and therefore the disturbance impacts at one area would not directly interact with those at another (i.e. a bird present within the Project area would not be directly disturbed by activities ongoing 6km away), however there could be in-combination effects of temporary habitat loss due to displacement of birds from the two projects. There will be local displacement from the Project area during construction, however in the context of the wider area it is considered that any changes to the regional species populations will be within naturally occurring population fluctuations and will be short-term, temporary in nature and reversible, and as such no cumulative impacts are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Imperceptible and Long-Term impacts, as construction phases are not likely to overlap. Limited potential for traffic arisings during operational phases. | <u>Traffic:</u> N/A | <u>Traffic:</u> Imperceptible and Long-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|--|--|
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Imperceptible and Long-Term impacts, as construction phases are not likely to overlap, and limited waste arisings during operational phases | <u>Waste:</u> N/A | <u>Waste:</u> Imperceptible and Long-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | N/A | Uisce Éireann Loughshinny. Loughshinny Wastewater Infrastructure Upgrade | Approx. 15km north of the proposed outfall location | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> Positive cumulative impact from a marine water quality perspective, as the diversion of the local septic tank outfall to Rush Road Pumping Station will reduce discharge to the public beach and the Proposed Project will include tertiary treatment of wastewater to be discharged, thus protecting marine water quality. | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> Positive and Long-Term |
| | | | | <u>Biodiversity (Marine):</u> This project will stop the discharge of inadequately treated wastewater from a discharge into the Irish Sea at Loughshinny and redirect to an existing wastewater treatment plant at Barnageeragh in Skerries. There will therefore be a positive and imperceptible cumulative impact with the Proposed Project during the Operational Phase. All construction works anticipated to be completed prior to any marine activity for the Proposed Project. There will therefore be no potential for Construction Phase cumulative impacts. | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> None (Construction Phase) Positive and Imperceptible (Operational Phase) |
| | | | | <u>Biodiversity (Marine Ornithology):</u> No cumulative impacts are predicted on ornithological receptors during the Operational Phase. | <u>Biodiversity (Marine Ornithology):</u> N/A | <u>Biodiversity (Marine Ornithology):</u> N/A |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts during the Operational Phase. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during the Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Imperceptible and Long-Term impacts, as construction phases are not likely to overlap. Limited potential for traffic arisings during operational phases. | <u>Traffic:</u> N/A | <u>Traffic:</u> Imperceptible and Long-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|--|--|
| | | | | <u>Noise:</u> No potential for cumulative impacts. | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology the Operational Phase. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> N/A |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Imperceptible and Long-Term impacts due to limited waste arisings during operational phases | <u>Waste:</u> N/A | <u>Waste:</u> Imperceptible and Long-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | N/A | Uisce Éireann Portmarnock Wastewater Project | Approx. 2km north of proposed outfall pipeline | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> Positive cumulative impact from a marine water quality perspective, as upgrade work will reduce spill frequency of the surface water outfall at Portmarnock Strand wastewater pumping station onto Portmarnock Beach. The Proposed Project will include tertiary treatment of wastewater to be discharged, thus protecting marine water quality. | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> Positive and Long-Term |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which | <u>Traffic:</u> Not Significant and Short-Term |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|---|--|
| | | | | | shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 2 | N/A | Uisce Éireann Water Supply Project – Eastern and Midlands Region | Approx. 16km south-west of commencement point of the Proposed Project at Abbotstown | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|--|---|---|---|
| | | | | <p>There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved.</p> <p><u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> <p><u>Air:</u> No potential for cumulative impacts</p> <p><u>Noise:</u> No potential for cumulative impacts</p> <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> <p><u>Agronomy:</u> N/A</p> <p><u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> <p><u>Material Assets:</u> N/A</p> | | |
| | | | | <p><u>Traffic:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> | <p><u>Traffic:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Air:</u> No potential for cumulative impacts</p> | <p><u>Air:</u> N/A</p> | <p><u>Air:</u> N/A</p> |
| | | | | <p><u>Noise:</u> No potential for cumulative impacts</p> | <p><u>Noise:</u> N/A</p> | <p><u>Noise:</u> N/A</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> |
| 2 | N/A | RWE Dublin Array - offshore windfarm. 45-61 turbines located approx. 10km from the Dublin / Wicklow coastline on the Kish and Bray Banks | Approx. 10km south-east of proposed outfall location in the Irish Sea for the Proposed Project | <p><u>Population:</u> N/A</p> <p><u>Marine Water Quality:</u> N/A</p> <p><u>Biodiversity (Marine):</u> This project has completed initial survey stages with detailed geotechnical operations planned for later in 2023 to understand foundation suitability. These data will help to define the final construction strategy prior to the EIAR application. In addition to occasional ongoing survey works, the final construction technique is likely to have an impact on the immediate benthos and mobile marine species, the latter of which are also found at the Proposed Project outfall diffuser site. However, the timeline for construction on this project are expected to be significantly later than that of the Proposed Project, providing a temporal separation of the two projects. The geographical separation is also sufficient to limit marine ecological effects to fish, pinnipeds, and cetaceans only. Final construct at the site is expected to be incremental, as operations will deploy one monopile at a time. There is therefore no potential for cumulative impacts to occur.</p> | <p><u>Population:</u> N/A</p> <p><u>Marine Water Quality:</u> N/A</p> <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Population:</u> N/A</p> <p><u>Marine Water Quality:</u> N/A</p> <p><u>Biodiversity (Marine):</u> None</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|---|--|
| | | | | <p><u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance. The two projects are approx. 10km apart and therefore the disturbance impacts at one area would not directly interact with those at another (i.e. a bird present within the Project area would not be directly disturbed by activities ongoing 10km away), however there could be in-combination effects of temporary habitat loss due to displacement of birds from the two projects. While details of mitigation for Dublin Array are not available at this time, it is assumed that compensation measures for roosting and intertidal habitats for estuarine birds will be required and will be in place prior to the start of works. Given these compensatory arrangements to provide alternative roosting and feeding areas for birds which may be disturbed during the construction of Dublin Array, and the restricted temporal and spatial extent of predicted disturbance during the construction of the Proposed Project, no cumulative impacts of habitat loss or disturbance are predicted.</p> | <p><u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Marine Ornithology):</u> Imperceptible</p> |
| | | | | <p><u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> <p><u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> N/A</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> N/A</p> |
| | | | | <p><u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved.</p> | <p><u>Landscape and Visual:</u> N/A</p> | <p><u>Landscape and Visual:</u> N/A</p> |
| | | | | <p><u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> | <p><u>Traffic:</u> Imperceptible and Short-Term</p> |
| | | | | <p><u>Air:</u> No potential for cumulative impacts</p> | <p><u>Air:</u> N/A</p> | <p><u>Air:</u> N/A</p> |
| | | | | <p><u>Noise:</u> No potential for cumulative impacts</p> | <p><u>Noise:</u> N/A</p> | <p><u>Noise:</u> N/A</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the</p> | <p><u>Waste:</u> Imperceptible and Short-Term</p> |

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|------|---------------------------------------|--|---|---|--|---|
| | | | | | European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | SDZ22A/0010 - SDCC | Kelland Homes Ltd The proposed development consists of the construction of 294 no. dwellings, creche and retail / commercial unit, which are comprised of: 118 no. 2, 3 & 4 bed, 2 storey semi-detached and terraced houses, 104 no. 2 & 3 bfd duplex units accommodated in 10 no. 3 storey buildings, 72 no. 1 & 2 bedroom apartments in 2 no. 4 & 6 storey buildings, 1 no. 2 storey creche (c.520.2m2), 1 no. 2 storey retail /commercial unit (c.152.1m2) within Clonburris Strategic Development Zone. | 6.4km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|---|---|
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | SDZ22A/0014 - SDCC | Quintain Developments Ireland Limited This application is being made in accordance with the Adamstown Planning Scheme 2014 (as amended) and relates to a proposed development within the Aderrig Development Area of the Adamstown Strategic Development Zone; The proposed development will principally consist of: the demolition and removal of derelict hardstanding and walls; and the construction of 207 residential units (64 two bed, 127 three bed and 16 four bed), ranging in height from 2 storeys to 4 storeys, comprising 75 houses (59 three bed and 16 four bed) and 132 duplexes (64 town bed and 68 three bed) | 8.7km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | LRD23A/0001 - SDCC | Glenveagh Homes Ltd. The development will consist of 384 residential units comprising 122 houses, 84 duplex units, 178 apartments, tenant amenity floorspace, public open space including a public plaza and communal amenity space, the provision of a childcare facility and the provision of 361 car parking spaces | 11.1km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|---|--|
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Imperceptible and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | LRD22A/0002 - SDCC | The Arden Team DAC The proposal will consist of the construction of a Mixed Tenure Housing Development of 635 no. residential units consisting of 434 no. houses, 165 no. duplexes and 36 no. apartments. | 14km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | due to the separation distances and relative scale and nature of the developments involved. | | |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Imperceptible and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | F22A/0365 - FCC | Mainscourt Solar DAC The development of grid connection infrastructure to connect the approved solar photovoltaic ('PV') energy development on lands at Mainscourt, Ballyboghil, Co. Dublin under Register Reference F17A/0340, PL06F.249174 to the ESB Mountgorry 38kV Substation, Swords Business Park, Swords, Co. Dublin, comprising the laying of 9,470 metres of 38kV underground electricity cables in ducts and associated infrastructure substantially under public roads and | 10.7km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|--|--|
| | | beneath the Ward River Bridge, Gracedieu Bridge and the Broadmeadow river by means of horizontal directional drilling. | | <p>No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> <p><u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project.</p> | <p><u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible</p> |
| | | | <p><u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved.</p> | <p><u>Landscape and Visual:</u> N/A</p> | <p><u>Landscape and Visual:</u> N/A</p> | |
| | | | <p><u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> | <p><u>Traffic:</u> Imperceptible and Short-Term</p> | |
| | | | <p><u>Air:</u> No potential for cumulative impacts</p> | <p><u>Air:</u> N/A</p> | <p><u>Air:</u> N/A</p> | |
| | | | <p><u>Noise:</u> No potential for cumulative impacts</p> | <p><u>Noise:</u> N/A</p> | <p><u>Noise:</u> N/A</p> | |
| | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> | |
| | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | |
| | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> | |
| | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | |
| | | | <p><u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Imperceptible and Short-Term</p> | |
| | | | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> | |
| 1 | F22A/0527 - FCC | Glenveagh Homes Limited Construction of 96 No. residential units including 61 No. two storey houses and 7 No. three storey 4 bed houses with associated private open | 6.7km | <p><u>Population:</u> N/A</p> | <p><u>Population:</u> N/A</p> | <p><u>Population:</u> N/A</p> |
| | | | | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|---|
| | | space in the form of gardens and/or terraces facing all aspects, and 2 No. three storey duplex buildings. | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the | <u>Waste:</u> Not Significant and Short-Term |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|--|---|
| | | | | | European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | FW22A/0156 - FCC | Earlstand Corporation Unlimited Company Ten-year permission for development that will consist of the following: - Construction of 6 no. warehouses/logistics units including ancillary office/administration use and entrance/reception areas over two levels (Units 1-6) with a combined total floor gross area (GFA) of 50,934 sq.m | 2.8km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|--|---|
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | FW22A/0166 - FCC | Sport Ireland Planning permission for the construction of a national velodrome and badminton arena over a footprint of 8,100 sqm comprising 250m cycle track with 12 no. badminton courts within, internal bicycle store area, changing rooms, medical and emergency rooms, areas for offices, administration and meetings, timing, event and training control, training and event preparation, strength and conditioning, circulation and storage, stairs and lifts, and proposed service area to the rear. Provision of circa 1,000 no. permanent spectator seats, with provision to accommodate other occasional sporting events within the track with scope for a further temporary 2,500 seats for non cycling and badminton sporting events. | 1km | <u>Population:</u> Construction Phase - Temporary cumulative impacts from traffic, noise and vibration, dust and construction activity combustion emissions. Unlikely to be significant unless construction phases overlap or are consecutive. Operational Phase - No potential for cumulative impacts. | <u>Population:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including: <ul style="list-style-type: none"> Adherence to the Construction Environmental management Plan (CEMP) and implementation of effective surface water management procedures; Adherence to the Traffic Management Plan; and Noise monitoring and use of acoustic screens for noisy operations (e.g. rock breaking), where required. | <u>Population:</u> Not Significant |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> There is potential for cumulative Adverse, Slight and Short-Term disturbance effects upon the local badger population if construction of this development occurs at the same time as the Proposed Project. <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Terrestrial):</u> Mitigation measures to protect badgers are conditioned to planning permission FW22A/0166. In addition, mitigation measures are already included in the EIAR (including the EIAR Addendum) and are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Terrestrial):</u> Neutral and Imperceptible <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|--|---|--|
| | | | | <p><u>Air:</u> Potential for Slight and Short-Term cumulative impacts on air quality, if construction phases were to overlap</p> | <p><u>Air:</u> Mitigation measures already included in Chapter 14 (Air Quality, Odour and Climate) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective dust management measures.</p> | <p><u>Air:</u> Imperceptible</p> |
| | | | | <p><u>Noise:</u> Potential for Slight and Short-Term cumulative noise impacts, if construction phases were to overlap</p> | <p><u>Noise:</u> Mitigation measures already included in Chapter 15 (Noise and Vibration) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective noise and vibration management measures.</p> | <p><u>Noise:</u> Imperceptible</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> |
| 1 | FW22A/0167 - FCC | I PUT plc The provision of c. 72,753sq.m of logistics and associated office uses across 5 no. buildings | 3.4km | <p><u>Population:</u> N/A</p> | <p><u>Population:</u> N/A</p> | <p><u>Population:</u> N/A</p> |
| | | | | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> |
| | | | | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> |
| | | | | <p><u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors.</p> | <p><u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Marine Ornithology):</u> Imperceptible</p> |
| | | | | <p><u>Biodiversity (Terrestrial):</u></p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | <p>No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> <p><u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project.</p> | <p><u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible</p> |
| | | | | <p><u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved.</p> | <p><u>Landscape and Visual:</u> N/A</p> | <p><u>Landscape and Visual:</u> N/A</p> |
| | | | | <p><u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> | <p><u>Traffic:</u> Imperceptible and Short-Term</p> |
| | | | | <p><u>Air:</u> No potential for cumulative impacts</p> | <p><u>Air:</u> N/A</p> | <p><u>Air:</u> N/A</p> |
| | | | | <p><u>Noise:</u> No potential for cumulative impacts</p> | <p><u>Noise:</u> N/A</p> | <p><u>Noise:</u> N/A</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> |
| 1 | F21A/0401 - FCC | Gannon Properties Residential development on lands at Belcamp Hall (a Protected Structure). The proposed development will consist of the | 1km | <p><u>Population:</u> Construction Phase - Temporary cumulative impacts from traffic, noise, dust and combustion-related emissions. Unlikely to be significant unless construction phases overlap or are consecutive. Operational Phase - No potential for cumulative impacts.</p> | <p><u>Population:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including:</p> <ul style="list-style-type: none"> Adherence to the Construction Environmental management Plan (CEMP) and implementation of effective surface water management procedures; | <p><u>Population:</u> Not Significant</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|--|---|
| | | construction of 78 no. residential units comprising 58 no. houses and one no. three storey multi-dwelling block consisting of 10 no. own-door duplex units and 8 no. apartments. | | | <ul style="list-style-type: none"> Adherence to the Traffic Management Plan; and Noise monitoring and use of acoustic screens for noisy operations (e.g. rock breaking), where required. | |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is potential for Construction Phase landscape and visual impacts to occur if both developments are constructed concurrently, particularly for receptors that lie between the sites. There is also potential for Operational Phase cumulative impacts from the increased scale and intensity of built development in this area generally. Cumulative impacts are considered to be Slight. | <u>Landscape and Visual:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including: <ul style="list-style-type: none"> Proposed berms with mitigation screen planting around the proposed WwTP will reduce the potential for intervisibility between the two projects. | <u>Landscape and Visual:</u> Slight to Imperceptible |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> Potential for Slight and Short-Term cumulative impacts on air quality, if construction phases were to overlap | <u>Air:</u> Mitigation measures already included in Chapter 14 (Air Quality, Odour and Climate) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective dust management measures. | <u>Air:</u> Imperceptible |
| | | | | <u>Noise:</u> Potential for Slight and Short-Term cumulative noise impacts, if construction phases were to overlap | <u>Noise:</u> Mitigation measures already included in Chapter 15 (Noise and Vibration) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective noise and vibration management measures. | <u>Noise:</u> Imperceptible |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|--|--|--|
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | F23A/0040 - FCC | EirGrid CP1213 - The development will consist of the provision of new electricity transmission infrastructure at the existing ESB Belcamp 220 kV substation | 128m | <u>Population:</u> Construction Phase - Temporary cumulative impacts from traffic, noise, dust and combustion-related emissions. Unlikely to be significant unless construction phases overlap or are consecutive. Operational Phase – No potential for cumulative impacts. | <u>Population:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including: <ul style="list-style-type: none"> Adherence to the Construction Environmental management Plan (CEMP) and implementation of effective surface water management procedures; Adherence to the Traffic Management Plan; and Noise monitoring and use of acoustic screens for noisy operations (e.g. rock breaking), where required. | <u>Population:</u> Not Significant |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to negligible/no overlap in habitat use by marine / estuarine bird species. There will be local displacement from the Proposed Project area during construction, however in the context of the wider area it is considered that any changes to the regional species populations will be within naturally occurring population fluctuations and will be short-term, temporary in nature and reversible, and as such no cumulative impacts are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> There is potential for cumulative Adverse, Slight and Short-Term disturbance effects upon wild birds, grassland and hedgerow habitats in the locality if this development is approved and constructed in addition to the Proposed Project. | <u>Biodiversity (Terrestrial):</u> Mitigation measures already included in the EIAR (including the EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impact | <u>Biodiversity (Terrestrial):</u> Neutral and Imperceptible |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is potential for Construction Phase landscape and visual impacts to occur if both developments are constructed concurrently, particularly for receptors that lie between the sites. There is also potential for Operational Phase cumulative | <u>Landscape and Visual:</u> Proposed berms with mitigation screen planting around the proposed WwTP will reduce the potential for intervisibility between the two projects. | <u>Landscape and Visual:</u> Slight to Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
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| | | | | impacts from the increased scale and intensity of built development in this area generally. Cumulative impacts are considered to be Slight. | | |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> Potential for Moderate and Short-Term cumulative impacts on air quality, if construction phases were to overlap | <u>Air:</u> Mitigation measures already included in Chapter 14 (Air Quality, Odour and Climate) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective dust management measures. | <u>Air:</u> Slight and Short-Term |
| | | | | <u>Noise:</u> Potential for Moderate and Short-Term cumulative noise impacts, if construction phases were to overlap | <u>Noise:</u> Mitigation measures already included in Chapter 15 (Noise and Vibration) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective noise and vibration management measures. | <u>Noise:</u> Slight and Short-Term |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to nature of the existing receiving environment. | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> Separate site accesses will be used for these two projects for the delivery and removal of materials. There is therefore no potential for significant cumulative impacts to arise in relation to material assets. Impacts will be Imperceptible. | <u>Material Assets:</u> N/A | <u>Material Assets:</u> Imperceptible |
| 1 | FW23A/0016 - FCC | Frylite (Dublin) Limited Construction of an industrial development facility for the processing and distribution of fresh and used cooking oils (UCO) including ancillary offices and staff | 67m | <u>Population:</u> Construction Phase - Temporary cumulative impacts from traffic, noise, dust and combustion-related emissions. Unlikely to be significant unless construction phases overlap or are consecutive. Operational Phase – No potential for cumulative impacts. | <u>Population:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including: <ul style="list-style-type: none"> Adherence to the Construction Environmental management Plan (CEMP) and implementation of effective surface water management procedures; Adherence to the Traffic Management Plan; and | <u>Population:</u> Not Significant |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|--|---|---|
| | | amenities, roof-mounted photovoltaic array, delivery vehicle maintenance building, external covered storage area, weighbridge, lorry wash, tank farm, fuel tanks, signage, lighting, landscaping, car/lorry/trailer parking areas, and all associated site development | | | <ul style="list-style-type: none"> Noise monitoring and use of acoustic screens for noisy operations (e.g. rock breaking), where required. | |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to negligible/no overlap in habitat use by marine / estuarine bird species. There will be local displacement from the Proposed Project area during construction, however in the context of the wider area it is considered that any changes to the regional species populations will be within naturally occurring population fluctuations and will be short-term, temporary in nature and reversible, and as such no cumulative impacts are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> There is potential for cumulative Adverse, Slight and Short-Term disturbance effects upon ground mammals, wild birds, grassland and hedgerow habitats in the locality if this development is constructed in addition to the Proposed Project. <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Terrestrial):</u> Mitigation measures already included in the EIAR (including the EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impact <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Terrestrial):</u> Neutral and Imperceptible <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is potential for a Slight Construction Phase landscape and visual impact to occur if both developments are constructed concurrently. There is no potential for Operational Phase cumulative effects as the nearest aspect of the GDD project will be underground. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> Slight |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> Potential for Moderate and Short-Term cumulative impacts on air quality, if construction phases were to overlap | <u>Air:</u> Mitigation measures already included in Chapter 14 (Air Quality, Odour and Climate) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective dust management measures. | <u>Air:</u> Slight and Short-Term |
| | | | | <u>Noise:</u> Potential for Moderate and Short-Term cumulative noise impacts, if construction phases were to overlap | <u>Noise:</u> Mitigation measures already included in Chapter 15 (Noise and Vibration) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective noise and vibration management measures. | <u>Noise:</u> Slight and Short-Term |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to nature of the existing receiving environment. | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|--|--|---|
| | | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> Both application reference FW23A/0016 and the Proposed Project will impact part of Agricultural Land Parcel 2a (as defined in Chapter 20A (Agronomy) in Volume 3A Part A of this EIA Addendum). The area of Parcel 2a impacted by both projects is currently not in agricultural use. Should the area impacted by both projects be returned to agricultural use and the construction phases overlap, there is potential for cumulative impacts on agriculture, for which the overall pre-mitigation will be Significant. There will be no permanent acquisition of agricultural lands from Agricultural Land Parcel 26 as a result of the Proposed Project, therefore cumulative impacts with application reference FW23/0016 will not arise during the Operational Phases.</p> | <p><u>Agronomy:</u> Mitigation measures already included in the EIA in the 2018 planning application and this EIA Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including:</p> <ul style="list-style-type: none"> • Ensure soil, stripping, storage and reinstatement are managed appropriately. Ensure existing land drainage is reinstated or new drainage is installed; • Ensure hedgerows are replanted; • Ensure access is maintained to unimpacted parts of holding throughout the construction periods; and • Ensure ongoing engagement with landowners and notification of works as far in advance as possible to minimize disruption to farming operations. | <p><u>Agronomy:</u> Not Significant</p> |
| | | | | <p><u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIA in the 2018 planning application (in addition to this EIA Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> |
| 1 | FW22A/0258 - FCC | Roadstone Ltd. The development comprises the construction and operation of 3 no weighbridges (each with a dedicated weighbridge office), a new 2,160m ² soil waste inspection and quarantine shed, new site offices and associated parking facilities. The development will facilitate internal re-routing of soil intake for future backfilling and restoration of Huntstown South Quarry | 598m | <p><u>Population:</u> Construction Phase - Temporary cumulative impacts from traffic, noise, dust and combustion-related emissions. Unlikely to be significant unless construction phases overlap or are consecutive. Operational Phase – No potential for cumulative impacts.</p> | <p><u>Population:</u> Mitigation measures already included in the EIA in the 2018 planning application and this EIA Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including:</p> <ul style="list-style-type: none"> • Adherence to the Construction Environmental management Plan (CEMP) and implementation of effective surface water management procedures; • Adherence to the Traffic Management Plan; and • Noise monitoring and use of acoustic screens for noisy operations (e.g. rock breaking), where required. | <p><u>Population:</u> Not Significant</p> |
| | | | | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> |
| | | | | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> |
| | | | | <p><u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors.</p> | <p><u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIA in the 2018 planning application (in addition to this EIA Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Marine Ornithology):</u> Imperceptible</p> |
| | | | | <p><u>Biodiversity (Terrestrial):</u> There is potential for cumulative Adverse, Slight and Short-Term disturbance effects upon ground mammals, wild birds, grassland and hedgerow habitats in the locality if this development is constructed in addition to the Proposed Project.</p> | <p><u>Biodiversity (Terrestrial):</u> Mitigation measures already included in the EIA (including the EIA Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts.</p> | <p><u>Biodiversity (Terrestrial):</u> Neutral and Imperceptible</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|--|--|
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is potential for a Slight Construction Phase landscape and visual impact to occur if both developments are constructed concurrently. There is no potential for Operational Phase cumulative effects as the nearest aspect of the GDD project will be underground. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> Slight |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> Potential for Moderate and Short-Term cumulative impacts on air quality, if construction phases were to overlap | <u>Air:</u> Mitigation measures already included in Chapter 14 (Air Quality, Odour and Climate) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective dust management measures. | <u>Air:</u> Slight and Short-Term |
| | | | | <u>Noise:</u> Potential for Moderate and Short-Term cumulative noise impacts, if construction phases were to overlap | <u>Noise:</u> Mitigation measures already included in Chapter 15 (Noise and Vibration) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective noise and vibration management measures. | <u>Noise:</u> Slight and Short-Term |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project and the presence of a quarry. | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> Both application reference FW22A/0258 and the Proposed Project will impact part of Agricultural Land Parcel 6 (as defined in Chapter 20A (Agronomy) in Volume 3A Part A of this EIAR Addendum). The area of Parcel 6 impacted by both projects is currently not in agricultural use. Should the area impacted by both projects be returned to agricultural use and the construction phases overlap, there is potential for cumulative impacts on agriculture, for which the overall pre-mitigation will be Significant. There will be no permanent acquisition of agricultural lands from Agricultural Land Parcel 26 as a result of the Proposed Project, therefore cumulative impacts with application reference FW22A/0258 will not arise during the Operational Phase. | <u>Agronomy:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including: <ul style="list-style-type: none"> • Ensure soil, stripping, storage and reinstatement are managed appropriately. Ensure existing land drainage is reinstated or new drainage is installed; • Ensure hedgerows are replanted; • Ensure access is maintained to unimpacted parts of holding throughout the construction periods; and • Ensure ongoing engagement with landowners and notification of works as far in advance as possible to minimize disruption to farming operations. | <u>Agronomy:</u> Not Significant |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse | <u>Waste:</u> Not Significant and Short-Term |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|--|---|
| | | | | | opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | LRD0010/S3 - FCC | The Noonan Construction Co. Ltd The development will consist of 33 no. houses, 95 no. apartments, a gym as a separate structure within the courtyard, 16 no. duplex apartments, open space, 2 no. playing pitches and private open space, 214 no. car parking spaces and a creche (3 storeys). | 16km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|--|---|
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Imperceptible and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 3081/23 - DCC | Salaport Ltd The proposed development will consist of the demolition of the existing two-storey dwelling on site and the construction of a five-storey building to provide for 36 no. apartments at Clonshaugh House on Clonshaugh Road. | 1km | <u>Population:</u> Construction Phase - Temporary cumulative impacts from traffic, noise, dust and combustion-related emissions. Unlikely to be significant unless construction phases overlap or are consecutive. Operational Phase – No potential for cumulative impacts. | <u>Population:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including: <ul style="list-style-type: none"> Adherence to the Construction Environmental management Plan (CEMP) and implementation of effective surface water management procedures; Adherence to the Traffic Management Plan; and Noise monitoring and use of acoustic screens for noisy operations (e.g. rock breaking), where required. | <u>Population:</u> Not Significant |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is potential for Construction Phase landscape and visual impacts to occur if both developments are constructed concurrently. There is also potential for Operational Phase cumulative impacts from the increased scale and intensity of built development in the localised context. Cumulative impacts are considered to be Slight. | <u>Landscape and Visual:</u> Proposed berms with mitigation screen planting around the proposed WwTP will reduce the potential for intervisibility between the two projects. | <u>Landscape and Visual:</u> Slight to Imperceptible |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|---|--|
| | | | | <p><u>Air:</u> Potential for Slight and Short-Term cumulative impacts on air quality, if construction phases were to overlap</p> | <p><u>Air:</u> Mitigation measures already included in Chapter 14 (Air Quality, Odour and Climate) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective dust management measures.</p> | <p><u>Air:</u> Imperceptible</p> |
| | | | | <p><u>Noise:</u> Potential for Slight and Short-Term cumulative noise impacts, if construction phases were to overlap</p> | <p><u>Noise:</u> Mitigation measures already included in Chapter 15 (Noise and Vibration) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective noise and vibration management measures.</p> | <p><u>Noise:</u> Imperceptible</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> |
| 1 | PWSDZ3406/22 - DCC | Pembroke Beach DAC Former Irish Glass Bottle & Fabrizia Sites, Poolbeg West, Dublin 4. 570 No. apartments within a mixed-use development (53,032 sq m), as well as the Multi-Modal Transport Hub (232 sq m) | 7.6km | <p><u>Population:</u> N/A</p> | <p><u>Population:</u> N/A</p> | <p><u>Population:</u> N/A</p> |
| | | | | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> |
| | | | | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> |
| | | | | <p><u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors.</p> | <p><u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Marine Ornithology):</u> Imperceptible</p> |
| | | | | <p><u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|---|--|
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 317136 - ABP | Malkey Limited Demolition and removal of various structures and construction of 133 apartments, 17 artists' studios, childcare facility, retail unit and a gym in three blocks at Richmond Road, Dublin 3 | 4.9km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to | <u>Biodiversity (Marine Ornithology):</u> N/A | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|---|
| | | | | distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|--|--|--|---|---|--|--|
| 1 | 312060 / F21A/0401 - ABP | Gannon Properties Construction of 78 residential units comprising 58 houses, 20 apartment/duplex/triplex units and associated works at Belcamp Hall, Malahide Road, Dublin 17 | 858m | <u>Population:</u> Construction Phase - Temporary cumulative impacts from traffic, noise, dust and combustion-related emissions. Unlikely to be significant unless construction phases overlap or are consecutive. Operational Phase – No potential for cumulative impacts. | <u>Population:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including: <ul style="list-style-type: none"> Adherence to the Construction Environmental management Plan (CEMP) and implementation of effective surface water management procedures; Adherence to the Traffic Management Plan; and Noise monitoring and use of acoustic screens for noisy operations (e.g. rock breaking), where required. | <u>Population:</u> Not Significant |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is potential for Construction Phase landscape and visual impacts to occur if both developments are constructed concurrently. There is also potential for Operational Phase cumulative impacts from the increased scale and intensity of built development in the localised context. Cumulative impacts are considered to be Slight. | <u>Landscape and Visual:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including: <ul style="list-style-type: none"> Proposed berms with mitigation screen planting around the proposed WwTP will reduce the potential for intervisibility between the two projects. | <u>Landscape and Visual:</u> Slight to Imperceptible |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| <u>Air:</u> Potential for Moderate and Short-Term cumulative impacts on air quality, if construction phases were to overlap | <u>Air:</u> Mitigation measures already included in Chapter 14 (Air Quality, Odour and Climate) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective dust management measures. | <u>Air:</u> Slight and Short-Term | | | | |
| <u>Noise:</u> Potential for Moderate and Short-Term cumulative noise impacts, if construction phases were to overlap | <u>Noise:</u> Mitigation measures already included in Chapter 15 (Noise and Vibration) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective noise and vibration management measures. | <u>Noise:</u> Slight and Short-Term | | | | |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|--|--|
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 312848 / F21A/0488 - ABP | Gerard Gannon Properties Construction of 77 residential units in 2 blocks, 65 car parking and 184 bike spaces at Belcamp Hall, Malahide Road, Dublin 17 | 820m | <u>Population:</u> Construction Phase - Temporary cumulative impacts from traffic, noise, dust and combustion-related emissions. Unlikely to be significant unless construction phases overlap or are consecutive. Operational Phase – No potential for cumulative impacts. | <u>Population:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including: <ul style="list-style-type: none"> • Adherence to the Construction Environmental management Plan (CEMP) and implementation of effective surface water management procedures; • Adherence to the Traffic Management Plan; and • Noise monitoring and use of acoustic screens for noisy operations (e.g. rock breaking), where required. | <u>Population:</u> Not Significant |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|---|--|
| | | | | waters if construction of this development occurs at the same time as the Proposed Project. | | |
| | | | | <u>Landscape and Visual:</u> There is potential for Construction Phase landscape and visual impacts to occur if both developments are constructed concurrently. There is also potential for Operational Phase cumulative impacts from the increased scale and intensity of built development in the localised context. Cumulative impacts are considered to be Slight. | <u>Landscape and Visual:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including: <ul style="list-style-type: none"> Proposed berms with mitigation screen planting around the proposed WwTP will reduce the potential for intervisibility between the two projects. | <u>Landscape and Visual:</u> Slight to Imperceptible |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> Potential for Moderate and Short-Term cumulative impacts on air quality, if construction phases were to overlap | <u>Air:</u> Mitigation measures already included in Chapter 14 (Air Quality, Odour and Climate) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective dust management measures. | <u>Air:</u> Slight and Short-Term |
| | | | | <u>Noise:</u> Potential for Moderate and Short-Term cumulative noise impacts, if construction phases were to overlap | <u>Noise:</u> Mitigation measures already included in Chapter 15 (Noise and Vibration) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective noise and vibration management measures. | <u>Noise:</u> Slight and Short-Term |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 314169 / F22A/0136 - ABP | Gerard Gannon Properties Construction of 40 residential units in one block, including a childcare | 560m | <u>Population:</u> Construction Phase - Temporary cumulative impacts from traffic, noise, dust and combustion-related emissions. Unlikely to be significant unless construction phases overlap or are consecutive. | <u>Population:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including: | <u>Population:</u> Not Significant |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|--|---|
| | | facility and café at Belcamp Hall, Malahide Road, Dublin 17 | | Operational Phase – No potential for cumulative impacts. | <ul style="list-style-type: none"> Adherence to the Construction Environmental management Plan (CEMP) and implementation of effective surface water management procedures; Adherence to the Traffic Management Plan; and Noise monitoring and use of acoustic screens for noisy operations (e.g. rock breaking), where required. | |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is potential for Construction Phase landscape and visual impacts to occur if both developments are constructed concurrently. There is also potential for Operational Phase cumulative impacts from the increased scale and intensity of built development in the localised context. Cumulative impacts are considered to be Slight. | <u>Landscape and Visual:</u> Proposed berms with mitigation screen planting around the proposed WwTP will reduce the potential for intervisibility between the two projects. | <u>Landscape and Visual:</u> Slight to Imperceptible |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> Potential for Moderate and Short-Term cumulative impacts on air quality, if construction phases were to overlap | <u>Air:</u> Mitigation measures already included in Chapter 14 (Air Quality, Odour and Climate) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective dust management measures. | <u>Air:</u> Slight and Short-Term |
| | | | | <u>Noise:</u> Potential for Moderate and Short-Term cumulative noise impacts, if construction phases were to overlap | <u>Noise:</u> Mitigation measures already included in Chapter 15 (Noise and Vibration) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective noise and vibration management measures. | <u>Noise:</u> Slight and Short-Term |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|---|--|
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 313239 / F22A/0028 - ABP | Electricity Supply Board Alter the existing Glasmore-Malahide-Swords 38kV line to be carried out in the Townland of Kinsley, Co. Dublin, and will involve undergrounding sections of the above mentioned overhead 38kV line to facilitate the development of a previously permitted housing development. The proposed alteration will comprise of one (No. 1) lattice steel tower, of maximum height 15 metres. | 1.7km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 312476 / F20A/0550 - ABP | daa Expansion of North Apron at Dublin Airport to provide twelve replacement Code C aircraft stands and ground servicing equipment storage area, construction of blast fences, pavement rehabilitation, two new underground attenuation tanks and 26 high mast lights and aerodrome ground lights. | 1.3km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|---|--|
| | | | | due to the separation distances and relative scale and nature of the developments involved. | | |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 315488 / LRD6003/22-S3 - ABP | Cairn Home Montrose Limited Demolition of buildings, construction of 688 no. apartments (272 no. Build to Sell units and 416 no. Build to Rent units), Hotel and associated site works at Donnybrook, Dublin 4. | 9.9km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |

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|------|---------------------------------------|--|---|---|---|--|
| | | | | <p>No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> <p><u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity.</p> | <p><u>Biodiversity (Freshwater Aquatic):</u> N/A</p> | <p><u>Biodiversity (Freshwater Aquatic):</u> N/A</p> |
| | | | | <p><u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved.</p> | <p><u>Landscape and Visual:</u> N/A</p> | <p><u>Landscape and Visual:</u> N/A</p> |
| | | | | <p><u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> | <p><u>Traffic:</u> Imperceptible and Short-Term</p> |
| | | | | <p><u>Air:</u> No potential for cumulative impacts</p> | <p><u>Air:</u> N/A</p> | <p><u>Air:</u> N/A</p> |
| | | | | <p><u>Noise:</u> No potential for cumulative impacts</p> | <p><u>Noise:</u> N/A</p> | <p><u>Noise:</u> N/A</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> |
| 1 | 316108 / LRD6019/22-S3 - ABP | Glenveagh Homes Limited 853 no. residential units (240 no. houses, 613 no. apartments), creche and ancillary site works at Oscar Traynor Road site, Coolock, Dublin 5 | 1.7km | <p><u>Population:</u> N/A</p> | <p><u>Population:</u> N/A</p> | <p><u>Population:</u> N/A</p> |
| | | | | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> |
| | | | | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|---|--|
| | | | | <p><u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors.</p> | <p><u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Marine Ornithology):</u> Imperceptible</p> |
| | | | | <p><u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> <p><u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity.</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> N/A</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> N/A</p> |
| | | | | <p><u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved.</p> | <p><u>Landscape and Visual:</u> N/A</p> | <p><u>Landscape and Visual:</u> N/A</p> |
| | | | | <p><u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> | <p><u>Traffic:</u> Imperceptible and Short-Term</p> |
| | | | | <p><u>Air:</u> No potential for cumulative impacts</p> | <p><u>Air:</u> N/A</p> | <p><u>Air:</u> N/A</p> |
| | | | | <p><u>Noise:</u> No potential for cumulative impacts</p> | <p><u>Noise:</u> N/A</p> | <p><u>Noise:</u> N/A</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Not Significant and Short-Term</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|--|--|
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 316065 / LRD0005/S3 - ABP | Glenmount Properties Limited 159 no. residential units (114 no. houses, 45 no. apartments) and associated site works at Skerries Road, Rush, Co Dublin. | 11.8km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|--|--|
| | | | | <u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Imperceptible and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 315709 / LRD0001/S3 - ABP | Blanche Retail Nominee Limited 971 apartments and associated community / commercial units in eight blocks at lands at Site A (White Car Park), Blanchardstown Town Centre, Coolmine, Dublin 15. | 830m | <u>Population:</u> Construction Phase - Temporary cumulative impacts from traffic, noise, dust and combustion-related emissions. Unlikely to be significant unless construction phases overlap or are consecutive. Operational Phase – No potential for cumulative impacts. | <u>Population:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including: <ul style="list-style-type: none"> Adherence to the Construction Environmental management Plan (CEMP) and implementation of effective surface water management procedures; Adherence to the Traffic Management Plan; and Noise monitoring and use of acoustic screens for noisy operations (e.g. rock breaking), where required. | <u>Population:</u> Not Significant |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> Potential for Moderate and Short-Term cumulative impacts on air quality, if construction phases were to overlap | <u>Air:</u> Mitigation measures already included in Chapter 14 (Air Quality, Odour and Climate) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most | <u>Air:</u> Slight and Short-Term |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|---|--|
| | | | | | cumulative impacts, including adherence to the CEMP and the implementation of effective dust management measures. | |
| | | | | <u>Noise:</u> Potential for Moderate and Short-Term cumulative noise impacts, if construction phases were to overlap | <u>Noise:</u> Mitigation measures already included in Chapter 15 (Noise and Vibration) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective noise and vibration management measures. | <u>Noise:</u> Slight and Short-Term |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 315584 - ABP | Banner A Cuig 114 no. apartments, reinstatement of 2 no. houses and associated site works at rear 19 Philips Avenue, Fairview, Dublin 3 | 5.2km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 315288 / LRD0008/S3 - ABP | Glenveagh Living Limited 432 no. dwellings. (93 no. apartments, 126 no. duplexes and 213 no. houses) and all associated site works at Ballymastone, Donabate, Co. Dublin | 7.1km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | | |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | | Scanron Limited | 4.7km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|--|---|
| | 315062 / LRD6001/22S3A - ABP | 168 no. apartments and all associated site works at Botanic Road, Glasnevin, Dublin 9 | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse | <u>Waste:</u> Not Significant and Short-Term |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|--|--|---|---|
| | | | | | opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 311315 - ABP | Fingal County Council Park development project at the Racecourse Park comprising 4.5km of new walking and cycling routes including a bridge over the Mayne river and repair to the railway underpass on lands located between Baldoyle and Portmarnock, Co. Dublin | 0m. Intersects with the proposed outfall pipeline route between proposed construction compound no.9 and no. 10 | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to negligible/no overlap in habitat use by marine / estuarine bird species. There will be local displacement from the Proposed Project area during construction, however in the context of the wider area it is considered that any changes to the regional species populations will be within naturally occurring population fluctuations and will be short-term, temporary in nature and reversible, and as such no cumulative impacts are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> There is potential for cumulative Adverse, Slight and Short-Term disturbance effects upon the local habitats and species if construction of this development is constructed in addition to the Proposed Project. <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Terrestrial):</u> Mitigation measures already included in the EIAR (including the EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Terrestrial):</u> Neutral and Imperceptible <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is potential for a Slight Construction Phase landscape and visual impact to occur if both developments are constructed concurrently. There is no potential for Operational Phase cumulative effects as the nearest aspect of the GDD project will be underground. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> Slight |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> Potential for Moderate and Short-Term cumulative impacts on air quality, if construction phases were to overlap | <u>Air:</u> Mitigation measures already included in Chapter 14 (Air Quality, Odour and Climate) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective dust management measures. | <u>Air:</u> Slight and Short-Term |
| | | | | <u>Noise:</u> Potential for Moderate and Short-Term cumulative noise impacts, if construction phases were to overlap | <u>Noise:</u> Mitigation measures already included in Chapter 15 (Noise and Vibration) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective noise and vibration management measures. | <u>Noise:</u> Slight and Short-Term |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to the nature of the proposed park and the Proposed Project in this location | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|--|--|
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> Cumulative impacts may occur if the works are taking place concurrently. Surficial works would not be possible during the construction works for the Proposed Project works. Should the surficial works occur in advance of the Proposed Project, some temporary disruption may occur, but this would be solely during the Construction Phase and would be Not Significant, with no lasting impacts into the Operational Phase. If the surficial works for the other project occur after the Proposed Project, there will be no significant direct or indirect cumulative impacts. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> Both projects will need to be coordinated to ensure that they do not take place at the same time in this location. A coordinated approach between the two project teams when each project's construction phase is taking place will also be required to minimise potential impacts in this vicinity.</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> Both application reference 311315 and the Proposed Project will impact part of Agricultural Land Parcel 25 (as defined in Chapter 20A (Agronomy) in Volume 3A Part A of this EIA Addendum). The area of Parcel 25 impacted by both projects is currently not in agricultural use. Should the area impacted by both projects be returned to agricultural use and the construction phases overlap, there is potential for cumulative impacts on agriculture, for which the overall pre-mitigation will be Significant. There will be no permanent acquisition of agricultural lands from Agricultural Land Parcel 26 as a result of the Proposed Project, therefore cumulative impacts with application reference 311315 will not arise during the Operational Phases.</p> | <p><u>Agronomy:</u> Mitigation measures already included in the EIA in the 2018 planning application and this EIA Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including:</p> <ul style="list-style-type: none"> • Ensure soil, stripping, storage and reinstatement are managed appropriately. Ensure existing land drainage is reinstated or new drainage is installed; • Ensure hedgerows are replanted; • Ensure access is maintained to unimpacted parts of holding throughout the construction periods; and • Ensure ongoing engagement with landowners and notification of works as far in advance as possible to minimize disruption to farming operations. | <p><u>Agronomy:</u> Not Significant</p> |
| | | | | <p><u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIA in the 2018 planning application (in addition to this EIA Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Material Assets:</u> The section of the proposed outfall pipeline route between proposed temporary construction compound no. 9 and no. 10 will be constructed in tunnels at depths of between 18.19m and 26.34m below existing ground level.</p> | <p><u>Material Assets:</u> Liaise with Fingal CC regarding programming of their works</p> | <p><u>Material Assets:</u> Not Significant and Short-Term</p> |
| 1 | 313133 - ABP | Balscadden GP3 Limited Demolition of existing structures on site, construction of 180 no. apartments and associated site works at Main Street, Howth, Co. Dublin | 3km | <p><u>Population:</u> N/A</p> | <p><u>Population:</u> N/A</p> | <p><u>Population:</u> N/A</p> |
| | | | | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> |
| | | | | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> |
| | | | | <p><u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors.</p> | <p><u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIA in the 2018 planning application (in addition to this EIA Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Marine Ornithology):</u> Imperceptible</p> |
| | | | | <p><u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|---|--|
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 313223 - ABP | Jacko Investments Limited Demolition of the public house, restaurant, off-licence and construction of a residential development of 146 no. apartments, 4 no. retail units, cafe and creche, 2 no. basements, in four blocks at Main Street, Swords, Co. Dublin. | 4km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|---|
| | | | | distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | | |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 313362 - ABP | Gerard Gannon Properties | 5km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|---|-------------------------------------|
| | | Construction of 650 no. residential units comprising 265 no. houses, 187 no. apartments, 6 no. triplex units, and 192 no. duplex units, a childcare facility, 5 no. retail units and 1 no. café / restaurant unit at Mooretown Distributor Road, Swords, Co. Dublin | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | |
| | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible | |
| | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> N/A | |
| | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A | |
| | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term | |
| | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A | |
| | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A | |
| | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | |
| | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A | |
| | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible | |
| | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | |
| | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse | <u>Waste:</u> Not Significant and Short-Term | | |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|--|---|
| | | | | | opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 314125 - ABP | Alanna Homes 10 Year planning permission for the demolition of existing building on site and the construction of 1,243 residential units (804 apartments, 117 duplex units and 322 houses), a childcare facility, retail units, café, community centre, office hub, and all associated site works at Clonsilla, Dublin 15. | 4.4km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | Project in combination with this development on land, soils, and geology during the Operational Phase. | | |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 314253 - ABP | Castlestar (Swords) Limited 7 year permission for 219 no. apartments in five blocks, including a creche and all associated site works in at Pinnock Hill, Fosterstown North, Swords, Co. Dublin. | 3km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|--|--|
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 313317 - ABP | Cosgrave Developments Unlimited Company 255 no. apartments in five blocks, including a creche and associated site works at Northwood Avenue, Santry, Dublin 9. | 597m | <u>Population:</u> Construction Phase - Temporary cumulative impacts from traffic, noise, dust and combustion-related emissions. Unlikely to be significant unless construction phases overlap or are consecutive. Operational Phase – No potential for cumulative impacts. | <u>Population:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including: <ul style="list-style-type: none"> • Adherence to the Construction Environmental management Plan (CEMP) and implementation of effective surface water management procedures; • Adherence to the Traffic Management Plan; and • Noise monitoring and use of acoustic screens for noisy operations (e.g. rock breaking), where required. | <u>Population:</u> Not Significant |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is potential for a Slight Construction Phase landscape and visual impact to occur if both developments are constructed concurrently. There is no potential for | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> Slight |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | Operational Phase cumulative effects as the nearest aspect of the GDD project will be underground. | | |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> Potential for Moderate and Short-Term cumulative impacts on air quality, if construction phases were to overlap | <u>Air:</u> Mitigation measures already included in Chapter 14 (Air Quality, Odour and Climate) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective dust management measures. | <u>Air:</u> Slight and Short-Term |
| | | | | <u>Noise:</u> Potential for Moderate and Short-Term cumulative noise impacts, if construction phases were to overlap | <u>Noise:</u> Mitigation measures already included in Chapter 15 (Noise and Vibration) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective noise and vibration management measures. | <u>Noise:</u> Slight and Short-Term |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 312271 - ABP | Glenveagh Homes Limited Demolition of an existing shed, construction of 548 no. residential units (401 no. houses, 147 no. apartments), 2 no. creches and associated site works at Tyrrelstown, Dublin 15. | 3.5km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|---|--|
| | | | | <p><u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors.</p> | <p><u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Marine Ornithology):</u> Imperceptible</p> |
| | | | | <p><u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> <p><u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity.</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> N/A</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> N/A</p> |
| | | | | <p><u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved.</p> | <p><u>Landscape and Visual:</u> N/A</p> | <p><u>Landscape and Visual:</u> N/A</p> |
| | | | | <p><u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> | <p><u>Traffic:</u> Imperceptible and Short-Term</p> |
| | | | | <p><u>Air:</u> No potential for cumulative impacts</p> | <p><u>Air:</u> N/A</p> | <p><u>Air:</u> N/A</p> |
| | | | | <p><u>Noise:</u> No potential for cumulative impacts</p> | <p><u>Noise:</u> N/A</p> | <p><u>Noise:</u> N/A</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Not Significant and Short-Term</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|--|--|
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 313268 - ABP | The Land Development Agency Construction of 345 residential units, comprising a mixture of 84 one-bedroom apartments, 68 two-bedroom apartments, 36 two-bedroom duplex apartments 118 three-bedroom duplex apartments and 39 three-bedroom houses and a three storey community / childcare facility at Golf Links Road, Skerries, Co. Dublin | 16.4km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|---|--|
| | | | | <u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Imperceptible and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 313210 - ABP | The Land Development Agency Construction of 817 residential units comprising 162 no. 1-bed units, 250 no. 2-bed units, 381 no. 3-bed units and 24 no. 4 bed houses ranging in height from 1-6 storeys on an overall site of 25.33 hectares and associated works at Balbriggan, Co. Dublin | 19.3km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Imperceptible and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 313144 - ABP | Dwyer Nolan Developments Ltd Construction of 321 dwellings including 205 houses, 40 apartment / duplex units in three blocks and 67 apartments in two blocks, a creche and associated works at Minister's Road, Lusk, Co. Dublin | 11.5km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Imperceptible and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 312318 - ABP | Castlethorn Construction Unlimited Company Demolition of a farmhouse and associated outbuilding structures and the construction of 349 residential units comprising 123 houses and 226 apartments in three blocks, a childcare facility and associated works at Clonsilla, Dublin 15 | 2.3km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 313302 - ABP | Gerard Gannon Properties Removal of the temporary site office / site compound structures on site and the construction of a total of 377 residential units, including 173 no. houses, 134 no. apartments, and 70 no. duplex units and 1 no. childcare facility in 10 no. urban blocks at Oldtown, Swords, Co. Dublin. | 5.4km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|---|--|
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 313289 - ABP | Eastwise Construction Swords Limited 472 residential units, a creche and a café unit in 7 no. urban blocks at 'Hartfield Place', Swords Road, Whitehall, Dublin 9 | 3.1km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|--|---|--|
| | | | | <p><u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors.</p> | <p><u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Marine Ornithology):</u> Imperceptible</p> |
| | | | | <p><u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity.</p> <p><u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity.</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> N/A</p> | <p><u>Biodiversity (Terrestrial):</u> N/A</p> <p><u>Biodiversity (Freshwater Aquatic):</u> N/A</p> |
| | | | | <p><u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved.</p> | <p><u>Landscape and Visual:</u> N/A</p> | <p><u>Landscape and Visual:</u> N/A</p> |
| | | | | <p><u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> | <p><u>Traffic:</u> Imperceptible and Short-Term</p> |
| | | | | <p><u>Air:</u> No potential for cumulative impacts</p> | <p><u>Air:</u> N/A</p> | <p><u>Air:</u> N/A</p> |
| | | | | <p><u>Noise:</u> No potential for cumulative impacts</p> | <p><u>Noise:</u> N/A</p> | <p><u>Noise:</u> N/A</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Not Significant and Short-Term</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|--|--|
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 313320 - ABP | Dwyer Nolan Developments Limited Demolition works, restoration of protected structure and the construction of 927 apartments in eight blocks, including a commercial unit and a retail / café unit at the grounds of the former De La Salle National School, Ballyfermot Road, Ballyfermot, Dublin 10 | 4.8km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 311059 - ABP | Aledo Donabate Limited 1,365 new residential dwellings across 14 apartment blocks, including communal residential amenities and facilities, 3 no. childcare facilities and 7 no. retail and café units at Corballis East, Donabate, County Dublin. | 6.1km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the 2018 EIAR (including the EIAR Addendum) considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 314791 - ABP | Dublin City Council 578 apartments, a community hub / library, creche, supermarket 5 no. retail units and 2 no. financial services units and 2 no. café / restaurant units at Emmet Road, Inchicore, Dublin 8. | 5.9km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic:</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> No potential for cumulative impacts | <u>Air:</u> N/A | <u>Air:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|---|--|
| | | | | <u>Noise:</u> No potential for cumulative impacts | <u>Noise:</u> N/A | <u>Noise:</u> N/A |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 315306 - ABP | The Land Development Agency Construction of 543 residential units in 4 blocks and the inclusion of a retail / café unit, mobility hub, creche / community / workspace/ culture space at the former St. Teresa's Gardens, Donore Avenue, Dublin 8 | 7.5km | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> No potential for cumulative impacts within the zone of influence for freshwater aquatic biodiversity. | <u>Biodiversity (Freshwater Aquatic):</u> N/A | <u>Biodiversity (Freshwater Aquatic):</u> N/A |
| | | | | <u>Landscape and Visual:</u> There is no potential for material landscape and visual related cumulative effects with the Proposed Project during either the Construction or Operational Phases due to the separation distances and relative scale and nature of the developments involved. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> N/A |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|--|--|
| | | | | <p><u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible.</p> | <p><u>Traffic:</u> Imperceptible and Short-Term</p> |
| | | | | <p><u>Air:</u> No potential for cumulative impacts</p> | <p><u>Air:</u> N/A</p> | <p><u>Air:</u> N/A</p> |
| | | | | <p><u>Noise:</u> No potential for cumulative impacts</p> | <p><u>Noise:</u> N/A</p> | <p><u>Noise:</u> N/A</p> |
| | | | | <p><u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> | <p><u>Archaeological, Architectural and Cultural Heritage:</u> N/A</p> |
| | | | | <p><u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases.</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> | <p><u>Hydrology and Hydrogeology:</u> N/A</p> |
| | | | | <p><u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | <p><u>Soils and Geology:</u> N/A</p> | <p><u>Soils and Geology:</u> Imperceptible</p> |
| | | | | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> | <p><u>Agronomy:</u> N/A</p> |
| | | | | <p><u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> N/A</p> |
| 1 | 311016 - ABP | The Shoreline Partnership 1,221 no. apartments in nine blocks, creche and associated site works. | 590m | <p><u>Population:</u> Construction Phase - Temporary cumulative impacts from traffic, noise, dust and combustion-related emissions. Unlikely to be significant unless construction phases overlap or are consecutive. Operational Phase – No potential for cumulative impacts.</p> | <p><u>Population:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including:</p> <ul style="list-style-type: none"> • Adherence to the Construction Environmental management Plan (CEMP) and implementation of effective surface water management procedures; • Adherence to the Traffic Management Plan; and • Noise monitoring and use of acoustic screens for noisy operations (e.g. rock breaking), where required. | <p><u>Population:</u> Not Significant</p> |
| | | | | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> | <p><u>Marine Water Quality:</u> N/A</p> |
| | | | | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> | <p><u>Biodiversity (Marine):</u> N/A</p> |
| | | | | <p><u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to</p> | <p><u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts</p> | <p><u>Biodiversity (Marine Ornithology):</u> Imperceptible</p> |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|---|---|---|--|---|
| | | | | distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | | |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Terrestrial):</u> N/A <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is potential for a Slight Construction Phase landscape and visual impact to occur if both developments are constructed concurrently. There is no potential for Operational Phase cumulative effects as the nearest aspect of the GDD project will be underground. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> Slight |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> Potential for Moderate and Short-Term cumulative impacts on air quality, if construction phases were to overlap | <u>Air:</u> Mitigation measures already included in Chapter 14 (Air Quality, Odour and Climate) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective dust management measures. | <u>Air:</u> Slight and Short-Term |
| | | | | <u>Noise:</u> Potential for Moderate and Short-Term cumulative noise impacts, if construction phases were to overlap | <u>Noise:</u> Mitigation measures already included in Chapter 15 (Noise and Vibration) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective noise and vibration management measures. | <u>Noise:</u> Slight and Short-Term |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to | <u>Waste:</u> Not Significant and Short-Term |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|--|--|
| | | | | | maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 305316 - ABP | Gerard Gannon Properties 1,030 no. apartments (352 no. residential, 678 no. Build to Rent units) in nine blocks, 2 no. creches, 10 no. retail units and all associated site work. | 500m | <u>Population:</u> Construction Phase - Temporary cumulative impacts from traffic, noise, dust and combustion-related emissions. Unlikely to be significant unless construction phases overlap or are consecutive. Operational Phase – No potential for cumulative impacts. | <u>Population:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including: <ul style="list-style-type: none"> Adherence to the Construction Environmental management Plan (CEMP) and implementation of effective surface water management procedures; Adherence to the Traffic Management Plan; and Noise monitoring and use of acoustic screens for noisy operations (e.g. rock breaking), where required. | <u>Population:</u> Not Significant |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is potential for a Slight Construction Phase landscape and visual impact to occur if both developments are constructed concurrently. There is no potential for Operational Phase cumulative effects as the nearest aspect of the GDD project will be underground. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> Slight |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> Potential for Moderate and Short-Term cumulative impacts on air quality, if construction phases were to overlap | <u>Air:</u> Mitigation measures already included in Chapter 14 (Air Quality, Odour and Climate) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective dust management measures. | <u>Air:</u> Slight and Short-Term |
| | | | | <u>Noise:</u> Potential for Moderate and Short-Term cumulative noise impacts, if construction phases were to overlap | <u>Noise:</u> Mitigation measures already included in Chapter 15 (Noise and Vibration) in Volume 3 Part A of the EIAR in the 2018 planning application are considered | <u>Noise:</u> Slight and Short-Term |

| Tier | Application Reference / Planning Body | Applicant for 'Other Development' and Brief Description | Approximate Distance from Proposed Project Infrastructure | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect |
|------|---------------------------------------|--|---|---|--|--|
| | | | | | appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective noise and vibration management measures. | |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | 305319 - ABP | Gerard Gannon Properties 500 no. apartments in three blocks (235 no. residential, 265 no. build to rent), creche and all associated site works. | 350m | <u>Population:</u> Construction Phase - Temporary cumulative impacts from traffic, noise, dust and combustion-related emissions. Unlikely to be significant unless construction phases overlap or are consecutive. Operational Phase – No potential for cumulative impacts. | <u>Population:</u> Mitigation measures already included in the EIAR in the 2018 planning application and this EIAR Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including: <ul style="list-style-type: none"> Adherence to the Construction Environmental management Plan (CEMP) and implementation of effective surface water management procedures; Adherence to the Traffic Management Plan; and Noise monitoring and use of acoustic screens for noisy operations (e.g. rock breaking), where required. | <u>Population:</u> Not Significant |
| | | | | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A |
| | | | | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to distance and negligible / no overlap in habitat use by marine / estuarine bird species. The Proposed Project impact will be short-term, temporary in nature and reversible, and as such, no cumulative effects are predicted on ornithological receptors. | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible |
| | | | | <u>Biodiversity (Terrestrial):</u> No potential for cumulative impacts within the zone of influence for terrestrial biodiversity. | <u>Biodiversity (Terrestrial):</u> N/A | <u>Biodiversity (Terrestrial):</u> N/A |

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|------|---------------------------------------|---|---|---|---|--|
| | | | | <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible |
| | | | | <u>Landscape and Visual:</u> There is potential for a Slight Construction Phase landscape and visual impact to occur if both developments are constructed concurrently. There is no potential for Operational Phase cumulative effects as the nearest aspect of the GDD project will be underground. | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> Slight |
| | | | | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term |
| | | | | <u>Air:</u> Potential for Moderate and Short-Term cumulative impacts on air quality, if construction phases were to overlap | <u>Air:</u> Mitigation measures already included in Chapter 14 (Air Quality, Odour and Climate) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective dust management measures. | <u>Air:</u> Slight and Short-Term |
| | | | | <u>Noise:</u> Potential for Moderate and Short-Term cumulative noise impacts, if construction phases were to overlap | <u>Noise:</u> Mitigation measures already included in Chapter 15 (Noise and Vibration) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective noise and vibration management measures. | <u>Noise:</u> Slight and Short-Term |
| | | | | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to distance of development from the Proposed Project | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A |
| | | | | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A |
| | | | | <u>Soils and Geology:</u> There are no likely significant direct or indirect cumulative impacts in combination with the construction of the Proposed Project on land, soils, and geology. There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase. | <u>Soils and Geology:</u> N/A | <u>Soils and Geology:</u> Imperceptible |
| | | | | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A | <u>Agronomy:</u> N/A |
| | | | | <u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap | <u>Waste:</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval | <u>Waste:</u> Not Significant and Short-Term |
| | | | | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A | <u>Material Assets:</u> N/A |
| 1 | N/A | EirGrid plc | 0m. Cable route will intersect the proposed | <u>Population:</u> N/A | <u>Population:</u> N/A | <u>Population:</u> N/A |

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|------|--|---|---|--|---|-------------------------------------|
| | | CP1021 East Meath – North Dublin Upgrade Project. Proposed 400kV underground cable between Woodland Substation in county Meath and Belcamp Substation in County Dublin, and associated upgrade works to substations, including a new Gas Insulated Switchgear building at Belcamp Substation. | orbital sewer entering the WwTP | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A | <u>Marine Water Quality:</u> N/A |
| | <u>Biodiversity (Marine):</u> N/A | | | <u>Biodiversity (Marine):</u> N/A | <u>Biodiversity (Marine):</u> N/A | |
| | <u>Biodiversity (Marine Ornithology):</u> Loss of habitat associated with the Proposed Project (or associated infrastructure), disturbance or displacement of species not likely to have cumulative effect due to negligible/no overlap in habitat use by marine / estuarine bird species. There will be local displacement from the Proposed Project area during construction, however in the context of the wider area it is considered that any changes to the regional species populations will be within naturally occurring population fluctuations and will be short-term, temporary in nature and reversible, and as such no cumulative impacts are predicted on ornithological receptors. | | | <u>Biodiversity (Marine Ornithology):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Marine Ornithology):</u> Imperceptible | |
| | <u>Biodiversity (Terrestrial):</u> There is potential for cumulative Adverse, Slight and Short-Term disturbance effects upon wild birds, grassland and hedgerow habitats in the locality if this development is approved and constructed in addition to the Proposed Project. <u>Biodiversity (Freshwater Aquatic):</u> There is potential for cumulative Adverse, Slight and Short-Term sedimentation and accidental pollution effects on freshwater biodiversity to occur in surface waters if construction of this development occurs at the same time as the Proposed Project. | | | <u>Biodiversity (Terrestrial):</u> Mitigation measures already included in the EIAR (including the EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impact. <u>Biodiversity (Freshwater Aquatic):</u> Mitigation measures already included in the EIAR in the 2018 planning application (in addition to this EIAR Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts | <u>Biodiversity (Terrestrial):</u> Neutral and Imperceptible <u>Biodiversity (Freshwater Aquatic):</u> Neutral and Imperceptible | |
| | <u>Landscape and Visual:</u> There is potential for a Slight Construction Phase landscape and visual impact to occur if both developments are constructed concurrently. There is no potential for Operational Phase cumulative effects as the nearest aspect of the GDD project will be underground. | | | <u>Landscape and Visual:</u> N/A | <u>Landscape and Visual:</u> Slight | |
| | <u>Traffic:</u> Potential for Slight and Short-Term impacts, if construction phases were to overlap | | | <u>Traffic</u> Mitigation measures already included in the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes for a detailed construction programme which shall be developed that gives consideration to traffic flows and aims to avoid coincidentally high volumes of traffic using the same roads, where possible. | <u>Traffic:</u> Imperceptible and Short-Term | |
| | <u>Air:</u> Potential for Moderate and Short-Term cumulative impacts on air quality, if construction phases were to overlap | | | <u>Air:</u> Mitigation measures already included in Chapter 14 (Air Quality, Odour and Climate) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective dust management measures. | <u>Air:</u> Slight and Short-Term | |
| | <u>Noise:</u> Potential for Moderate and Short-Term cumulative noise impacts, if construction phases were to overlap | | | <u>Noise:</u> Mitigation measures already included in Chapter 15 (Noise and Vibration) in Volume 3 Part A of the EIAR in the 2018 planning application are considered appropriate and sufficient to avoid, reduce or mitigate most cumulative impacts, including adherence to the CEMP and the implementation of effective noise and vibration management measures. | <u>Noise:</u> Slight and Short-Term | |
| | <u>Archaeological, Architectural and Cultural Heritage:</u> No potential cumulative impacts anticipated due to the fact that archaeological mitigation will be carried out for both projects. No potential for operational impacts. | | | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | <u>Archaeological, Architectural and Cultural Heritage:</u> N/A | |
| | <u>Hydrology and Hydrogeology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology and hydrogeology for both the Construction and Operational Phases. | | | <u>Hydrology and Hydrogeology:</u> N/A | <u>Hydrology and Hydrogeology:</u> N/A | |
| | <u>Soils and Geology:</u> Direct or indirect cumulative impacts may occur if the works are taking place concurrently, however these will be Slight. | <u>Soils and Geology:</u> Should there be a temporal overlap between the two projects, a coordinated approach between the two project teams will be required to minimise potential impacts in the vicinity of the proposed WwTP site. | <u>Soils and Geology:</u> Imperceptible to Not Significant | | | |

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|------|---------------------------------------|---|---|--|--|---|
| | | | | <p>There are no likely significant direct or indirect cumulative impacts of the Proposed Project in combination with this development on land, soils, and geology during the Operational Phase.</p> | | |
| | | | | <p><u>Agronomy:</u> Both the CP1021 East Meath – North Dublin Upgrade Project and the Proposed Project will impact part of Agricultural Land Parcel 26 (as defined in Chapter 20A (Agronomy) in Volume 3A Part A of this EIA Addendum). The area of Parcel 26 impacted by both projects is currently not in agricultural use. Should the area impacted by both projects be returned to agricultural use and the construction phases overlap, there is potential for cumulative impacts on agriculture, for which the overall pre-mitigation will be Significant.</p> <p>There will be no permanent acquisition of agricultural lands from Agricultural Land Parcel 26 as a result of the Proposed Project, therefore cumulative impacts with CP1021 East Meath – North Dublin Upgrade Project will not arise during the Operational Phase.</p> | <p><u>Agronomy:</u> Mitigation measures already included in the EIA in the 2018 planning application and this EIA Addendum are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts, including:</p> <ul style="list-style-type: none"> • Ensure soil, stripping, storage and reinstatement are managed appropriately. Ensure existing land drainage is reinstated or new drainage is installed; • Ensure hedgerows are replanted; • Ensure access is maintained to unimpacted parts of holding throughout the construction periods; and • Ensure ongoing engagement with landowners and notification of works as far in advance as possible to minimise disruption to farming operations. | <p><u>Agronomy:</u> Not Significant</p> |
| | | | | <p><u>Waste:</u> Potential for Moderate and Short-Term impacts, if construction phases were to overlap</p> | <p><u>Waste:</u> Mitigation measures already included in the EIA in the 2018 planning application (in addition to this EIA Addendum) are considered appropriate and sufficient to avoid, reduce or mitigate cumulative impacts. This includes to maximise the reuse / recovery of excavated material (soil / rock) on-site and contact nearby sites requiring fill / capping material to investigate reuse opportunities for the surplus materials in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 - 2020, subject to EPA approval</p> | <p><u>Waste:</u> Not Significant and Short-Term</p> |
| | | | | <p><u>Material Assets:</u> The planned East Meath to North Dublin grid upgrade will include laying a 400kV underground cable from Woodland in County Meath to Belcamp Substation in County Dublin, which is located immediately south of the proposed WwTP site. The current preferred route for this cable runs along the Clonshaugh Road (L2051) and will cross the proposed orbital sewer route approximately 200m west of the proposed WwTP. At the L2051 the proposed orbital sewer route will be constructed in tunnel with over 2m (metres) cover to the top of the pipe. The proposed 400kV cable will be laid at a depth of approximately 1m, and therefore, there will be no impact on the proposed orbital sewer route.</p> | <p><u>Material Assets:</u> N/A</p> | <p><u>Material Assets:</u> Imperceptible</p> |