Appendix A21.2
Stage 4 Specialist Assessments

Contents

Appendix A21.2: Stage 4 Specialist Assessments

1.1 Introduction

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

The following topics are not included in the assessment (refer to Appendix 21.1 for further details):

- Traffic and Transport
- Climate
- Waste and Resources
- Risk of Major Accidents and / or Disasters
- Material Assets

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

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
D15A/0036 / ABP30894620	Dun Laoghaire Rathdown County Council	Permission for development on site of c1.27 hectares. The development will consist of the construction of a residential scheme. The gross total floor area of the residential units is 6097 sqm. The scheme will be accessed via a new vehicular access off Newtownpark Avenue. A total of 81 car parking spaces at basement and surface level will be provided as well as an electricity sub-station, bicycle parking spaces, open space, landscaping, boundary treatment works, site development works and other ancillary works.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. **Construction** - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	**Construction** No significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
D17A/0137 / ABP30887720	Dun Laoghaire Rathdown County Council	Permission for the demolition of the garage buildings on site (c.2103 sqm) and the construction of a residential development (GFA c.7925.4 sqm incl. basement, and all other site development works and site services required to facilitate the proposed development.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. **Construction** - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	**Construction** No significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
D18A/0528	Dun Laoghaire Rathdown County Council	Planning Permission is sought for the extension and renovation of the existing senior school, a protected structure, comprising of the demolition of a 2-storey extension to original school, the construction of a new 2-to-4-storey-over-basement teaching block and associated landscape works, the construction of a new 2-storey Study Centre . The construction of a two-storey sports fitness building . Construction of a new Junior School to rear of No. 55, comprising of a 3-storey-over-basement teaching block together with single-storey kindergarten single-storey annex to existing house and including alterations, renovations to No. 55 (a protected structure) together with associated landscaping and modifications to existing access road and car parking.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. **Construction** - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	**Construction** No significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2221/16	Dublin City Council	Development at a site of 1.513 hectares. The development will consist of the demolition of the existing four no. office blocks on the site and the construction of 2 no. 6 storey offices. The total gross floor area of the offices, including basement levels is 52,247 sqm. The gross floor area of the proposed office accommodation is 40,321 sqm. Vehicular and cycle access to the basement car park is proposed from the existing vehicular access off Merrion Road on the southern boundary of the site. Pedestrian access via the existing central plaza is retained. Existing site boundary railings to be retained and refurbished.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. **Construction** - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	**Construction** No significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3502/19	Dublin City Council	Permission for development at a site (c.1.73ha) at the Ballsbridge Hotel, Pembroke Road, Ballsbridge, Dublin 4. The development will consist of a scheme of residential, hotel, retail, non-retail services, licensed restaurants, bars, cafes and ancillary uses above and below ground (81,024.7sqm gross floor area) and includes the demolition of structures on site.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. **Construction** - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	**Construction** No significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3743/19	Dublin City Council	Development of a residential building ranging from 3 to 9 storeys on a large site at Elmpark Green, Merrion Road.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. **Construction** - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	**Construction** No significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
4477/19	Dublin City Council	The development will consist of the demolition of the existing buildings on site including numbers 169, 171, the shed at 173, 175 and 177 Merrion Road (c. 289sqm) and construction of 2 no. apartment blocks ranging in height from 2 storeys up to 5 storeys	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. **Construction** - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	**Construction** No significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3509/20	Dublin City Council	Site clearance and demolition & construction of 6 storey office building over basement. Site to the rear of Waterloo Exchange at the corner of Waterloo Road and Fleming's Place, Dublin 4	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. **Construction** - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	**Construction** No significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
4011/20	Dublin City Council	Development amending previous permission (ABP 303706.19/DCC Reg, Ref. 3099/20), at the site on the former Wilton Park House, Gardner House and Lad Lane Apartments, Cumberland Road and Wilton Place, Dublin 2.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. **Construction** - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	**Construction** No significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3015/20	Dublin City Council	Permission for development at a site of c.0.288ha at No's 73 to 83 Mount Street Lower (Ballaugh House and Timberlay House), Dublin 2. The proposed development includes the following elements: the demolition of the existing 4 storey (over Lower Ground Floor) to 5 storey office structures (total c.6,693m2), including removal of 62 car parking spaces, and the construction of a new 5 storey office development (c.9,022m2 – including café at ground floor)	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. **Construction** - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	**Construction** No significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3019/20	Dublin City Council	Permission for a Build-to-Rent Shared Living Residential Development at a 0.22 Ha site. The development will principally consist of the demolition of all structures on site (872sqm) which are currently in guesthouse use, and the construction of a part 3 to part 5 no. storey over part lower ground/ part basement Shared Living Residential Development	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. **Construction** - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	**Construction** No significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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307197	DCC	105 Apartments, aparthotel extension and associated site works. 36, 38, 40 Herbert Park and 10 Pembroke Place, Ballsbridge, Dublin	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. **Construction** - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	**Construction** No significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
308946	DLRCC	140 Apartments, Newtown Park Avenue, Blackrock	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. **Construction** - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	**Construction** No significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
308877	DLRCC	101 Apartments, Newtown Avenue	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. **Construction** - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	**Construction** No significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
MP15		DART+ Tunnel Element (Kildare Line to Northern Line)	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. **Construction** - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	**Construction** No significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
MP28		DART+ Coastal South Project	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. **Construction** - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	**Construction** No significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. **Construction** - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	**Construction** No significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
B3		Dublin BusConnects: Bray to City Centre Core Bus Corridor Scheme	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. **Construction** - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The Bray to City Centre Core Bus Corridor Scheme will not be constructed concurrently with the Proposed Scheme. This will avoid potential cumulative effects.	**Construction** No significant residual effects post mitigation. Neutral overall.	None.

Table 2 : Stage 3 and 4: Noise and Vibration

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
D15A/0036 / ABP30894620	Dun Laoghaire Rathdown County Council	Permission for development on site of c1.27 hectares. The development will consist of the construction of a residential scheme. The gross total floor area of the residential units is 6097 sqm. The scheme will be accessed via a new vehicular access off Newtownpark Avenue. A total of 81 car parking spaces at basement and surface level will be provided as well as an electricity sub-station, bicycle parking spaces, open space, landscaping, boundary treatment works, site development works and other ancillary works.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. Construction The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1.1 of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme.	Construction Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described as described for the Proposed Scheme alone in Section 9.4.4.2 of Chapter 9 (Noise and Vibration). No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
D17A/0137 / ABP30887720	Dun Laoghaire Rathdown County Council	Permission for the demolition of the garage buildings on site (c.2103 sqm) and the construction of a residential development (GFA c.7925.4 sqm incl. basement, and all other site development works and site services required to facilitate the proposed development.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. Construction The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme.	Construction Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
D18A/0528	Dun Laoghaire Rathdown County Council	Planning Permission is sought for the extension and renovation of the existing senior school, a protected structure, comprising of the demolition of a 2-storey extension to original school, the construction of a new 2-to-4-storey-over-basement teaching block and associated landscape works, the construction of a new 2-storey Study Centre . The construction of a two-storey sports fitness building . Construction of a new Junior School to rear of No. 55, comprising of a 3-storey-over-basement teaching block together with single-storey kindergarten single-storey annexe to existing house and including alterations, renovations to No. 55 (a protected structure) together with associated landscaping and modifications to existing access road and car parking.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. Construction The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme.	Construction Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
2221/16	Dublin City Council	Development at a site of 1.513 hectares. The development will consist of the demolition of the existing four no. office blocks on the site and the construction of 2 no. 6 storey offices. The total gross floor area of the offices, including basement levels is 52,247 sq.m. The gross floor area of the proposed office accommodation is 40,321 sq.m. Vehicular and cycle access to the basement car park is proposed from the existing vehicular access off Merrion Road on the southern boundary of the site. Pedestrian access via the existing central plaza is retained. Existing site boundary railings to be retained and refurbished.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. Construction The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme.	Construction Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).

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3743/19	Dublin City Council	Development of a residential building ranging from 3 to 9 storeys on a large site at Elmpark Green, Merrion Road.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. Construction The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme.	Construction Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
4477/19	Dublin City Council	The development will consist of the demolition of the existing buildings on site including numbers 169, 171, the shed at 173, 175 and 177 Merrion Road (c. 289sqm) and construction of 2 no. apartment blocks ranging in height from 2 storeys up to 5 storeys	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. Construction The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme.	Construction Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
3509/20	Dublin City Council	Site clearance and demolition & construction of 6 storey office building over basement. Site to the rear of Waterloo Exchange at the corner of Waterloo Road and Fleming's Place, Dublin 4	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. Construction The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme.	Construction Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).

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4011/20	Dublin City Council	Development amending previous permission (ABP 303706.19/DCC Reg, Ref. 3099/20), at the site on the former Wilton Park House, Gardner House and Lad Lane Apartments, Cumberland Road and Wilton Place, Dublin 2.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. Construction The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme.	Construction Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
3015/20	Dublin City Council	Permission for development at a site of c.0.288ha at No's 73 to 83 Mount Street Lower (Ballaugh House and Timberlay House), Dublin 2. The proposed development includes the following elements: the demolition of the existing 4 storey (over Lower Ground Floor) to 5 storey office structures (total c.6,693m2), including removal of 62 car parking spaces, and the construction of a new 5 storey office development (c.9,022m2 – including café at ground floor)	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. Construction The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. The closest properties affected by the planned development are sufficiently set back from the proposed scheme such that cumulative impacts as the same properties are unlikely.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme.	Construction Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
3019/20	Dublin City Council	Permission for a Build-to-Rent Shared Living Residential Development at a 0.22 Ha site. The development will principally consist of the demolition of all structures on site (872sqm) which are currently in guesthouse use, and the construction of a part 3 to part 5 no. storey over part lower ground/ part basement Shared Living Residential Development	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. Construction The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme.	Construction Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
307197	DCC	105 Apartments, aparthotel extension and associated site works. 36, 38, 40 Herbert Park and 10 Pembroke Place, Ballsbridge, Dublin	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. Construction The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. The closest properties affected by the planned development are sufficiently set back from the proposed scheme such that cumulative impacts as the same properties are unlikely.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme.	Construction Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
308946	DLRCC	140 Apartments, Newtown Park Avenue, Blackrock	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. Construction The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP	Construction Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use

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			impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity.	(Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme.	same time. No significant residual cumulative effects post mitigation.	Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
308877	DLRCC	101 Apartments, Newtown Avenue	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. Construction The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme.	Construction Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
MP15		DART+ Tunnel Element (Kildare Line to Northern Line)	Construction The proposed rail development is set back at significant distances from the proposed development such that there is no potential cumulative construction noise impact to impacted NSLs associated with each individual project.	None required	Construction Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). No residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
MP28		DART+ Coastal South Project	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. Construction The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. The closest properties affected by the planned development are sufficiently set back from the proposed scheme such that cumulative impacts as the same properties are unlikely.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme.	Construction Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. Construction The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme.	Construction Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
B3		Dublin BusConnects: Bray to City Centre Core Bus Corridor Scheme	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. Construction The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme.	Construction Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).

Table 3 : Stage 3 and 4: Population

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
2221/16	Dublin City Council	Development at a site of 1.51 hectares. The development will consist of the demolition of the existing four no. office blocks with a total gross floor area of 9,789 sqm on the site and the construction of 2 no. 6 storey office. The total gross floor area of the offices, including basement levels is 52,247 sqm. The gross floor area of the proposed office accommodation is 40,321 sqm. Vehicular and cycle access to the basement car park is proposed from the existing vehicular access off Merrion Road on the southern boundary of the site. Pedestrian access via the existing central plaza is retained. Existing site boundary railings to be retained and refurbished.	**Construction** This project is currently being constructed, therefore a temporal overlap with the Proposed Scheme is unlikely. The project is therefore unlikely to involve any cumulative land-take, amenity and accessibility impacts. **Operation** There is no potential for cumulative effects during operation.	**Construction** No mitigation proposed. **Operation** No mitigation proposed.	**Construction and operation** As there is no potential for cumulative effects, there will be no residual cumulative effects on land take, amenity and accessibility.	None.
3743/19	Dublin City Council	Development of a residential building ranging from 3 to 9 storeys on a large site at Elmpark Green, Merrion Road.	**Construction** The Proposed Scheme requires a small area of permanent land take at the entrance of Elmpark green. It is expected that if construction of the other development was underway before construction of the Proposed Scheme commenced then that land would be unavailable to use. The total area of cumulative land take would be limited (to the driveways) but the duration of land take may potentially increase as construction of the Proposed Scheme follows construction of the other development, and vice versa. There is the potential for the temporal scope of the projects to overlap but considering the size of area required by the Proposed Scheme, construction would be of short duration. There may be amenity impacts on Merrion House and other surrounding businesses during construction. No cumulative impacts on accessibility are expected. **Operation** There is no potential for cumulative effects during operation.	**Construction** No mitigation proposed. **Operation** No mitigation proposed.	**Construction** The residual significance of effect on cumulative land take and amenity will be neutral and not significant. **Operation** As there is no potential for cumulative effects, there will be no residual cumulative effects	Projects are planned to avoid construction overlap.
4477/19	Dublin City Council	The development will consist of the demolition of the existing buildings on site including numbers 169, 171, the shed at 173, 175 and 177 Merrion Road (c. 289sqm) and construction of 2 no. apartment blocks ranging in height from 2 storeys up to 5 storeys	**Construction** The Proposed Scheme requires a small area of permanent land take at the driveway entrances at this property. It is expected that if construction of the other development was underway before construction of the Proposed Scheme commenced then that land would be unavailable to use. The total area of cumulative land take would be limited (to the driveways) but the duration of land take may potentially increase as construction of the Proposed Scheme follows construction of the other development, and vice versa. There is the potential for the temporal scope of the projects to overlap but considering the size of area required by the Proposed Scheme, construction would be of short duration. No cumulative impacts on amenity or accessibility are expected. **Operation** There is no potential for cumulative effects during operation.	**Construction** No mitigation proposed. **Operation** No mitigation proposed.	**Construction** The residual significance of effect on cumulative land take will be neutral and not significant. **Operation** As there is no potential for cumulative effects, there will be no residual cumulative effects	Projects are planned to avoid construction overlap.

Table 4 : Stage 3 and 4: Human Health

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
D15A/0036 / ABP30894620	Dun Laoghaire Rathdown County Council	Permission for development on site of c1.27 hectares. The development will consist of the construction of a residential scheme comprising 10 no. 4-bedroom 2 plus dormer storey house, 2 no. 5-bedroom 2 plus dormer storey houses as well as 6 no. 1-bedroom apartments, 26 no. 2-bedroom apartments and 4 no. 3-bed apartments in two three-storey blocks. A basement car park is included. The scheme will be accessed via a new vehicular access off Newtownpark Avenue. The proposed development is situated within the curtilage of Protected Structures.	The proposal is for the construction of a residential scheme at Cluain Mhuire, Newtownpark Avenue which is approx. 100m south of the Proposed Scheme. The Guardian Angel National School and Cluain Mhuire Family Mental Health Centre are sensitive education and health receptors located very close to the D15A/0036 application site. **Construction** During construction, there is potential for construction noise and general disruption to affect residents in the small number of houses which are adjacent to both the residential development and the Proposed Scheme (circa 10). It is not considered likely that there would be a notable cumulative impact on Guardian Angel National School and Cluain Mhuire Family Mental Health Centre due to Willow Park School Health impacts would likely be annoyance, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Not Significant and Temporary to Short-term. **Operation** No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	**Construction** As for pre-mitigation (Not Significant)	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
D17A/0137 / ABP30887720	Dun Laoghaire Rathdown County Council	The development will consist of the construction of a residential development providing 101 residential units (GFA c.11,889 sqm including basement) of 1 - 6 storeys together with residential accommodation in attic floor over (two units) in two Pavilion style buildings. 0.49 ha site on the former Europa Garage Site, Newtown Avenue, Blackrock, Co Dublin. The site is bounded by Newtown Avenue to the north and east, by Newtown Villas to the west and by residential dwellings at Craigmore Gardens to the south.	The proposal is for the demolition of existing structures and the construction of a residential development approx. 60m northeast of the Proposed Scheme at Newton Avenue. **Construction** During construction, there is potential for construction noise and general disruption to affect residents in the houses which are between the residential development and the Proposed Scheme (approximately 10 houses on Craigmore Gardens). Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. **Operation** No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	**Construction** As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
D18A/0528	Dun Laoghaire Rathdown County Council	Planning Permission is sought for the extension and renovation of the existing senior school, a protected structure, comprising of the demolition of a 2-storey extension to original school, the construction of a new 2-to-4-storey-over-basement teaching block and associated landscape works, the construction of a new 2-storey Study Centre . The construction of a two-storey sports fitness building . Construction of a new Junior School to rear of No. 55, comprising of a 3-storey-over-basement teaching block together with single-storey kindergarten single-storey annex to existing house and including alterations, renovations to No. 55 (a protected structure) together with associated landscaping and modifications to existing access road and car parking.	The proposal is for the demolition, construction and extension of an existing senior school on the site of Saint Andrews College, Booterstown Avenue which is approx. 300m south-west of the Proposed Scheme. There are two schools nearby - St Mary's Boys National School and Willow Park School. **Construction** During construction, there is potential for construction noise and general disruption to affect numerous residents surrounding the school however no properties would be within close proximity to both the school development and the Proposed Scheme, and so exposure to cumulative impacts is limited. No likely significant cumulative impacts are expected on the two nearby schools due separation caused by intervening buildings. On this basis the impact is judged to be Negative, Not Significant and Temporary to Short-term. **Operation** No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	**Construction** As for pre-mitigation (Not Significant)	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
D20A/0086	Dun Laoghaire Rathdown County Council	Permission for development. The proposed development will consist of the following: (i) The demolition of the existing warehouse building and outbuilding on the site.; (ii) The construction of a single storey pre delivery inspection workshop with associated wash bay for vehicles (both structures will have green roofs); (iii) The provision of 66 no. car parking storage spaces; (iv) Alterations/upgrades to the existing entrance onto Brookfield Terrace; (v) The proposed development will also include a stormtech attenuation tank located at the centre of the site underground; (vi) All ancillary and associated site development works.	The proposal is for the demolition of the existing structure and construction of an inspection bay with associated parking on the Former Irish Crystal site fronting onto, Brookfield Terrace. **Construction** During construction no properties would be within close proximity to both the building development and the Proposed Scheme, and so exposure to cumulative impacts is limited. On this basis the cumulative impact on human health is judged to be Negative, Not Significant and Short-term. **Operation** No operational cumulative impacts are anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	**Construction** As for pre-mitigation (Not Significant)	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
3509/20	Dublin City Council	Site clearance and demolition & construction of 6 storey office building over basement. Site to the rear of Waterloo Exchange at the corner of Waterloo Road and Fleming's Place, Dublin 4	The proposal is for the development of a 6-storey office building at the site to the rear of Waterloo Exchange at the corner of Waterloo Road and Fleming's Place which is approx. 50m south of the Proposed Scheme. A number of residential and commercial properties are located close to the proposed development site. **Construction** During construction, there is potential for construction noise and general disruption to affect users of the offices and other amenities (retail shops, dentist, cafe, bank, corner shop) in the Saint Martin's House building, along with residents at the end of Baggot Street. Resident disruption is considered to be partially limited by the sizeable front gardens and mature trees to the front, which would provide a buffer. Only a small number of properties are likely to be exposed to the two developments in combination (circa 10) and so the impact would be relatively localised. Health outcomes would likely be adverse impacts on mental wellbeing (annoyance), but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. **Operation** No operational cumulative impacts are anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	**Construction** As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
4011/20	Dublin City Council	Development amending previous permission (ABP 303706.19/DCC Reg, Ref. 3099/20), at the site on the former Wilton Park House, Gardner House and Lad Lane Apartments, Cumberland Road and Wilton Place, Dublin 2. (bounded by Wilton Place to the southeast, Cumberland Road to the southwest and Lad Lane to the northwest)	The proposal is for the demolition of existing buildings and the development of a building up to 7 storeys high at the site on the former Wilton Park House, Gardner House and Lad Lane Apartments, Cumberland Road and Wilton Place which is approx. 200m south of the Proposed Scheme. There is a row of houses approximately 10m behind the proposed development site. **Construction** During construction no properties would be within close proximity to both the building development and the Proposed Scheme, and so exposure to cumulative impacts is limited. On this basis the cumulative impact on human health is judged to be Negative, Not Significant and Short-term. **Operation** No operational cumulative impacts are anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	**Construction** As for pre-mitigation (Not Significant)	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
3015/20	Dublin City Council	Permission for development at a site of c.0.288ha (c.2883m2) at No's 73 to 83 Mount Street Lower (Ballaugh House and Timberlay House), Dublin 2, bounded by Mount Street Lower to the south, Grattan Street to the west, the Madison Court apartments and Grattan Court East to the north, and bounded to the east by Grattan Court East. The proposed development includes the following elements: the demolition of the existing 4 storey (over Lower Ground Floor) to 5 storey office structures (total c.6,693m2), including removal of 62 car parking spaces, and the construction of a new 5	The proposal is for the demolition of existing structures and the development and the construction of a new 5-storey office development at the site of No's 73 to 83 Mount Street Lower which is approx. 300m north-east of the Proposed Scheme. There is a row of apartment buildings approximately 10m across the road from the proposed development site. **Construction** During construction no properties would be within close proximity to both the office development and the Proposed Scheme, and so exposure to cumulative impacts is limited.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	**Construction** As for pre-mitigation (Not Significant)	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
		storey office development (c.9,022m2 – including café at ground floor)	On this basis the cumulative impact on human health is judged to be Negative, Not Significant and Short-term. **Operation** No operational cumulative impacts are anticipated.			
3019/20	Dublin City Council	Permission for a Build-to-Rent Shared Living Residential Development at a 0.22 Ha site. The development will principally consist of the demolition of all structures on site (872sqm) which are currently in guesthouse use, and the construction of a part 3 to part 5 no. storey over part lower ground/ part basement Shared Living Residential Development.	The proposal is for the demolition of existing structures and the construction of a part-3 part-5 storey residential development on a site at 98, Merrion Road which is adjacent to the Proposed Scheme. **Construction** During construction, there is potential for construction noise and general disruption to affect residents either side of the development. Only a small number of residential properties would be exposed to both developments (circa 2-3). However, it is considered that any disturbance would be partially limited by the mature trees between the development and the residential houses, which would provide a buffer. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. **Operation** No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	**Construction** As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
2221/16	Dublin City Council	Development at a site of 1.5 hectares. The development will consist of the demolition of the existing four no. office blocks with a total gross floor area of 9,789 sqm on the site and the construction of 2 no. 6 storey office buildings	The proposal is for the demolition of existing structures and the development of 2 6-storey office buildings on the site of the Former AIB Bank Centre and the Junction of Merrion Road and Serpentine Avenue which is adjacent to the Proposed Scheme. **Construction** A small number of residential properties to the east across Serpentine Avenue would be exposed to both developments (circa 1 or 2). However, it is considered that any disturbance would be partially limited by the mature trees between the office developments and the residential houses, which would provide a buffer. The buildings to the west are currently being demolished or under construction thus no further impact is predicted. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. **Operation** No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	**Construction** As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
3502/19	Dublin City Council	Permission for development at a site (c.1.73ha) at the Ballsbridge Hotel, Pembroke Road, Ballsbridge, Dublin 4 bounded generally by Lansdowne Road to the north, Lansdowne Place development (currently under construction) to the east, Pembroke Road to the	The proposal is for the development of a scheme of residential, hotel, retail, non-retail services at the site of the Ballsbridge Hotel, Pembroke Road which is adjacent to the Proposed Scheme. A number of residential and commercial properties are located close to the proposed development site **Construction** During construction, there is potential for construction noise and general disruption to affect those working within the office buildings next to the development. It is unlikely that the offices will have outlooks onto both developments due to the different aspects of the buildings affected. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	**Construction** As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			Temporary to Short-term. **Operation** No cumulative impacts on human health are anticipated during operation.			
3743/19	Dublin City Council	Development of a residential building ranging from 3 to 9 storeys on a large site at Elmpark Green, Merrion Road.	The proposal is for the construction of a multi-storey residential building on a large site at Elmpark Green, Merrion Road which runs partially adjacent to the Proposed Scheme. **Construction** During construction, there is potential for construction noise and general disruption to affect offices opposite and small pub/cafe. The nursing home and apartment blocks next to the development may be adversely affected by both the proposed development and the Proposed Scheme. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. **Operation** No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	**Construction** As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
4477/19	Dublin City Council	The development will consist of the demolition of the existing buildings on site including numbers 169, 171, the shed at 173, 175 and 177 Merrion Road (c. 289sqm) and construction of 2 no. apartment blocks ranging in height from 2 storeys up to 5 storeys	The proposal is for the demolition of existing structures and the construction of 2 part-2 part-5 storey apartment blocks at Gowan Motors Compound Site which is adjacent to the Proposed Scheme. **Construction** During construction, there is potential for construction noise and general disruption to affect residents either side of the development, including a convalescent centre directly behind the development site. Only a small number of residential properties/ apartments would be exposed to both developments. However, to the east there is a nursing home which may be adversely affected by both developments. Furthermore, opposite is a Yoga Studio which may also be adversely affected by simultaneous construction works. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. **Operation** No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	**Construction** As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
307197	Dublin City Council	105 Apartments, aparthotel extension and associated site works. 36, 38, 40 Herbert Park and 10 Pembroke Place, Ballsbridge, Dublin	The proposal is for the extension of the current aparthotel on the site of 36,38,40 Herbert Park and 10 Pembroke Place which is approx. 200m from the Proposed Scheme. **Construction** During construction, there is potential for construction noise and general disruption to affect residents either side of the development. Only a small number of residential properties would be exposed to both developments (circa 5-10). However, it is considered that any disturbance would be partially limited by the mature trees between the development and the residential houses, which would provide a buffer. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	**Construction** As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			Operation No cumulative impacts on human health are anticipated during operation.			
307239	Dublin City Council	614 Units (3 townhouses and 611 Apartments). Former RTÉ Lands at RTÉ Campus Montrose, Stillorgan Road (R138) and Ailesbury Close, Donnybrook, Dublin 4	The proposal is for the construction of 614 residential units at the site of the Former RTÉ Lands at RTÉ Campus which is approx. 500m from the Proposed Scheme. **Construction** During construction, there is potential for construction noise and general disruption to affect residents nearby the development, however no properties would be within close proximity to both the office development and the Proposed Scheme, and so exposure to cumulative impacts is limited. On this basis the cumulative impact on human health is judged to be Negative, Not Significant and Short-term. **Operation** No operational cumulative impacts are anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	**Construction** As for pre-mitigation (Not Significant)	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
308946	DLRCC	140 Apartments, Newtown Park Avenue, Blackrock	The proposal is for the construction of 140 apartments at Cluain Mhuire, Newtownpark Avenue which is approx. 100m south of the Proposed Scheme. **Construction** During construction, there is potential for construction noise and general disruption to affect residents in the houses which are adjacent to both the residential development and the Proposed Scheme. Additionally, the Guardian Angel National School and Cluain Mhuire Family Mental Health Centre may also be adversely affected by the simultaneous development of both schemes. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. **Operation** No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	**Construction** As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
308877	Dun Laoghaire Rathdown County Council	101 Apartments, Newtown Avenue	The proposal is for the construction of 101 Apartments 60m northeast of the Proposed Scheme at Newton Avenue. **Construction** During construction, there is potential for construction noise and general disruption to affect residents in the houses which are between the residential development and the Proposed Scheme (approximately 10 houses on Craigmore Gardens). Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. **Operation** No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	**Construction** As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
MP15		DART+ Tunnel Element (Kildare Line to Northern Line)	The proposal is for the construction of a trainline which at certain points, runs adjacent to the Proposed Scheme. **Construction** It is unlikely that there would be a cumulative impact on residents in the area between the Proposed Scheme and DART+ Tunnel as the tunnel element would be below ground and the nature of construction impacts would be different. No significant cumulative impacts on human health anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. Given the close proximity of the two developments, construction management will need to be planned to minimise disruption for local residents due to the schemes in combination.	**Construction** As for pre-mitigation (Not Significant) **Operation** Positive, Significant in the Long term on health.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			Operation It is considered that the proposals for the railway and Proposed Scheme are complementary and could have cumulative beneficial effects by connecting different communities and destinations which would improve general accessibility to areas of leisure and employment which can have positive effects on mental health, which is judged to be Positive and Significant in the Long-term on health.			
MP28		DART+ Coastal South Project	The proposal is for the construction of a trainline which at certain points, runs adjacent to the Proposed Scheme. **Construction** During construction, there is potential for construction noise and general disruption to affect residents in the houses which are between the railway development and the Proposed Scheme (approximately 20-30 houses). Additionally, the developments are close to Saint Mary's nursing home and St. Vincent's University Hospital which may be adversely affected by simultaneous developments. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. **Operation** It is considered that the proposals for the railway and Proposed Scheme are complementary and could have cumulative beneficial effects by connecting different communities and destinations which would improve general accessibility to areas of leisure and employment which can have positive effects on mental health, which is judged to be Positive and Significant in the Long-term on health.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. Given the close proximity of the two developments, construction management will need to be planned to minimise disruption for local residents due to the schemes in combination.	**Construction** As for pre-mitigation: Negative, Slight and Temporary to Short-term. **Operation** Positive, Significant in the Long term on health.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
MP32		MetroLink	The proposal is for the construction of a trainline which at certain points, runs approx. 300m from the Proposed Scheme **Construction** During construction, there is potential for construction noise and general disruption to affect residents in the houses which are between the railway development and the Proposed Scheme. Additionally, the developments are close to Loreto College and Catholic University School I which may be adversely affected by simultaneous developments. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. **Operation** It is considered that the proposals for the railway and Proposed Scheme are complementary and could have cumulative beneficial effects by connecting different communities and destinations which would improve general accessibility to areas of leisure and employment which can have positive effects on mental health, which is judged to be Positive and Significant in the Long-term on health.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. Given the proximity of the two developments. construction management will need to be planned to minimise disruption for local residents due to the schemes in combination.	**Construction** As for pre-mitigation: Negative, Slight and Temporary to Short-term. **Operation** Positive, Significant in the Long term on health.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	Proposals for the Greater Dublin Area Cycle Network directly interface with the Proposed Scheme. **Construction** Although timescales for completing the cycle network are uncertain, it is anticipated that construction activities for the cycle network would be of a similar nature to works for the Proposed Scheme. Impacts may relate to temporary disruption to pedestrian and cycle access in the works area, which may have negative impacts on wellbeing.	Given the close proximity of the two developments, construction management will need to be planned to minimise disruption for local residents due to the schemes in combination.	**Construction** If construction programmes can be phased to limit combined disruption, the effect could be reduced to Negative, Slight and Temporary to Short-term. **Operation** Positive, Significant in the Long term on health.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			However, it is not anticipated to translate into a change of health status to the population affected. On this basis the impact is predicted to be Negative, Moderate and Temporary to Short-term. **Operation** It is considered that the proposals for the cycle network and Proposed Scheme are complementary and could have a cumulative beneficial effect by encouraging cycling through offering a choice of routes. This would support greater uptake of physical activity, which is judged to be Positive, Significant in the Long term on health.			
A1		Dublin BusConnects: Clongriffin to City Centre Core Bus Corridor Scheme	**Construction** No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. **Operation** The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	**Construction** No significant cumulative impacts on human health anticipated. **Operation** Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
B1		Dublin BusConnects: Swords to City Centre Core Bus Corridor Scheme	**Construction** No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. **Operation** The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	**Construction** No significant cumulative impacts on human health anticipated. **Operation** Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
D1		Dublin BusConnects: Ballymun-Finglas Core Bus Corridor Scheme	**Construction** No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. **Operation** The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	**Construction** No significant cumulative impacts on human health anticipated. **Operation** Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
C1		Dublin BusConnects: Blanchardstown to City Centre Core Bus Corridor Scheme	**Construction** No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. **Operation** The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	**Construction** No significant cumulative impacts on human health anticipated. **Operation** Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.			
A2		Dublin BusConnects: Lucan to City Centre Core Bus Corridor Scheme	**Construction** No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. **Operation** The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	**Construction** No significant cumulative impacts on human health anticipated. **Operation** Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
B2		Dublin BusConnects: Liffey Valley to City Centre Core Bus Corridor Scheme	**Construction** No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. **Operation** The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	**Construction** No significant cumulative impacts on human health anticipated. **Operation** Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
A3		Dublin BusConnects: Tallaght-Clondalkin Core Bus Corridor Scheme	**Construction** No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. **Operation** The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	**Construction** No significant cumulative impacts on human health anticipated. **Operation** Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
C2		Dublin BusConnects: Templeogue-Rathfarnham Core Bus Corridor Scheme	**Construction** No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. **Operation** The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	**Construction** No significant cumulative impacts on human health anticipated. **Operation** Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			without a car and supporting greater physical activity as a part of an overall journey via public transport.			
D2		Dublin BusConnects: Kimmage to City Centre Core Bus Corridor Scheme	**Construction** No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. **Operation** The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	**Construction** No significant cumulative impacts on human health anticipated. **Operation** Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
B3		Dublin BusConnects: Bray to City Centre Core Bus Corridor Scheme	**Construction** The CBC scheme footprint overlaps with the Proposed Scheme at the junction between R138 Stillorgan Road and Mount Merrion Avenue. This would be potentially disruptive in terms of both accessibility, noise and dust, to residents in housing at each side of the junction. **Operation** The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable. This scheme would not be constructed concurrently with the Proposed Scheme.	**Construction** No significant cumulative impacts on human health anticipated. **Operation** Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
D3		Dublin BusConnects: Ringsend to City Centre Core Bus Corridor Scheme	**Construction** No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. **Operation** The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	**Construction** No significant cumulative impacts on human health anticipated. **Operation** Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.

Table 5 :Stage 3 and 4: Biodiversity

Application Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP01	Widening of the M7 between Junction 9 (Naas North) and Junction 11 (M7/M9) to provide an additional lane in each direction	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	**Biodiversity:** None
MP02	Enhancements of the N2/M2 national route inclusive of a bypass of Slane, to provide for additional capacity on the non-motorway sections of this route, and to address safety issues in Slane village associated with, in particular, heavy goods vehicles	**Biodiversity:** None	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable
MP03	N3 Castaheany Interchange Upgrade: refer to "Details" link	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	**Biodiversity:** None
MP04	Reconfiguration of the N7 from its junction with the M50 to Naas, to rationalise junctions and accesses in order to provide a higher level of service for strategic traffic travelling on the mainline	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	**Biodiversity:** None
MP05	N3–N4: Barnhill to Leixlip Interchange	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	**Biodiversity:** None

Application Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
		Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.		
MP06	Reconfiguration of the N4 from its junction with the M50 to Leixlip to rationalise accesses and to provide additional capacity at the Quarryvale junction	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	**Biodiversity:** None
MP07	Clonburris SDZ roads development: refer to "Details" link	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	**Biodiversity:** None
MP08	DART+ Programme West	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	**Biodiversity:** None

Application Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP09	Porterstown Distributor Link Road	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	**Biodiversity:** None
MP10	Widening of the N3 between Junction 1 (M50) and Junction 4 (Clonee), plus related junction and necessary changes to the existing national road network	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	**Biodiversity:** None
MP11	Lucan LUAS	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	**Biodiversity:** None
MP12	DART+ Programme South West	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species.	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	**Biodiversity:** None

Application Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
		Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events		
MP13	Junction upgrades and other capacity improvements on the M1 motorway, including additional lanes south of Drogheda, where required	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	**Biodiversity:** None
MP14	Finglas LUAS (Green Line extension Broombridge to Finglas)	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	**Biodiversity:** None
MP15	DART+ Tunnel Element (Kildare Line to Northern Line)	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	**Biodiversity:** None

Application Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP16	Potential Metro South alignment: SW option	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	**Biodiversity:** None
MP17	LUAS Cross City incorporating LUAS Green Line Capacity Enhancement - Phase 1	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	**Biodiversity:** None
MP18	Oldtown-Mooretown Western Distributor Link Road	**Biodiversity:** None	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable
MP19	Potential Metro South alignment: Charlemont to Sandyford	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	**Biodiversity:** None
MP20	Poolbeg LUAS	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	**Biodiversity:** None

Application Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
		Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.		
MP21	Leopardstown Link Road Phase 2	**Biodiversity:** None	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable
MP22	Development of a road link connecting from the southern end of the Dublin Port Tunnel to the South Port area, which will serve the South Port and adjoining development areas	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	**Biodiversity:** None
MP23	Poolbeg SDZ roads development: refer to "Details" link	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	**Biodiversity:** None
MP24	Glenamuck District Distributor Road	**Biodiversity:** None	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable
MP25	DART+ Programme Coastal North	**Biodiversity** **Construction** Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality **Operation** Not applicable	**Biodiversity** **Construction** Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Not applicable	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	**Biodiversity:** None
MP26	Widening of the M50 to three lanes in each direction between Junction 14 (Sandyford) and Junction 17 (M11) plus related junction and other changes	**Biodiversity:** None	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable
MP27	Cherrywood SDZ roads development: refer to "Details" link	**Biodiversity:** None	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable

Application Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP28	DART+ Coastal South Project	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	**Biodiversity:** None
MP29	R126 Donabate Relief Road: R132 to Portrane Demesne	**Biodiversity:** None	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable
MP30	Extension of LUAS Green Line to Bray	**Biodiversity:** None	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable
MP31	Capacity enhancement and reconfiguration of the M11/N11 from Junction 4 (M50) to Junction 14 (Ashford) inclusive of ancillary and associated road schemes, to provide additional lanes and upgraded junctions, plus service roads and linkages.	**Biodiversity:** None	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable
MP32	MetroLink	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	**Biodiversity:** None
MP33	Greater Dublin Drainage (GDD)	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species.	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	**Biodiversity:** None

Application Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
		Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events		
MP34	Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	**Biodiversity:** None
MP35	Dublin Array - offshore windfarm	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity:** None	**Biodiversity:** None
	Southern Port Access Route (SPAR) – Construction of a new access route to Dublin Port for HGVs	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality. Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme. **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species. Mitigation proposed to minimize habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	**Biodiversity:** None
303678	Air insulated switchgear 110kV transmission substation. Platin, Duleek	**Biodiversity:** None	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable

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304799	Construction of a new distributor road and junction to the southwest of Kells town centre. Kells	**Biodiversity:** None	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable
JA0040	Dublin Mountain Visitors Centre and all associated works. Killakee and Jamestown	**Biodiversity:** None	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable
304624	FCC/12/0001 Broadmeadow Way.Greenway between Malahide Demesne and Newbridge Demesne to be known as 'Broadmeadow Way'. Malahide	**Biodiversity:** None	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable
307073	Alternations to a permitted double circuit 110kV electricity transmission line development between substations. Darndale / Belcamp	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	**Biodiversity:** None
303249	110kV onsite electrical substation with associated electrical plant, electrical equipment, welfare facilities and waste water holding tank and security fencing. 110kV overhead line grid connection cabling, upgrade of existing tracks and provision of new site access roads with all associated site development and ancillary works.Timahoe East.	**Biodiversity:** None	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable
304888	15-year permission for development at Oil Berth 3 and Oil Berth 4, Eastern Oil Jetty and at Berths 50A, 50N, 50S, 51, 51A, 49, 52, 53 and associated terminal yards to provide for various elements including new Ro-Ro jetty and consolidation of passenger terminal buildings. Dublin Port.	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	**Biodiversity:** None
306583	A residential development with ancillary commercial uses (retail unit, café and créche) partially comprising a "Build to Rent" scheme on circa 9.69 hectares. The townlands of Shanganagh, Cork Little and Shankill, Co. Dublin.	**Biodiversity:** None	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable
307352	The proposed development for Brexit Infrastructure will consist of - Installation of porta-cabin structures. Resurfacing and amalgamation of existing yards. Parking for heavy good vehicles, cars and bicycles. Gates, signage and all ancillary site works. Dublin Port.	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species,	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species.	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	**Biodiversity:** None

Application Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
		resulting in displacement from the locality. **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.		
306834	Provision of a double circuit 220kV transmission line and a 220kV gas insulated switchgear (GIS) substation along with associated and ancillary works. Townlands of Cruiserath, Goddamendy and Bay, Co. Dublin.	**Biodiversity:** None	**Biodiversity:** Not applicable	**Biodiversity:** None	**Biodiversity:** None
307296	Construction of a 2 storey 110kV Gas Insulated Switchgear (GIS) substation, underground cable and all associated and ancillary site works. Former Clyde House, IDA Blanchardstown Business and Technology Park, Snugborough Road, Blanchardstown, Dublin 15.	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity:** None	**Biodiversity:** None
306725	Flood alleviation works along and adjacent to the River Poddle extending from the upper reaches of the river. Tymon North, Tallaght to Merchant's Quay, Dublin.	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	**Biodiversity:** None
245738 (DCC ref: 2552/15)	Aviation fuel pipeline. Location: Inlet Station: Team CV, Bond Drive, Dublin Port, Dublin 1 to Dublin Airport, Co. Dublin	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimize habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	**Biodiversity:** None
311315	Park development project at the Racecourse Park	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during	**Biodiversity:** None

Application Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
		from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimize habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	
A1	Dublin BusConnects: Clongriffin to City Centre Core Bus Corridor Scheme	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	**Biodiversity:** None
B1	Dublin BusConnects: Swords to City Centre Core Bus Corridor Scheme	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	**Biodiversity:** None
D1	Dublin BusConnects: Ballymun-Finglas to City Centre Core Bus Corridor Scheme	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	**Biodiversity:** None

Application Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
		degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme. **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimize habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	
C1	Dublin BusConnects: Blanchardstown to City Centre Core Bus Corridor Scheme	**Biodiversity** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** Mitigation proposed to protect surface water quality during construction and operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity:** Not significant	**Biodiversity:** None
A2	Dublin BusConnects: Lucan to City Centre Core Bus Corridor Scheme	**Biodiversity** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** Mitigation proposed to protect surface water quality during construction and operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity:** Not significant	**Biodiversity:** None
B2	Dublin BusConnects: Liffey Valley to City Centre Core Bus Corridor Scheme	**Biodiversity** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** Mitigation proposed to protect surface water quality during construction and operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity:** Not significant	**Biodiversity:** None
A3	Dublin BusConnects: Tallaght-Clondalkin to City Centre Core Bus Corridor Scheme	**Biodiversity** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** Mitigation proposed to protect surface water quality during construction and operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity:** Not significant	**Biodiversity:** None
C2	Dublin BusConnects: Templeogue-Rathfarnham to City Centre Core Bus Corridor Scheme	**Biodiversity** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** Mitigation proposed to protect surface water quality during construction and operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity:** Not significant	**Biodiversity:** None
D2	Dublin BusConnects: Kimmage to City Centre Core Bus Corridor Scheme	**Biodiversity** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** Mitigation proposed to protect surface water quality during construction and operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity:** Not significant	**Biodiversity:** None
B3	Dublin BusConnects: Bray to City Centre Core Bus Corridor Scheme	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	**Biodiversity:** None

Application Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
D3	Dublin BusConnects: Ringsend to City Centre Core Bus Corridor Scheme	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality. Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme. **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	**Biodiversity:** None
	SHDs (*Impact dependent on proximity to Proposed Scheme.* Items marked with * are only relevant if within close proximity to the Proposed Scheme and items marked with ** are only relevant if they are located within the same catchment as the Proposed Scheme)	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.** Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality* Potential for in-combination effects on habitats and species as a result of direct habitat loss or treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme* **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.**	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events** Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species* Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species.* **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events**	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.* A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale*	**Biodiversity:** None
IW	Irish Water Projects (*Impact dependent on proximity to Proposed Scheme.* Items marked with * are only relevant if within close proximity to the Proposed Scheme and items marked with ** are only relevant if they are located within the same catchment as the Proposed Scheme) Larger scale Irish Water infrastructure projects are described separately under major projects	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.** Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality* Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme* **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.**	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events** Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species* Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species.* **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events**	**Biodiversity** A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.* A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale*	**Biodiversity:** None

Table 6 : Stage 3 and 4: Water

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
D15A/0036 / ABP30894620	Dun Laoghaire Rathdown County Council	Permission for development on site of c1.27 hectares. The development will consist of the construction of a residential scheme. The gross total floor area of the residential units is 6097 sqm. The scheme will be accessed via a new vehicular access off Newtownpark Avenue. A total of 81 car parking spaces at basement and surface level will be provided as well as an electricity sub-station, bicycle parking spaces, open space, landscaping, boundary treatment works, site development works and other ancillary works.	**Construction** There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. **Operation** There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible (construction and operation)	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
D18A/0528	Dun Laoghaire Rathdown County Council	Planning Permission is sought for the extension and renovation of the existing senior school, a protected structure, comprising of the demolition of a 2-storey extension to original school, the construction of a new 2-to-4-storey-over-basement teaching block and associated landscape works, the construction of a new 2-storey Study Centre . The construction of a two-storey sports fitness building . Construction of a new Junior School to rear of No. 55, comprising of a 3-storey-over-basement teaching block together with single-storey kindergarten single-storey annexe to existing house and including alterations, renovations to No. 55 (a protected structure) together with associated landscaping and modifications to existing access road and car parking.	**Construction** There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. **Operation** There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible (construction and operation)	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
D20A/0086	Dun Laoghaire Rathdown County Council	Permission for development. The proposed development will consist of the following: (i) The demolition of the existing warehouse building and outbuilding on the site.; (ii) The construction of a single storey pre delivery inspection workshop with associated wash bay for vehicles (both structures will have green roofs); (iii) The provision of 66 no. car parking storage spaces; (iv) Alterations/upgrades to the existing entrance onto Brookfield Terrace; (v) The proposed development will also include a stormtech attenuation tank located at the centre of the site underground; (vi) All ancillary and associated site development works. A Natura Impact Statement has been prepared in respect of the proposed development and has been submitted with the planning application.	**Construction** There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. **Operation** There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible (construction and operation)	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
3743/19	Dublin City Council	Development of a residential building ranging from 3 to 9 storeys on a large site at Elmpark Green, Merrion Road.	**Construction** There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible (construction and operation)	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.			
308946	DLRCC	140 Apartments, Newtown Park Avenue, Blackrock	**Construction** There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. **Operation** There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible (construction and operation)	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Table 7 : Stage 3 and 4: Architectural Heritage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
4477/19	Dublin City Council	The development will consist of the following: Demolition of the existing buildings on site including numbers 169, 171, the shed at 173, 175 and 177 Merrion Road (c. 289sqm) and construction of 2 no. apartment blocks ranging in height from 2 storeys up to 5 storeys with a total of 43 no. dwelling units comprising: 15 no. 1-bedroom apartments, 18 no. 2-bedroom apartments and 10 no. 3-bedroom apartments with associated north/south/east/west facing balconies/terraces. The development will also include the provision of a communal open space area at ground floor level and 43 no. car parking spaces at basement level. All associated site development works, services provision, cycle parking, bin stores, plant stores, open space, vehicular/pedestrian access, landscaping and boundary treatment works.	**Construction** The east end of Merrion Village is characterized by single story 19th century terraced houses of medium sensitivity. The removal of number 169 Merrion Road (CBC1415BTH097) under application ref 4477/19 in combination with the land take at the protected structures at numbers 151 to 157 Merrion Road (odd numbers only, DCC RPS 5090, 5091, 542, 542a) associated with the Proposed Scheme, will result in a loss of historic fabric that will have an impact on the character of Merrion Road during the Construction Phase, the magnitude of which would be medium. A moderate negative Construction Phase impact is predicted. **Operation** The removal of number 169 Merrion Road (CBC1415BTH097) and replacement with two apartment blocks ranging in height from 2 storeys up to 5 storeys under application ref 4477/19 in combination with the land take at the protected structures at numbers 151 to 157 Merrion Road (odd numbers only, DCC RPS 5090, 5091, 542, 542a) associated with the Proposed Scheme, will have a negative visual impact on the character of Merrion Road during the operational phase, the magnitude of which would be medium. A moderate negative Operational Phase impact was predicted.	**Construction & Operation** Mitigation under the proposed scheme includes protection of the adjoining historic fabric and the reinstatement of the boundary treatments to numbers 151 to 157 Merrion Road (odd numbers only, DCC RPS refs 5090, 5091, 542, 542a), as outlined in Appendix 16.3. This will reduce the magnitude of the cumulative impact to low. Following mitigation, a slight negative impact on the character of the road is predicted	**Construction** Slight Negative **Operation** Slight Negative	None
3019/20	Dublin City Council	Permission for a Build-to-Rent Shared Living Residential Development at a 0.22 Ha site. The development will principally consist of the demolition of all structures on site (872sqm) which are currently in guesthouse use, and the construction of a part 3 to part 5 no. storey over part lower ground/ part basement Shared Living Residential Development comprising 111 no. bed spaces (96 no. single occupancy rooms, 3 no. accessible rooms and 6 no. double occupancy rooms) with lift overrun at roof level (3,617sqm).	**Construction** The west end of Merrion Road where it reaches Ballsbridge is characterized by red brick late 19th and early 20th century villas and semi detached houses. The demolition of 98 Merrion Road (CBC1415BTH154) and its boundary treatment in combination with the land take at the protected structures at Masonic School (DCC RPS 5086) located on the opposite side of the road, will result in a loss of historic fabric that will have a negative an impact on the character of Merrion Road during the Construction Phase, the magnitude of which would be medium. A moderate negative Construction Phase impact is predicted. Mitigation under the proposed scheme includes protection of the adjoining historic fabric and the reinstatement of the boundary treatments to the Masonic School (DCC RPS 5086) as outlined in Appendix 16.3. This will reduce the magnitude of the cumulative impact to low. Following mitigation, a slight negative impact on the character of the road is predicted during the Construction Phase. **Operation** The demolition of 98 Merrion Road (CBC1415BTH154) and its boundary treatment and the proposed construction of a part 3 to part 5 no. storeys over basement Shared Living build to rent apartment scheme is out of character with the Merrion Road both in terms of style and scale. In combination with the land take at the protected structures of the Masonic School (DCC RPS 5086) associated with the Proposed Scheme, the proposal will have a negative visual impact on the character of Merrion Road during the operational phase, the magnitude of which would be medium. A moderate negative Operational Phase impact was predicted.	**Construction and Operation** Mitigation under the proposed scheme includes protection of the adjoining historic fabric and the reinstatement of the boundary treatments to the Masonic School (DCC RPS 5086) as outlined in Appendix 16.3. This will reduce the magnitude of the cumulative impact to low. Following mitigation, a slight negative impact on the character of the road is predicted	**Construction** Slight Negative **Operation** Slight Positive	None
307197	DCC	105 Apartments, aparthotel extension and associated site works. 36, 38, 40 Herbert Park and 10 Pembroke Place, Ballsbridge, Dublin	**Construction** Herbert Park (CBC1415BTH183) is a public park, laid out following the 1907 the Irish International Exhibition. The railings which enclose the park run the length of the Herbert Park Road from Ballsbridge Terrace (CBC1415BTH178) towards Donnybrook. The proposal (planning application Ref. 307197) is for the development of 105 apartments and aparthotel extension and associated site works at 36, 38, 40 Herbert Park. The Proposed Scheme includes a land take and alteration of railings at the side of 7 Ballsbridge Terrace (CBC1415BTH178) and the alterations to the junction which will widen the vista down Herbert Park Road. Potential for cumulative damage to boundary railings to Herbert Park from both planning application 307197 and the Proposed Scheme has been identified. There is potential for damage to boundary	**Construction and Operation** Mitigation includes protection and monitoring of the retained portions of railings along the Proposed Scheme as well as the reinstatement of the railings to the side of 7 Ballsbridge Terrace and public realm works at the junction which will reduce the negative impact on the vista down Herbert Park Road as well as enhancing the public realm at the junction, which will reduce the magnitude of impact to low. Following mitigation, a slight negative impact on the character of Herbert Park	**Construction** Slight Negative **Operation** Slight Positive	None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			railings to Herbert Park during the Construction Phase as well a s a temporary negative impact on the setting, the magnitude of which is medium. A moderate negative Construction Phase impact is predicted. **Operation** The proposal (planning application Ref. 307197) is for the development of 105 apartments and aparthotel extension and associated site works at 36, 38, 40 Herbert Park. The Proposed Scheme includes a land take and alteration of railings at the side of 7 Ballsbridge Terrace (CBC1415BTH178) and the alterations to the junction which will widen the vista down Herbert Park Road. The proposed apartments will be more visible as a result. This will impact the character of Herbert Park (CBC1415BTH183), and also the setting of Ballsbridge Terrace (CBC1415BTH178) and the Protected Structures to Eglinton Road (DCC RPS 2502 to 2516) all of which are of medium sensitivity. In combination with the Proposed Scheme, the proposed apartment development will have a negative visual impact on vistas of Herbert Park during the operational phase, the magnitude of which would be medium. A moderate negative Operational Phase impact was predicted.			
MP28		DART+ Coastal South Project	**Construction** The proposals under DART+ Coastal South will include upgrades to Dart Line infrastructure and alterations to existing level crossings. The design of DART+ Coastal South, particularly in the Merrion and Sandymount areas is still in the early stages but potentially 5 level crossings, located at Lansdowne Road, Serpentine Avenue, Sandymount Avenue, Sydney Parade and Merrion Gates will be closed to traffic. This would greatly restrict movement in the Sandymount area which would necessitate alternative traffic solutions that could have an impact on the architectural heritage structures include the former Merrion Railway Station and 276 to 280 Merrion Road (CBC1415BTH091, CBC1415BTH093) all of which and are of medium sensitivity. In combination with proposed DART + works, there is potential for damage to the architectural heritage structures (CBC1415BTH091, CBC1415BTH093) at Merrion Gates during the Construction Phase from the proposed Schemes works, the magnitude of which is medium. A moderate negative Construction Phase impact is predicted **Operation** The design of DART+ Coastal South, particularly in the Merrion and Sandymount areas is still in the early stages but could have an impact on the architectural heritage structures include the former Merrion Railway Station and 276 to 280 Merrion Road (CBC1415BTH091, CBC1415BTH093) all of which and are of medium sensitivity. In combination with the Proposed Scheme, the proposed DART + works may have a negative visual impact on the architectural heritage structures include the former Merrion Railway Station and 276 to 280 Merrion Road (CBC1415BTH091, CBC1415BTH093) the magnitude of which is Low. A slight negative Operational Phase impact is predicted.	**Construction** Mitigation under BusConnects includes protection and monitoring of the historic fabric during construction as outlined in Appendix 16.3. This will reduce the magnitude of the potential cumulative negative impact on former Merrion Railway Station and 276 to 280 Merrion Road (CBC1415BTH091, CBC1415BTH093) to low. Following mitigation, a slight negative impact on the character of the road is predicted during the Construction Phase **Operation** The proposed scheme includes landscaping, tree planting and urban realm works which will enhance the junction, mitigating potential negative visual impacts and reducing the magnitude to negligible. Following mitigation, a positive impact on the character of the road is predicted Operational Phase but it is not significant.	**Construction** Slight Negative **Operation** Slight Positive	There is uncertainty about the proposals for DART+ Coastal South Project as it is at the early stages of design
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	**Construction** The Greater Dublin Area Cycle Network Plan, specifically Cycle Scheme SO6, 13, 13E, SO4, SO3, Dodder Greenway, 13B, SO2, SO1a, SO1 / N10, C7 and 13A intersect with the Proposed Scheme. In combination with proposed Greater Dublin Area Cycle Network Plan works, there is potential for damage to protected structures, NIAH structures and other architectural heritage features along the Proposed Scheme resulting in a potential cumulative negative impact the magnitude of which is medium. A moderate negative Construction Phase impact is predicted. **Operation** The Greater Dublin Area Cycle Network Plan, in combination with the proposed bus and cycle lanes and paving works under the Proposed Scheme has the potential to directly and visually impact on protected structures, NIAH structures and other	**Construction and Operation** Mitigation under BusConnects includes protection and monitoring of the historic fabric during construction as outlined in Appendix 16.3. This will reduce the magnitude of the potential cumulative negative impact to low. Following mitigation, a slight negative impact on the character of the architectural heritage features along the proposed route is predicted during the Construction Phase. **Operation** The proposed scheme has sought to integrate its proposed cycle routes in to Greater Dublin Area Cycle Network in as	**Construction** Slight Negative **Operation** Slight Positive	None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			architectural heritage features along the Proposed Scheme resulting in a potential cumulative negative impact the magnitude of which is low. A slight negative Operational Phase impact is predicted.	fare as possible and also includes landscaping, paving works and tree planting which will enhance the junctions or intersections where the Proposed Scheme meets Cycle Scheme, mitigating potential negative visual impacts and reducing the magnitude to negligible. Following mitigation, a slight positive impact on the character of the road is predicted Operational Phase		
B3		Dublin BusConnects: Bray to City Centre Core Bus Corridor Scheme	**Construction** Protected and NIAH structures on Nutley lane include, RTE Montrose House (DCC RPS 7847) and Nutley House (NIAH 2440). The Proposed Schemes includes the removal and reinstatement of part of the existing 20th century boundary treatments to Montrose House (DCC RPS 7847) and Nutley House (NIAH 2440). The boundaries were previously replaced so there is no loss of historic fabric but there will be a temporary negative impact on the setting of Nutley House and the streetscape, the magnitude of which is Low. A slight negative Construction Phase impact is predicted. **Operation** The Proposed Scheme, in combination with the Bray to City Centre Core Bus Corridor will have a positive visual impact to the setting of protected and NIAH structures on the Stillorgan Road and Nutley Lane during the operation phase. The protected and NIAH structures include, RTE Montrose House (DCC RPS 7847) and Nutley House (NIAH 2440). The Proposed Schemes includes the removal and reinstatement of part of the existing 20th century boundary treatments to Montrose House (DCC RPS 7847) and Nutley House (NIAH 2440). The reinstated boundary will be more consistent and in keeping with other boundary treatments on Nutley Lane. This will have a positive impact on the setting of the RTE Montrose House (DCC RPS 7847) and Nutley House (NIAH 2440) and the character of Nutley Lane the magnitude of which is low. A slight Positive Operational Phase impact is predicted	**Construction and Operation** Mitigation under BusConnects includes the reinstatement of the boundary treatment. The reinstated boundary will be more consistent and in keeping with other boundary treatments on Nutley Lane. This will have a positive impact on the setting of the RTE Montrose (DCC RPS 7847) and Nutley House (NIAH 2440) and the character of Nutley Lane. A Slight Positive Construction Phase impact is predicted	**Construction** Slight Negative **Operation** Slight Positive	None

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

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
2221/16	Dublin City Council	Development at a site of 1.513 hectares. The development will consist of the demolition of the existing four no. office blocks on the site and the construction of 2 no. 6 storey offices. The total gross floor area of the offices, including basement levels is 52,247 sqm. The gross floor area of the proposed office accommodation is 40,321 sqm. Vehicular and cycle access to the basement car park is proposed from the existing vehicular access off Merrion Road on the southern boundary of the site. Pedestrian access via the existing central plaza is retained. Existing site boundary railings to be retained and refurbished.	**Construction** Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. **Operation** Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with an urban area of ongoing development and no significant cumulative effects are expected.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g., mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g., the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	**Construction** If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. **Operation** No significant cumulative effects expected.	Assessment presents a worst-case as it is uncertain that construction periods would overlap.
3502/19	Dublin City Council	Permission for development at a site (c.1.73ha) at the Ballsbridge Hotel, Pembroke Road, Ballsbridge, Dublin 4. The development will consist of a scheme of residential, hotel, retail, non-retail services, licensed restaurants, bars, cafes and ancillary uses above and below ground (81,024.7sqm gross floor area) and includes the demolition of structures on site.	**Construction** Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. **Operation** Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with an urban area of ongoing development and no significant cumulative effects are expected.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g., mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g., the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	**Construction** If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. **Operation** No significant cumulative effects expected.	Assessment presents a worst-case as it is uncertain that construction periods would overlap.
3743/19	Dublin City Council	Development of a residential building ranging from 3 to 9 storeys on a large site at Elmpark Green, Merrion Road.	**Construction** Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. **Operation** Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with an urban area of ongoing development and no significant cumulative effects are expected.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g., mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g., the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	**Construction** If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. **Operation** No significant cumulative effects expected.	Assessment presents a worst-case as it is uncertain that construction periods would overlap.
4477/19	Dublin City Council	The development will consist of the demolition of the existing buildings on site including numbers 169, 171, the shed at 173, 175 and 177 Merrion Road (c. 289sqm) and construction of 2 no. apartment blocks ranging in height from 2 storeys up to 5 storeys	**Construction** Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. **Operation** Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with an urban area of ongoing development and no significant cumulative effects are expected.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g., mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g., the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	**Construction** If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. **Operation** No significant cumulative effects expected.	Assessment presents a worst-case as it is uncertain that construction periods would overlap.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
ABP30887720	Dun Laoghaire Rathdown County Council	The development will consist of the construction of a residential development providing 101 residential of 1 - 6 storeys together with residential accommodation in attic floor in two Pavilion style buildings. 0.49 ha site on the former Europa Garage Site, Newtown Avenue, Blackrock, Co Dublin.	**Construction** Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. **Operation** Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with an urban area of ongoing development and no significant cumulative effects are expected.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g., mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g., the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	**Construction** If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. **Operation** No significant cumulative effects expected.	Assessment presents a worst-case as it is uncertain that construction periods would overlap.
3509/20	Dublin City Council	Site clearance & Demolition & construction of 6 storey office building over basement. Site to the rear of Waterloo Exchange at the corner of Waterloo Road and Fleming's Place, Dublin 4	**Construction** Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. **Operation** Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with an urban area of ongoing development and no significant cumulative effects are expected.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g., mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g., the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	**Construction** If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. **Operation** No significant cumulative effects expected.	Assessment presents a worst-case as it is uncertain that construction periods would overlap.
307197	Dublin City Council	105 Apartments, aparthotel extension and associated site works. 36, 38, 40 Herbert Park and 10 Pembroke Place, Ballsbridge, Dublin	**Construction** Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. **Operation** Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with an urban area of ongoing development and no significant cumulative effects are expected.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g., mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g., the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	**Construction** If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. **Operation** No significant cumulative effects expected.	Assessment presents a worst-case as it is uncertain that construction periods would overlap.
MP28		DART+ Coastal South Project	**Construction** Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Construction will occur mainly within existing railway however there is potential for works to road network and provision of new bridge structures. Works have potential for townscape and visual effect on areas located between the railway and the Proposed Scheme including residential areas and amenity areas such as Blackrock Park. Provision of bridges or changes to road network as part of DART + works have potential to have significant cumulative townscape and visual impacts on road corridors / streetscapes. Potential for significant temporary / short-term cumulative construction effects. **Operation** Landscape and visual: there is likely to be a cumulative increase in the intensity of built form in the landscape setting. Potential for significant cumulative townscape and visual	Landscape and Visual - Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for significant temporary / short-term cumulative construction in the townscape/streetscape. Operation Potential for significant cumulative townscape and visual effects to occur.	There are substantial uncertainties regarding form and location of development.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			effects to occur from provision of bridges, changes to road network and loss of trees as part of DART +.			
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	**Construction** Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Such effects are likely to be most noticeable for receptors at the intersections of this scheme with the Proposed Scheme at road junctions, but effects will be contained within surrounding street / road corridor, due to enclosing effect of surrounding built form. Potential for moderate short-term, temporary cumulative construction effects at intersections of this scheme and the Proposed Scheme if construction periods overlap / are concurrent. These effects are likely to be limited to indirect visual effects on private properties and townscape effects on open spaces near to intersections of the scheme and Proposed Scheme. **Operation** The primary potential cause of cumulative effects during operation would be the combined long-term effects from cumulative loss of trees during construction. The Proposed Scheme has a negative impact on trees in operation, and therefore significant negative cumulative effects on trees are possible.	Landscape and Visual - Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	**Construction** If construction periods overlap / are concurrent, there remains potential for localised moderate short-term, temporary cumulative construction effects at intersections of this scheme and the Proposed Scheme. **Operation** Potential for significant residual cumulative effects from loss of trees.	There are substantial uncertainties regarding form and location of development.
C2		Dublin BusConnects: Templeogue-Rathfarnham to City Centre Core Bus Corridor Scheme	**Construction** Potential for temporary in-combination indirect townscape effects are limited by distance. Slight short-term / temporary cumulative construction effects on a wide townscape area if the construction periods coincide / are successive. **Operation** The primary potential cause of cumulative effects during operation would be the combined long-term effects from cumulative loss of trees during construction. Loss of mature trees on both schemes would have moderate, long-term cumulative effects across a wide townscape area.	Landscape and Visual - Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	**Construction** Slight short-term / temporary cumulative construction effects remain on a wide townscape area if the construction periods coincide / are successive. **Operation** Moderate / significant / long-term cumulative effects across a wide townscape area remain.	
B3		Dublin BusConnects: Bray to City Centre Core Bus Corridor Scheme	**Construction** Potential for temporary in-combination indirect townscape / visual effects most notably at the intersection of the scheme. Slight short-term / temporary cumulative construction effects on a wide townscape area, and moderate effects on townscape / visual receptors at the intersection if the construction periods coincide / are successive. **Operation** The primary potential cause of cumulative effects during operation would be the combined long-term effects from cumulative loss of trees during construction. Loss of mature trees on both schemes would have moderate / significant, long-term cumulative effects across a wide townscape area.	Landscape and Visual - Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	**Construction** Slight, short-term / temporary cumulative construction effects remain on a wide townscape area and moderate effects on townscape / visual receptors at the intersection if the construction periods coincide / are successive. **Operation** Moderate / significant / long-term cumulative effects across a wide townscape area remain.	