Appendix A21.2
Stage 4 Specialist Assessments

Contents

1. Introduction

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

The following topics are not included in the assessment. This is either because the issues are assessed on a more regional basis, or that there were no likely significant potential cumulative effects identified for that topic (refer to Appendix A21.1 for further details):

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

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

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SD20A/0089	South Dublin County Council	Mixed leisure, entertainment and retail extension to the existing Liffey Valley Centre organised around a large public plaza and pedestrian friendly east-west street with parapet levels varying between c.15m and c.18m above street level; the scheme provides for a two storey commercial extension, a central public plaza fronting onto the east-west street and car parking over two levels.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	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.
SD09A/0021/EP	South Dublin County Council	The demolition of all existing structures on site and the construction of a mixed-used development of 30,924sq.m gross floor area ranging in height from four to six storeys.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
SD19A/0218	South Dublin County Council	53 bedroom Boutique Hotel to replace the existing 29 bedroom Guesthouse comprising of new and retained two and three storey elements enclosing a central courtyard with new Café Bar, Dining Area and Meeting Room with associated ancillary areas.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3188/17	Dublin City Council	Demolition of existing buildings on site and construction of a 26 no. unit apartment development in two blocks over basement car park.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	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.
SD19A/0320	South Dublin County Council	New bus interchange facility with associated set down area; street furniture; passenger waiting shelters; signage and lighting; infrastructure and landscaping works at the existing car park, north of the Liffey Valley Shopping Centre, along the ring road (Ascaill na Life) and the main access road from the Fonthill Road (Bóthar na Life).	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	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.
2673/20	Dublin City Council	Permission for the construction of a four storey apartment block comprising: (A) 8 x 1 bed apartments. each with balcony/external terrace, lift and common circulation areas, (B) hard landscaped communal courtyard with public lighting, bin lock up and (C) hard landscaped private yard with secure bike parking, (D) pedestrian access to proposed scheme through existing archway of Montpelier Square Apartments, and all associated site works.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2869/17	Dublin City Council	Permission is sought by Midgard Construction Ltd. on lands at former Faulkner Industries Factory, Chapelizod Hill Road, Chapelizod, Dublin 20; Beann', 38 Chapelizod Hill Road, Chapelizod, Dublin 20; and Clarevill', 38D Chapelizod Hill Road, Chapelizod, Dublin 20, for mixed-use residential development of 171 no. apartments and a childcare facility over a single level basement.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed.	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
			Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.			
4819/19	Dublin City Council	Planning permission at The Coach House, Park Lane, Dublin 20, D20K886 (The site located within the Chapelizod and Environs Architectural Conservation Area) for demolition of existing 2 storey building and construction of three storey residential building.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
4174/18	Dublin City Council	The development will comprise a residential scheme of 30 no. apartments/duplexes in 2 no. four storey blocks located north of Chapelizod Court, west of Lucan Road, east of the Chapelizod bypass and south of 688 Lucan Road.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3430/16	Dublin City Council	Planning permission for the construction of a new four storey mixed-use building at vacant/derelict site at 203 Emmet Road, Inchicore, Dublin 8.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	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.
2708/17	Dublin City Council	Planning permission is sought to demolish 2 no. one storey sheds on the site to rear and side of existing house at "The Laurels", 54 Inchicore Road, Kilmainham, Dublin 8 and to construct; 5 no. three bedroom houses, 1 no. two bedroom unit and 1 no. three storey duplex residence off Inchicore Road containing two apartments.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2410/20	Dublin City Council	PROTECTED STRUCTURE: Planning Permission for the redevelopment, conservation, refurbishment and change of use of No. 134 James's Street, Dublin 8, D08 v6H (Protected Structure) to provide a 20-bedroom hotel. The proposed development comprises the carrying out of works to a protected structure.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3344/20	Dublin City Council	PROTECTED STRUCTURE: The development will consist of the demolition of the existing HUI Building at Dr. Steeven's Hospital, Dublin. The development will be carried out within the curtilage of a protected structure. (Dr. Steeven's Hospital - reference 7840).	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	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.
3539/17	Dublin City Council	PROTECTED STRUCTURE; Planning permission at this site of c. 0.1285 ha known as 17 to 22 Parkgate Street, Dublin 8 (a Protected Structure) for the demolition of the existing single storey shed structure and associated billboard fronting onto Parkgate Street and the construction of a standalone four storey building fronting onto Parkgate Street and a three storey extension to the rear of the existing central office building fronting onto Parkgate Street.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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2155/20	Dublin City Council	The development will consist of the demolition of the existing two-storey warehouse/ commercial building and the construction of an eight storey apartment building comprising 34 no. apartment units (12 no. studio units, 14 no. 1-bed units and 8 no. 2-bed units) and the provision of a commercial unit 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.	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.
2950/17	Dublin City Council	The proposed development comprises site clearance and levelling works, including the demolition of all existing building(s) on site and the construction of a new Aparthotel building that ranges in height between three and seven storeys above two lower ground levels.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	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.
3672/13	Dublin City Council	The proposed development consists of the construction of 8 no. three & four bed houses and demolition of the existing outbuildings on site and part of rear extension to No. 726 South Circular Road.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3444/20	Dublin City Council	The proposed development involves site clearance and levelling works, including the demolition of all existing buildings on site and the construction of a 148 bed hotel that ranges in height between one and seven storeys above three lower ground levels. Development of an aparthotel was previously permitted at this site, under Planning Register 2950/17 & ABP300057-17.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
4660/18	Dublin City Council	The site is generally bound to the east and south by the existing Clancy Quay mixed-use development, to the west by the South Circular Road, and to the north by Riverbank House apartment building. The proposed development will consist of the demolition of The Black and Amber Inn and construction of a six storey over ground mixed-use building to accommodate 20 no. studio apartments and a commercial unit fronting onto South Circular Road.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
4104/21	Dublin City Council	The proposed development will consist of a new extension to the existing beer processing plant to include a two storey building and six processing tanks. The proposed two storey extension has a total GFA of c. 1,024sq.m and a building height to parapet.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
SHD3ABP-312275-21	SDCC	Modifications to the previously permitted SHD granted on the subject site (Reg. Ref. ABP-305857-19), which is currently under construction. The overall development, as modified, will increase from 252 permitted residential units (comprising 247 apartments/duplexes and 5 houses) to 313 apartments in four blocks (an increase of 61 units). The building height will now range up to 9 storeys (previously up to 8 storeys).	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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307092	SDCC	Demolition of existing structures, Construction of 250 Apartments. Lands at Palmerstown Retail Park, Kennelsfort Road Lower, Palmerstown, Dublin 20	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
305857	SDCC	5 no. houses and 247 no. apartments. St. Edmunds, St. Lomans Road, Palmerstown, Dublin 20	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
308871	DCC	189 no. Apartments, James Street	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	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.
310567	DCC	198 no. Build to Rent apartments and associated site works.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
306569	DCC	481 no. Build to Rent apartments and associated site works.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
PR04		Proposed Lucan Park & Ride	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
IW09		Grand Canal. Grand Canal Wastewater Rehabilitation Project	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	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.
MP03		N3 Castaheany Interchange Upgrade	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust	Proposed Scheme will have dust mitigation measures in place as	Construction - no significant residual	Worst-case assumptions made based on professional judgement regarding construction

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			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.	part of the CEMP. The planned development will require similar measures.	effects post mitigation. Neutral overall.	vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
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	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
MP11		Lucan LUAS	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	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.
MP12		DART+ Programme South West	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	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.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
B2		Dublin BusConnects: CBC 07 Liffey Valley to City Centre	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SD09A/0021/EP	South Dublin County Council	The demolition of all existing structures on site and the construction of a mixed-used development of 30,924sq.m gross floor area ranging in height from four to six storeys.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
SD19A/0218	South Dublin County Council	53 bedroom Boutique Hotel to replace the existing 29 bedroom Guesthouse comprising of new and retained two and three storey elements enclosing a central courtyard with new Café Bar, Dining Area and Meeting Room with associated ancillary areas	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
SD19A/0320	South Dublin County Council	New bus interchange facility with associated set down area; street furniture; passenger waiting shelters; signage and lighting; infrastructure and landscaping works at the existing car park, north of the Liffey Valley Shopping Centre, along the ring road (Ascaill na Life) and the main access road from the Fonthill Road (Bóthar na Life).	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
2869/17	Dublin City Council	Permission is sought by Midgard Construction Ltd. on lands at former Faulkner Industries Factory, Chapelizod Hill Road, Chapelizod, Dublin 20; Beann', 38 Chapelizod Hill Road, Chapelizod, Dublin 20; and Clarevill', 38D Chapelizod Hill Road, Chapelizod, Dublin 20, for mixed-use residential development of 171 no. apartments and a childcare facility over a single level basement.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
2708/17	Dublin City Council	Planning permission is sought to demolish 2 no. one storey sheds on the site to rear and side of existing house at "The Laurels", 54 Inchicore Road, Kilmainham, Dublin 8 and to	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	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and

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		construct; 5 no. three bedroom houses, 1 no. two bedroom unit and 1 no. three storey duplex residence off Inchicore Road containing two apartments.	working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	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.	environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
3344/20	Dublin City Council	PROTECTED STRUCTURE: The development will consist of the demolition of the existing HUI Building at Dr. Steeven's Hospital, Dublin. The development will be carried out within the curtilage of a protected structure. (Dr. Steeven's Hospital - reference 7840).	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
3539/17	Dublin City Council	PROTECTED STRUCTURE; Planning permission at this site of c. 0.1285 ha known as 17 to 22 Parkgate Street, Dublin 8 (a Protected Structure) for the demolition of the existing single storey shed structure and associated billboard fronting onto Parkgate Street and the construction of a standalone four storey building fronting onto Parkgate Street and a three storey extension to the rear of the existing central office building fronting onto Parkgate Street.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
SD20A/0089	South Dublin County Council	Mixed leisure, entertainment and retail extension to the existing Liffey Valley Centre organised around a large public plaza and pedestrian friendly east-west street with parapet levels varying between c.15m and c.18m above street level; the scheme provides for a two storey commercial extension, a central public plaza fronting onto the east-west street and car parking over two levels.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is in proximity to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
4174/18	Dublin City Council	The development will comprise a residential scheme of 30 no. apartments/duplexes in 2 no. four storey blocks located north of Chapelizod Court, west of Lucan Road, east of the Chapelizod bypass and south of 688 Lucan Road.	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	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	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	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

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			occurring in their proximity. Proximity of planned development is in proximity to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	occur at same time. No significant residual cumulative effects post mitigation.	comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
SHD3ABP-312275-21	SDCC	Modifications to the previously permitted SHD granted on the subject site (Reg. Ref. ABP-305857-19), which is currently under construction. The overall development, as modified, will increase from 252 permitted residential units (comprising 247 apartments/duplexes and 5 houses) to 313 apartments in four blocks (an increase of 61 units). The building height will now range up to 9 storeys (previously up to 8 storeys).	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is in proximity to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
305857	SDCC	5 no. houses and 247 no. apartments. St. Edmunds, St. Lomans Road, Palmerstown, Dublin 20	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
307092	SDCC	Demolition of existing structures, Construction of 250 no. Apartments. Lands at Palmerstown Retail Park, Kennelsfort Road Lower, Palmerstown, Dublin 20	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is in proximity to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
PR04		Proposed Lucan Park & Ride	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).

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MP03		N3 Castaheany Interchange Upgrade	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
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	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
MP11		Lucan LUAS	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
MP12		DART+ Programme South West	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). 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)	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	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	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	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

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
B2		Dublin BusConnects: CBC 07 Liffey Valley to City Centre	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time at overlapping NSLs.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).

Table A21.2.3 Stage 3 and 4: Population

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SD09A/0021/EP	South Dublin County Council	The demolition of all existing structures on site and the construction of a mixed-used development of 30,924sq.m gross floor area ranging in height from four to six storeys.	The site is located directly adjacent to the proposed scheme. This is a separate proposal to the scheme and may occur at the same time which could have a significant impact on amenities nearby. Construction Land take and accessibility. The requirements of constructing both this scheme and the proposed scheme may have a cumulative impact on land take and accessibility, however given the limited interface in respect to the overall length of the proposed scheme and the wider area, such impacts are not expected to be significant. Operation Land take and accessibility. The requirements of operating both this scheme and the proposed scheme are not expected to have a cumulative impact on land take	Construction To mitigate cumulative impacts on amenity, it may be possible to collaborate with third party developers to plan construction so as to reduce impacts where reasonably practical, or to ascertain whether the construction programme of both schemes not be concurrent.	No significant impacts	Unsure on building timescale, therefore we have assumed overlap between the site and the proposed scheme
SD19A/0218	South Dublin County Council	53 no. bedroom Boutique Hotel to replace the existing 29 no. bedroom guesthouse comprising of new and retained two and three storey elements enclosing a central courtyard with new Café Bar, Dining Area and Meeting Room with associated ancillary areas.	The site is located directly adjacent to the proposed scheme. This is a separate proposal to the scheme and may occur at the same time which could have a significant impact on amenities nearby. Construction Land take and accessibility. The requirements of constructing both this scheme and the proposed scheme may have a cumulative impact on land take and accessibility, however given the limited interface in respect to the overall length of the proposed scheme and the wider area, such impacts are not expected to be significant. Operation Land take and accessibility. The requirements of operating both this scheme and the proposed scheme are not expected to have a cumulative impact on land take	Construction To mitigate cumulative impacts on amenity, it may be possible to collaborate with third party developers to plan construction so as to reduce impacts where reasonably practical, or to ascertain whether the construction programme of both schemes not be concurrent.	No significant impacts	Unsure on building timescale, therefore we have assumed overlap between the site and the proposed scheme
SD19A/0320	South Dublin County Council	New bus interchange facility with associated set down area; street furniture; passenger waiting shelters; signage and lighting; infrastructure and landscaping works at the existing car park, north of the Liffey Valley Shopping Centre, along the ring road (Ascaill na Life) and the main access road from the Fonthill Road (Bóthar na Life).	The site is located directly adjacent to the proposed scheme. This is a separate proposal to the scheme and may occur at the same time which could have a significant impact on amenities nearby. Construction Land take and accessibility. The requirements of constructing both this scheme and the proposed scheme may have a cumulative impact on land take and accessibility, however given the limited interface in respect to the overall length of the proposed scheme and the wider area, such impacts are not expected to be significant. Operation Land take and accessibility. The requirements of operating both this scheme and the proposed scheme are not expected to have a cumulative impact on land take	Construction To mitigate cumulative impacts on amenity, it may be possible to collaborate with third party developers to plan construction so as to reduce impacts where reasonably practical, or to ascertain whether the construction programme of both schemes not be concurrent.	No significant impacts	Unsure on building timescale, therefore we have assumed overlap between the site and the proposed scheme
4174/18	Dublin City Council	The development will comprise a residential scheme of 30 no. apartments/duplexes in 2 no. four storey blocks located north of Chapelizod Court, west of Lucan Road, east of the Chapelizod bypass and south of 688 Lucan Road.	The site is located directly adjacent to the proposed scheme. This is a separate proposal to the scheme and may occur at the same time which could have a significant impact on amenities nearby. Construction Land take and accessibility. The requirements of constructing both this scheme and the proposed scheme may have a cumulative impact on land take and accessibility, however given the limited interface in respect to the overall length of the proposed scheme and the wider area, such impacts are not expected to be significant. Operation Land take and accessibility. The requirements of operating both this	Construction To mitigate cumulative impacts on amenity, it may be possible to collaborate with third party developers to plan construction so as to reduce impacts where reasonably practical, or to ascertain whether the construction programme of both schemes not be concurrent.	No significant impacts	Unsure on building timescale, therefore we have assumed overlap between the site and the proposed scheme

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			scheme and the proposed scheme are not expected to have a cumulative impact on land take			
2708/17	Dublin City Council	Planning permission is sought to demolish 2 no. one storey sheds on the site to rear and side of existing house at "The Laurels", 54 Inchicore Road, Kilmainham, Dublin 8 and to construct; 5 no. three bedroom houses, 1 no. two bedroom unit and 1 no. three storey duplex residence off Inchicore Road containing two apartments.	The site is located directly adjacent to the proposed scheme. This is a separate proposal to the scheme and may occur at the same time which could have a significant impact on amenities nearby. Construction Land take and accessibility. The requirements of constructing both this scheme and the proposed scheme may have a cumulative impact on land take and accessibility, however given the limited interface in respect to the overall length of the proposed scheme and the wider area, such impacts are not expected to be significant. Operation Land take and accessibility. The requirements of operating both this scheme and the proposed scheme are not expected to have a cumulative impact on land take	Construction To mitigate cumulative impacts on amenity, it may be possible to collaborate with third party developers to plan construction so as to reduce impacts where reasonably practical, or to ascertain whether the construction programme of both schemes not be concurrent.	No significant impacts	Unsure on building timescale, therefore we have assumed overlap between the site and the proposed scheme
3344/20	Dublin City Council	PROTECTED STRUCTURE: The development will consist of the demolition of the existing HUI Building at Dr. Steeven's Hospital, Dublin. The development will be carried out within the curtilage of a protected structure. (Dr. Steeven's Hospital - reference 7840).	The site is located directly adjacent to the proposed scheme. This is a separate proposal to the scheme and may occur at the same time which could have a significant impact on amenities nearby. Construction Land take and accessibility. The requirements of constructing both this scheme and the proposed scheme may have a cumulative impact on land take and accessibility, however given the limited interface in respect to the overall length of the proposed scheme and the wider area, such impacts are not expected to be significant. Operation Land take and accessibility. The requirements of operating both this scheme and the proposed scheme are not expected to have a cumulative impact on land take	Construction To mitigate cumulative impacts on amenity, it may be possible to collaborate with third party developers to plan construction so as to reduce impacts where reasonably practical, or to ascertain whether the construction programme of both schemes not be concurrent.	No significant impacts	Unsure on building timescale, therefore we have assumed overlap between the site and the proposed scheme
SD20A/0089	South Dublin County Council	Mixed leisure, entertainment and retail extension to the existing Liffey Valley Centre organised around a large public plaza and pedestrian friendly east-west street with parapet levels varying between c.15m and c.18m above street level; the scheme provides for a two storey commercial extension, a central public plaza fronting onto the east-west street and car parking over two levels.	The site is located indirectly adjacent to the proposed scheme. This is a separate proposal to the scheme and may occur at the same time which could have a significant impact on amenities nearby. Construction Land take and accessibility. The requirements of constructing both this scheme and the proposed scheme may have a cumulative impact on land take and accessibility, however given the limited interface in respect to the overall length of the proposed scheme and the wider area, such impacts are not expected to be significant. Operation Land take and accessibility. The requirements of operating both this scheme and the proposed scheme are not expected to have a cumulative impact on land take	Construction To mitigate cumulative impacts on amenity, it may be possible to collaborate with third party developers to plan construction so as to reduce impacts where reasonably practical, or to ascertain whether the construction programme of both schemes not be concurrent.	No significant impacts	Unsure on building timescale, therefore we have assumed overlap between the site and the proposed scheme
305857	SDCC	5 no. houses and 247 no. apartments. St. Edmunds, St. Lomans Road, Palmerstown, Dublin 20	The site is located indirectly adjacent to the proposed scheme. This is a separate proposal to the scheme and may occur at the same time which could have a significant impact on amenities nearby. Construction Land take and accessibility. The requirements of constructing both this scheme and the proposed scheme may have a cumulative impact on land take and accessibility, however given the limited interface in respect to the overall length of the proposed scheme and the wider area, such impacts are not expected to be significant. Operation Land take and accessibility. The requirements of operating both this	Construction To mitigate cumulative impacts on amenity, it may be possible to collaborate with third party developers to plan construction so as to reduce impacts where reasonably practical, or to ascertain whether the construction programme of both schemes not be concurrent.	No significant impacts	Unsure on building timescale, therefore we have assumed overlap between the site and the proposed scheme

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			scheme and the proposed scheme are not expected to have a cumulative impact on land take			
307092	SDCC	Demolition of existing structures, Construction of 250 no. Apartments. Lands at Palmerstown Retail Park, Kennelsfort Road Lower, Palmerstown, Dublin 20	The site is located directly adjacent to the proposed scheme. This is a separate proposal to the scheme and may occur at the same time which could have a significant impact on amenities nearby. Construction Land take and accessibility. The requirements of constructing both this scheme and the proposed scheme may have a cumulative impact on land take and accessibility, however given the limited interface in respect to the overall length of the proposed scheme and the wider area, such impacts are not expected to be significant. Operation Land take and accessibility. The requirements of operating both this scheme and the proposed scheme are not expected to have a cumulative impact on land take	Construction To mitigate cumulative impacts on amenity, it may be possible to collaborate with third party developers to plan construction so as to reduce impacts where reasonably practical, or to ascertain whether the construction programme of both schemes not be concurrent.	No significant impacts	Unsure on building timescale, therefore we have assumed overlap between the site and the proposed scheme
PR04		Proposed Lucan Park & Ride	The site is located directly adjacent to the proposed scheme. This is a separate proposal to the scheme and may occur at the same time which could have a significant impact on amenities nearby. Construction Land take and accessibility. The requirements of constructing both this scheme and the proposed scheme may have a cumulative impact on land take and accessibility, however given the limited interface in respect to the overall length of the proposed scheme and the wider area, such impacts are not expected to be significant. Operation Land take and accessibility. The requirements of operating both this scheme and the proposed scheme are not expected to have a cumulative impact on land take	Construction To mitigate cumulative impacts on amenity, it may be possible to collaborate with third party developers to plan construction so as to reduce impacts where reasonably practical, or to ascertain whether the construction programme of both schemes not be concurrent.	No significant impacts	Unsure on building timescale, therefore we have assumed overlap between the site and the proposed scheme

Table A21.2.4 Stage 3 and 4: Human Health

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SD20A/0089	SDCC	Mixed leisure, entertainment and retail extension to the existing Liffey Valley Centre organised around a large public plaza and pedestrian friendly east-west street with parapet levels varying between c.15m and c.18m above street level; the scheme provides for a two storey commercial extension, a central public plaza fronting onto the east-west street and car parking over two levels.	A large-scale development to the existing Liffey Valley Shopping Centre. Construction During construction, there would likely be some cumulative disruption to travelers, particularly car drivers, with a destination to the Liffey Valley Shopping Centre. While there are residential communities surrounding the shopping centre, they are relatively distant and unlikely to be significantly impacts on in terms of noise, dust and other nuisances. Health impacts would be likely to be psychosocial such as annoyance and frustration. Impacts are expected to be transient and reversible. Therefore assessed as Negative, Slight and Temporary. Operation No likely significant cumulative impact is anticipated during operation.	Mitigation for construction impacts would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Slight and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
SD09A/0021/EP	SDCC	The demolition of all existing structures on site and the construction of a mixed-used development of 30,924sq.m gross floor area ranging in height from four to six storeys.	Mixed use development would abut the Proposed Scheme corridor. There are some residential receptors north-east of the site and several businesses nearby. A number of planning applications are in the surrounding area. Construction Potential for in-combination impact of noise, dust, general disruption from construction traffic and plant affecting nearby residents and employees in local businesses. Health impacts would be likely to be psychosocial such as annoyance and frustration. Impacts are expected to be transient and reversible. Therefore assessed as Negative, Slight and Temporary. Operation No likely significant cumulative impact is anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Slight and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
SD19A/0218	SDCC	53 no. bedroom Boutique Hotel to replace the existing 29 no. bedroom Guesthouse comprising of new and retained two and three storey elements enclosing a central courtyard with new Café Bar, Dining Area and Meeting Room with associated ancillary areas	Proposed hotel development on corner of Kennelsfort Road Lower and Chapilozid bypass (Proposed Scheme route). There are some residential receptors and businesses on Kennelsfort Road Lower. A number of planning applications are in the surrounding area. Construction Potential for in-combination impact of noise, dust, general disruption from construction traffic and plant affecting nearby residents and employees in local businesses. Health impacts would be likely to be psychosocial such as annoyance and frustration. Impacts are expected to be transient and reversible. Therefore assessed as Negative, Slight and Temporary. Operation No likely significant cumulative impact is anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Slight and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SD19A/0320	SDCC	New bus interchange facility with associated set down area; street furniture; passenger waiting shelters; signage and lighting; infrastructure and landscaping works at the existing car park, north of the Liffey Valley Shopping Centre, along the ring road (Ascaill na Life) and the main access road from the Fonthill Road (Bóthar na Life).	The Liffey Valley Shopping Centre is one of the largest shopping and leisure centres in Dublin, close to the communities of Lucan, Palmerstown and Clondalkin, and abutting the Proposed Scheme corridor. Construction During construction, there would likely be some cumulative disruption to travelers, particularly car drivers, with a destination to the Liffey Valley Shopping Centre. It is not considered likely that the nearby residential and school receptors would be significantly impacted on. Health impacts would be likely to be psychosocial such as annoyance and frustration. Impacts are expected to be transient and reversible. Therefore assessed as Negative, Slight and Temporary. Operation The proposal for a new bus interchange facility would be complementary to the Proposed Scheme. It would help support efficient and comfortable public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport. The impact is predicted to be Positive, Significant and Permanent.	Mitigation for construction impacts would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation. No mitigation required for operation.	Construction Negative, Slight and Temporary. Operation Positive, Significant and Permanent.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
2869/17	DCC	Permission is sought by Midgard Construction Ltd. on lands at former Faulkner Industries Factory, Chapelizod Hill Road, Chapelizod, Dublin 20; Beann', 38 Chapelizod Hill Road, Chapelizod, Dublin 20; and Clarevill', 38D Chapelizod Hill Road, Chapelizod, Dublin 20, for mixed-use residential development of 171 no. apartments and a childcare facility over a single level basement.	Application site is approx. 114m from Proposed Scheme corridor. There is a small number of residential receptors between the application site and Proposed Scheme, while the CDETB Ballyfermot Training Centre is opposite. Construction Potential for in-combination impact of noise, dust, general disruption from construction traffic and plant affecting nearby residents and users of the training college. Health impacts would be likely to be psychosocial such as annoyance and frustration. Impacts are expected to be transient and reversible. Therefore assessed as Negative, Slight and Temporary. Operation No likely significant cumulative impact is anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Slight and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
2708/17	DCC	Planning permission is sought to demolish 2 no. one storey sheds on the site to rear and side of existing house at "The Laurels", 54 Inchicore Road, Kilmainham, Dublin 8 and to construct; 5 no. three bedroom houses, 1 no. two bedroom unit and 1 no. three storey duplex residence off Inchicore Road containing two apartments.	This relatively small scale development is separated from the Proposed Scheme by the railway. The St John of God Special School is located approx. 80m from the application site and 28m from the Proposed Scheme. There are residential receptors surrounding the application site which also face the Proposed Scheme. Construction It is likely that intervening vegetation and the immediacy of the Proposed Scheme construction works would limit the likelihood of cumulative impacts being noticeable at the school. There is potential for in-combination impact of noise, dust, general disruption from construction traffic and plant affecting nearby residents and employees in local businesses. Health impacts would be likely to be psychosocial such as annoyance and frustration. Impacts are expected to be transient and reversible. Therefore assessed as Negative, Slight and Temporary. Operation No likely significant cumulative impact is anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Slight and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3344/20	DCC	PROTECTED STRUCTURE: The development will consist of the demolition of the existing HUI Building at Dr. Steeven's Hospital, Dublin. The development will be carried out within the curtilage of a protected structure. (Dr. Steeven's Hospital - reference 7840).	Access to Dr Steevens' Hospital is via the Proposed Scheme route opposite Dublin Heuston Station. Construction There is potential for localised disruption to be exacerbated by the combination of vehicles from the demolition site as well as the Proposed Scheme construction activities. However there are relatively few receptors. It is not considered likely that there would be a noticeable cumulative impact from noise or dust due to the lack of sensitive receptors and the busy baseline environment including the station. Overall the cumulative impact is likely to be imperceptible over the baseline. Operation No likely significant cumulative impact is anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Imperceptible and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
307092	SDCC	Demolition of existing structures, Construction of 250 Apartments. Lands at Palmerstown Retail Park, Kennelsfort Road Lower, Palmerstown, Dublin 20	SHD site abuts Proposed Scheme corridor. There are some residential receptors north-east of the site and several businesses nearby. A number of planning applications are in the surrounding area. Construction Potential for in for in-combination impact of noise, dust, general disruption from construction traffic and plant affecting nearby residents and employees in local businesses. Health impacts would be likely to be psychosocial such as annoyance and frustration. Impacts are expected to be transient and reversible. Therefore assessed as Negative, Slight and Temporary. Operation No likely significant cumulative impact is anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Slight and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
PR04	SDCC	Proposed Lucan Park & Ride – two locations identified, one off R180, the other at Liffey Shopping Centre.	If a site at Liffey Shopping Centre is selected, this would be adjacent to Proposed Scheme. Construction Potential for in for in-combination impact of noise, dust, general disruption from construction traffic and plant affecting nearby residents and employees in local businesses. Health impacts would be likely to be psychosocial such as annoyance and frustration. Impacts are expected to be transient and reversible. Therefore assessed as Negative, Slight and Temporary. Operation During Operation the two schemes would be complementary and may have a slight beneficial long-term cumulative impact on health through encouraging use of sustainable transport and increased physical activity.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Slight and Temporary. Operation Slight beneficial Long-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
MP03	SDCC	N3 Castaheany Interchange Upgrade	Large scale junction works coinciding with Proposed Scheme. Construction It is unlikely that the Proposed Scheme and MP03 would take place at the same time. However, if they did it is considered likely that one scheme would incorporate the requirements of the other and effectively act as one construction project, and therefore construction cumulative impacts would be imperceptible. Operation No operational effects 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 Negative, Imperceptible and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
MP06	SDCC	Reconfiguration of the N4 from its junction with the M50 to Leixlip to rationalise accesses and to provide additional capacity at the Quarryvale junction	Large scale highway works coinciding with Proposed Scheme. Construction It is unlikely that the Proposed Scheme and MP06 would take place at the same time. However, if they did it is considered likely that one scheme would incorporate the requirements of the other and effectively act as one construction project, and therefore construction cumulative impacts would be imperceptible. Operation No operational effects 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 Negative, Imperceptible and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
MP11	SDCC/DCC	Lucan LUAS	Lucan Luas is routed approximately parallel coming within approximately 200m of the route of the Proposed Scheme. Construction In the unlikely scenario that construction periods overlap there would be in-combination impacts on general disruption from construction traffic and traffic management. The combination of impacts is only likely to be marginally more noticeable cumulatively than for each project in isolation. Health outcomes (mainly annoyance) are likely to be Negative, Slight and Temporary. Operation It is considered that the proposals for the LUAS and Proposed Scheme are complementary and could have cumulative beneficial effects by connecting different communities and destinations which would improve general accessibility to areas of leisure and employment which can have positive effects on mental health. Since some of the same population would be served with similar destinations, the cumulative impact is limited. This is judged to be Positive and Moderate in the Long-term on health.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity.	Construction As for pre-mitigation (Not Significant) Operation Positive, Moderate in the Long term on health.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
MP12		DART+ Programme South West	Construction In the unlikely scenario that construction period overlap there would be potential cumulative noise, dust and general disruption during construction particularly for residents on north side of R839 Inchicore Road who would be exposed to construction activities for both projects. The combination of impacts is only likely to be marginally more noticeable cumulatively than for each project in isolation. Health outcomes (mainly annoyance) are likely to be Negative, Slight and Temporary. Operation	Mitigation for construction would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Slight and Temporary Operation Positive, Moderate 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
			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. Since some of the same population would be served with similar destinations, the cumulative impact is limited. This is judged to be Positive and Moderate in the Long-term on health.			
MP15		DART+ Tunnel Element (Kildare Line to Northern Line)	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. 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. This 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 (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.
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	Construction Although timescales for completing the cycle network are uncertain, it is anticipated that construction activities for the cycle network would be of a similar nature to works for the Proposed Scheme. Impacts may relate to temporary disruption to pedestrian and cycle access in the works area, which may have Negative impacts on wellbeing. Key areas to be affected would be the residents on Kylemore Road, Memorial Road and the junction of Con Colbert Road, Saint John's Road West and R111 South Circular Road. However, it is not anticipated to translate into a change of health status to the population affected. On this basis the impact is predicted to be Negative, Slight and Temporary to Short-term. Operation It is considered that the proposals for the cycle network and Proposed Scheme are complementary and could have a cumulative beneficial effect by encouraging cycling through offering a choice of routes. This would support greater uptake of physical activity, which is judged to be Positive, Significant in the Long term on health.	Given the close proximity of the two developments, construction management will need to be planned to minimise disruption for active travellers due to the schemes in combination.	Construction As for pre-mitigation Negative, Slight, Temporary. Operation Positive, Significant in the Long term on health.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
A1		Dublin BusConnects: CBC 01 Clongriffin to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
B1		Dublin BusConnects: CBC 02 Swords to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
C1		Dublin BusConnects: CBC 05 Blanchardstown	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: CBC 0304 Ballymun-Finglas	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance and intervening buildings. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
B2		Dublin BusConnects: CBC 07 Liffey Valley to City Centre	Construction In the unlikely scenario that construction periods overlap there would be in-combination impacts of noise, dust, general disruption from construction traffic and traffic management. This would be localised to the area between R833 and R148, Memorial Road and Inchicore Road (Woodfield Cottages). The combination of impacts is only likely to be marginally more noticeable cumulatively than for each project in isolation. Health outcomes (mainly annoyance) are likely to be Negative, Slight and Temporary. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction Negative, Slight, Temporary Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			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.			
C2		Dublin BusConnects: CBC 1012 Templeogue-Rathfarnham	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable. This scheme would not be constructed concurrently with the Proposed Scheme.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
D2		Dublin BusConnects: CBC 11 Kimmage to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
A3		Dublin BusConnects: CBC 0809 Tallaght-Clondalkin	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 Negative, Slight, Temporary Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
B3		Dublin BusConnects: CBC 13 Bray to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable. This scheme would not be constructed concurrently with the Proposed Scheme.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			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.			
C3		Dublin BusConnects: CBC Belfield/Blackrock to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
D3		Dublin BusConnects: CBC 16 Ringsend to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.

Table A21.2.5 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. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
MP02	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	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, hedgerows, parkland 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 non-SCI breeding birds during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	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-	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	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds 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
		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.	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.		
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. 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 non-SCI breeding birds during construction will remain albeit at the local geographic scale.	Biodiversity: None
MP06	Reconfiguration of the N4 from its junction with the M50 to Leixlip to rationalise accesses and to provide additional capacity at the Quarryvale junction	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, hedgerows, parkland 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 non-SCI breeding birds during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	Biodiversity: None
MP07	Clonburris SDZ roads development	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain	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
		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 tree-lines, hedgerows, parkland 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.	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	albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	
MP08	DART+ Programme West	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	Biodiversity: None
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	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 non-SCI breeding birds 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
		in habitat degradation, and habitat loss arising from extreme habitat degradation.			
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 non-SCI breeding birds 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 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 tree-lines, hedgerows, parkland 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 non-SCI breeding birds during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	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	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	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	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
		species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of tree lines, hedgerows, parkland 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.	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		
MP13	Junction upgrades and other capacity improvements on the M1 motorway, including additional lanes south of Drogheda, where required	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
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 non-SCI breeding birds 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-	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	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of	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
		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 tree-lines, hedgerows, parkland 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.	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	habitat will remain albeit at the local geographic scale	
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 non-SCI breeding birds 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 tree-lines, hedgerows, parkland 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	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 non-SCI breeding birds during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	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
		events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.			
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 non-SCI breeding birds 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. 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 non-SCI breeding birds during construction will remain albeit at the local geographic scale.	Biodiversity: None
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	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 non-SCI breeding birds during construction will remain albeit at the local geographic scale.	Biodiversity: None

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		Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.		
MP23	Poolbeg SDZ roads development	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds 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: None	Biodiversity: Not applicable	Biodiversity: Not applicable	Biodiversity: Not applicable
MP26	Widening of the M50 to three lanes in each direction between Junction 14 (Sandyford) and Junction 17 (M11) plus related junction and other changes	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	Biodiversity: Not applicable
MP27	Cherrywood SDZ roads development	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	Biodiversity: Not applicable
MP28	DART+ Programme Coastal South	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction 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 non-SCI breeding birds during construction will remain albeit at the local geographic scale.	Biodiversity: None

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MP29	R126 Donabate Relief Road: R132 to Portrane Demesne	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	Biodiversity: Not applicable
MP30	Extension of LUAS Green Line to Bray	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	Biodiversity: Not applicable
MP31	Capacity enhancement and reconfiguration of the M11/N11 from Junction 4 (M50) to Junction 14 (Ashford) inclusive of ancillary and associated road schemes, to provide additional lanes and upgraded junctions, plus service roads and linkages to cater for local traffic movements.	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 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 non-SCI breeding birds during construction will remain albeit at the local geographic scale.	Biodiversity: None
MP33	Greater Dublin Drainage (GDD)	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
MP34	Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality	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 non-SCI breeding birds during construction will remain albeit at the local geographic scale.	Biodiversity: None

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		Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.		
MP35	Dublin Array - offshore windfarm	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
303678	Air insulated switchgear 110kV transmission substation. Platin, Duleek	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	Biodiversity: Not applicable
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 and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
303249	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	Biodiversity Construction Potential for in-combination effects on downstream habitats	Biodiversity Construction Mitigation proposed to protect surface water	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI	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
	various elements including new Ro-Ro jetty and consolidation of passenger terminal buildings. Dublin Port.	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.	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.	breeding birds during construction will remain albeit at the local geographic scale.	
306583	A residential development with ancillary commercial uses (retail unit, café and crèche) partially comprising a "Build to Rent" scheme on circa 9.69 hectares. The townlands of Shanganagh, Cork Little and Shankill, Co. Dublin.	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, 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 non-SCI breeding birds during construction will remain albeit at the local geographic scale.	Biodiversity: None
306834	Provision of a double circuit 220kV transmission line and a 220kV gas insulated switchgear (GIS) substation along with associated and ancillary works. Townlands of Cruiserath, Goddamendy and Bay, Co. Dublin.	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
307296	Construction of a 2 storey 110kV Gas Insulated Switchgear (GIS) substation, underground cable and all associated and	Biodiversity Construction	Biodiversity Construction	Biodiversity Not significant	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
	ancillary site works. Former Clyde House, IDA Blanchardstown Business and Technology Park, Snugborough Road, Blanchardstown, Dublin 15	Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.		
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 non-SCI breeding birds during construction will remain albeit at the local geographic scale.	Biodiversity: None
309951	Provision of two 110kV transmission lines. Connecting Coolderrig 110kV GIS Substation to Grange Castle - Kilmahud circuits.	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. 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 non-SCI breeding birds during construction will remain albeit at the local geographic scale.	Biodiversity: None
309812	Increase the capacity of the Dublin Waste to Energy Facility from 600,000 tonnes per annum to 690,000 tonnes per annum	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat	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 non-SCI breeding birds 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
		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.	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.		
308585	Clutterland 110kV GIS Substation building and 2 underground single circuit transmission lines	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. 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 non-SCI breeding birds during construction will remain albeit at the local geographic scale.	Biodiversity: None
A1	Dublin BusConnects: CBC 01 Clongriffin to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
B1	Dublin BusConnects: CBC 02 Swords to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats	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	Biodiversity Not significant	Biodiversity: None

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		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.	quality during operation of the Proposed Scheme will prevent surface water pollution events.		
D1	Dublin BusConnects: CBC 0304 Ballymun-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. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
C1	Dublin BusConnects: CBC 05 Blanchardstown to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines, hedgerows, parkland 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 non-SCI breeding birds during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	Biodiversity: None
B2	Dublin BusConnects: CBC 07 Liffey Valley to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a	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	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	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
		result of direct habitat loss of treelines, hedgerows, parkland 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.	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		
A3	Dublin BusConnects: CBC 0809 Tallaght-Clondalkin	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, hedgerows, parkland 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 non-SCI breeding birds during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	Biodiversity: None
C2	Dublin BusConnects: CBC 1012 Templeogue-Rathfarnham	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 non-SCI breeding birds during construction will remain albeit at the local geographic scale.	Biodiversity: None
D2	Dublin BusConnects: CBC 11 Kimmage to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats	Biodiversity Construction Mitigation proposed to protect surface water	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI	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
		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.	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.	breeding birds during construction will remain albeit at the local geographic scale.	
B3	Dublin BusConnects: CBC 13 Bray to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
C3	Dublin BusConnects: CBC 14/15 Blackrock/Belfield	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
D3	Dublin BusConnects: CBC 16 Ringsend to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of	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	Biodiversity Not significant	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
		the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	quality during operation of the Proposed Scheme will prevent surface water pollution events.		
	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 tree-lines 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 non-SCI breeding birds during construction will remain albeit at the local geographic scale.* A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale*	Biodiversity: None
	Irish Water Projects (*Impact dependent on proximity to Proposed Scheme*. Items marked with * are only relevant if within close proximity to the Proposed Scheme and items marked with ** are only relevant if they are located within the same catchment as the Proposed Scheme) Larger scale Irish Water infrastructure projects are described separately under major projects	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.** Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality* Potential for in-combination effects on habitats and species as a result of direct habitat loss or tree-lines 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 non-SCI breeding birds during construction will remain albeit at the local geographic scale.* A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale*	Biodiversity: None

Table A21.2.6 Stage 3 and 4: Water

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SD20A/0089	South Dublin County Council	Mixed leisure, entertainment and retail extension to the existing Liffey Valley Centre organised around a large public plaza and pedestrian friendly east-west street with parapet levels varying between c.15m and c.18m above street level; the scheme provides for a two storey commercial extension, a central public plaza fronting onto the east-west street and car parking over two levels.	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. Construction activities from the Proposed Scheme include building a new pedestrian bridge at Liffey Valley shopping centre however the impacts are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
SD09A/0021/EP	South Dublin County Council	The demolition of all existing structures on site and the construction of a mixed-used development of 30,924sq.m gross floor area ranging in height from four to six storeys.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
3188/17	Dublin City Council	Demolition of existing buildings on site and construction of a 26 no. unit apartment development in two blocks over basement car park.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
SD19A/0320	South Dublin County Council	New bus interchange facility with associated set down area; street furniture; passenger waiting shelters; signage and lighting; infrastructure and landscaping works at the existing car park, north of the Liffey Valley Shopping Centre, along the ring road (Ascaill na Life) and the main access road from the Fonthill Road (Bóthar na Life).	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
2673/20	Dublin City Council	Permission for the construction of a four storey apartment block comprising: (A) 8 x 1 bed apartments. each with balcony/external terrace, lift and common circulation areas, (B) hard landscaped communal courtyard with public lighting, bin lock up and (C) hard landscaped private yard with secure bike parking, (D) pedestrian access to	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	Mitigation measures set out in the SWMP for the Proposed Scheme will be	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
		proposed scheme through existing archway of Montpelier Square Apartments, and all associated site works.	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.	sufficient. No additional measures required.		waterbodies to be confirmed during detailed design stage
2869/17	Dublin City Council	Permission is sought by Midgard Construction Ltd. on lands at former Faulkner Industries Factory, Chapelizod Hill Road, Chapelizod, Dublin 20; Beann', 38 Chapelizod Hill Road, Chapelizod, Dublin 20; and Clarevill', 38D Chapelizod Hill Road, Chapelizod, Dublin 20, for mixed-use residential development of 171 no. apartments and a childcare facility over a single level basement.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Road upgrades associated with the Proposed Scheme involve the installation of ramps and stairs from Chapelizod Hill Road to the bus stops and retaining walls on the Chapelizod side of the R148. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
4819/19	Dublin City Council	Planning permission at The Coach House, Park Lane, Dublin 20, D20K886 (The site located within the Chapelizod and Environs Architectural Conservation Area) for demolition of existing two storey building and construction of three storey residential building.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
4174/18	Dublin City Council	The development will comprise a residential scheme of 30 no. apartments/duplexes in 2 no. four storey blocks located north of Chapelizod Court, west of Lucan Road, east of the Chapelizod bypass and south of 688 Lucan 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. Road upgrades associated with the Proposed Scheme involve the installation of ramps and stairs from Chapelizod Hill Road to the bus stops and retaining walls on the Chapelizod side of the R148. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
3344/20	Dublin City Council	PROTECTED STRUCTURE: The development will consist of the demolition of the existing HUI Building at Dr. Steeven's Hospital, Dublin. The development will be carried out within the curtilage of a protected structure. (Dr. Steeven's Hospital - reference 7840).	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	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			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.			
3539/17	Dublin City Council	PROTECTED STRUCTURE; Planning permission at this site of c. 0.1285ha known as 17 to 22 Parkgate Street, Dublin 8 (a Protected Structure) for the demolition of the existing single storey shed structure and associated billboard fronting onto Parkgate Street and the construction of a standalone four storey building fronting onto Parkgate Street and a three storey extension to the rear of the existing central office building fronting onto Parkgate Street.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
SHD3ABP-312275-21	SDCC	Modifications to the previously permitted SHD granted on the subject site (Reg. Ref. ABP-305857-19), which is currently under construction. The overall development, as modified, will increase from 252 permitted residential units (comprising 247 apartments/duplexes and 5 houses) to 313 apartments in four blocks (an increase of 61 units). The building height will now range up to 9 storeys (previously up to 8 storeys).	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
305857	SDCC	5 no. houses and 247 no. apartments. St. Edmunds, St. Lomans Road, Palmerstown, Dublin 20	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
307092	SDCC	Demolition of existing structures, Construction of 250 no. Apartments. Lands at Palmerstown Retail Park, Kennelsfort Road Lower, Palmerstown, Dublin 20	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
MP11		Lucan LUAS	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Table A21.2.7 Stage 3 and 4: Architectural Heritage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
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	The proposal overlaps with the Proposed Scheme study area between N4 Junction 3 and M50 Junction 7. Construction No residual construction phase impacts are predicted on the architectural heritage resource, between N4 Junction 3 and M50 Junction 7 as a result of the Proposed Scheme. Significant residual cumulative Construction Phase impacts are therefore not anticipated. Operation No residual operational phase impacts are predicted on the architectural heritage resource, between N4 Junction 3 and M50 Junction 7 as a result of the Proposed Scheme. Significant residual cumulative Operational Phase impacts are therefore not anticipated.	n/a	It is considered that given that the Proposed scheme will not give rise to significant impacts, based on the current information available on the identified project, the cumulative impacts are unlikely to be significant.	There is limited information currently available on this project.
MP12		DART+ Programme South West	Construction No residual construction phase impacts are predicted on the architectural heritage resource, Protected Structure DCC RPS 7576 Heuston Station as a result of Proposed Scheme. Significant residual Cumulative Construction Phase impacts are therefore not anticipated. Operation No residual operational phase impacts are predicted on the architectural heritage resource, Protected Structure DCC RPS 7576 Heuston Station as a result of Proposed Scheme. Significant residual cumulative Operational Phase impacts are therefore not anticipated.	n/a	It is considered that given that the Proposed scheme will not give rise to significant impacts, based on the current information available on the identified project, the cumulative impacts are unlikely to be significant.	An EIA is not currently available for this proposal, therefore there is limited information available on this project.
MP15		DART+ Tunnel Element (Kildare Line to Northern Line)	This proposal overlaps with the study area at Heuston Station (DCC RPS 7576, High sensitivity). The station and its environs are designated as a Conservation Area under DCC Development Plan (High sensitivity). Construction No significant residual construction phase impacts are predicted on Heuston Station or the associated Conservation Area as a result of Proposed Scheme. Significant residual cumulative Construction Phase impacts are therefore not anticipated. Operation No residual operational phase impacts are predicted on the architectural heritage resource, Protected Structure DCC RPS 7576 Heuston Station as a result of Proposed Scheme. Significant residual cumulative Operational Phase impacts are therefore not anticipated.	n/a	It is considered that given that the Proposed scheme will not give rise to significant impacts, based on the current information available on the identified project, the cumulative impacts are unlikely to be significant.	An EIA is not currently available for this proposal, therefore there is limited information available on this project.
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	This proposal overlaps with the study area along the N4, between junctions 2 and 4, along Old Lucan Road, between Fonthill and Palmerston (Stewart's Hospital), and along R148 Con Colbert Road and St John's Road West. Construction No significant residual construction phase impacts are predicted on the architectural heritage resource, along the N4, between junctions 2 and 4, along Old Lucan Road, between Fonthill and Palmerston (Stewart's Hospital), and along Con Colbert Road and St John's Road West. Significant residual cumulative Construction Phase impacts are therefore not anticipated. Operation No significant residual construction phase impacts are predicted on the architectural heritage resource, along the N4, between junctions 2 and 4, along Old Lucan Road, between Fonthill and Palmerston (Stewart's Hospital), and along Con Colbert Road and St John's Road West. Significant residual cumulative Operational Phase impacts are therefore not anticipated.	n/a	It is considered that given that the Proposed scheme will not give rise to significant impacts, based on the current information available on the identified project, the cumulative impacts are unlikely to be significant.	There is limited information currently available on this project.

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

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SD09A/0021/EP	South Dublin County Council	The demolition of all existing structures on site and the construction of a mixed-used development of 30,924sq.m gross floor area ranging in height from four to six storeys.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	
SD19A/0218	South Dublin County Council	53 no. bedroom Boutique Hotel to replace the existing 29 no. bedroom Guesthouse comprising of new and retained two and three storey elements enclosing a central courtyard with new Café Bar, Dining Area and Meeting Room with associated ancillary areas	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	
SD19A/0320	South Dublin County Council	New bus interchange facility with associated set down area; street furniture; passenger waiting shelters; signage and lighting; infrastructure and landscaping works at the existing car park, north of the Liffey Valley Shopping Centre, along the ring road (Ascaill na Life) and the main access road from the Fonthill Road (Bóthar na Life).	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	
2869/17	Dublin City Council	Permission is sought by Midgard Construction Ltd. on lands at former Faulkner Industries Factory,	Construction Potential for temporary in-combination indirect	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained	Construction If construction periods overlap / are successive, there remains	

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
		Chapelizod Hill Road, Chapelizod, Dublin 20; Beann', 38 Chapelizod Hill Road, Chapelizod, Dublin 20; and Clarevill', 38D Chapelizod Hill Road, Chapelizod, Dublin 20, for mixed-use residential development of 171 no. apartments and a childcare facility over a single level basement.	townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	
3344/20	Dublin City Council	PROTECTED STRUCTURE: The development will consist of the demolition of the existing HUI Building at Dr. Steeven's Hospital, Dublin. The development will be carried out within the curtilage of a protected structure. (Dr. Steeven's Hospital - reference 7840).	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised significant temporary / short-term cumulative construction effects on protected structure of Dr Steevens' Hospital. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised significant temporary / short-term cumulative construction effects on protected structure of Dr Steevens' Hospital. Effects would be imperceptible if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised slight short-term negative effects. Medium and long-term cumulative effects will be neutral or positive.	
4174/18	Dublin City Council	The development will comprise a residential scheme of 30 no. apartments/duplexes in 2 no. four storey blocks located north of Chapelizod Court, west of Lucan Road, east of the Chapelizod bypass and south of 688 Lucan Road.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	
2708/17	Dublin City Council	Planning permission is sought to demolish 2 no. one storey sheds on the site to rear and side of existing house at "The Laurels", 54 Inchicore Road, Kilmainham, Dublin 8 and to construct; 5 no. three bedroom houses, 1 no. two bedroom unit and 1 no.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are	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	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case.	

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
		three storey duplex residence off Inchicore Road containing two apartments.	likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	(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.	Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	
SD20A/0089	South Dublin County Council	Mixed leisure, entertainment and retail extension to the existing Liffey Valley Centre organised around a large public plaza and pedestrian friendly east-west street with parapet levels varying between c.15m and c.18m above street level; the scheme provides for a two storey commercial extension, a central public plaza fronting onto the east-west street and car parking over two levels.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape which are likely to result largely from the Liffey Valley development. Effects would be imperceptible if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be neutral or potentially positive.	
MP03		N3 Castaheany Interchange Upgrade	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Potential for significant temporary / short-term cumulative construction effects. These effects are most likely to occur at locations where concurrent construction of both schemes have the potential to overlap, however, it is also likely that the extent of any such impacts will be localised and contained. Operation Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected. Potential for slight / moderate short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are concurrent, there remains potential for localised significant short-term, temporary cumulative construction effects at intersections of this scheme and the Proposed Scheme. Effects would be imperceptible if this is not the case. Operation Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected. Potential for effects with loss of vegetation. effects of any changes are likely to be reduced over time with establishment of proposed landscape measures. There remains potential for slight / moderate short-term effects. Medium and long-term effects will be imperceptible.	Some uncertainty over form of this project, particularly impact on wider townscape area.
MP06		N3 Castaheany Interchange Upgrade	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Potential for significant temporary / short-term cumulative construction effects. These effects are most likely to occur at locations where concurrent construction of both	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	Construction If construction periods overlap / are concurrent, there remains potential for localised significant short-term, temporary cumulative construction effects at intersections of this scheme and the Proposed Scheme. Effects would be imperceptible if this is not the case. Operation Potential to contribute to a minor cumulative change in the	Some uncertainty over form of this project, particularly impact on wider townscape area.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			schemes have the potential to overlap, however, it is also likely that the extent of any such impacts will be localised and contained. Operation Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected. Potential for slight / moderate negative short-term effects.	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.	urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected. Potential for effects with loss of vegetation. effects of any changes are likely to be reduced over time with establishment of proposed landscape measures. There remains potential for slight / moderate negative short-term effects. Medium and long-term effects will be imperceptible.	
MP12		DART+ Programme South West	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Construction will occur mainly within existing railway however will occur to surrounding road network with construction of new bridge structures, with substantial spatial overlap at Con Colbert Road / South Circular Road junction. Works have potential for townscape and visual effect on areas located around the railway and the Proposed Scheme. Potential for significant temporary / short-term cumulative construction effects. These effects are most likely to occur at locations where concurrent construction of both schemes have the potential to overlap, however, it is also likely that the extent of any such impacts will be localised and contained. Operation Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected. Potential for slight / moderate short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for significant temporary / short-term cumulative construction on localised areas of townscape/streetscape. Effects would be imperceptible if this is not the case. Operation Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development. There remains potential for slight / moderate temporary and short-term effects. The effects of any changes are likely to be reduced over the long-term with establishment of proposed landscape measures. There remains potential for slight / moderate short-term effects which could range from negative to positive. Medium and long-term effects will be neutral or positive.	
MP15		DART+ Tunnel Element (Kildare Line to Northern Line)	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Construction will occur mainly within existing railway however there is potential for works to surrounding road network and existing or proposed bridges. Works have potential for townscape and visual effect on areas located between the railway and the Proposed Scheme. Potential for significant temporary / short-term cumulative construction effects. These effects are most likely to occur at locations where concurrent construction of both schemes have the potential to overlap, however, it is also likely that the extent of any such impacts will be localised and contained. Operation Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no	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 on localised areas of townscape/streetscape. Effects would be imperceptible if this is not the case. Operation Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected. The effects of any changes are likely to be reduced over time with establishment of proposed landscape measures. There remains potential for slight / moderate short-term effects. Medium and long-term effects will be imperceptible.	Some uncertainty over form of this project, particularly impact on wider townscape area.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			significant cumulative effects are expected. Potential for slight / moderate short-term effects.			
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. Effects would be imperceptible if this is not the case. Such effects are likely to be most noticeable for receptors at the intersections of this scheme with the Proposed Scheme at road junctions, but effects will be contained within surrounding street / road corridor, due to enclosing effect of surrounding built form. Potential for moderate short-term, temporary cumulative construction effects at intersections of this scheme and the Proposed Scheme if construction periods overlap / are concurrent. These effects are likely to be limited to indirect visual effects on private properties and townscape effects on open spaces near to intersections of the scheme and Proposed Scheme. Operation Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected. Potential for slight / moderate short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are concurrent, there remains potential for localised moderate short-term, temporary cumulative construction effects at intersections of this scheme and the Proposed Scheme. Effects would be imperceptible if this is not the case. Operation Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected. The effects of any changes are likely to be reduced over time with establishment of proposed landscape measures. There remains potential for slight / moderate short-term effects. Medium and long-term effects will be imperceptible.	Major uncertainty over form of this project, particularly impact on wider townscape area.
307092	SDCC	Demolition of existing structures, Construction of 250 Apartments. Lands at Palmerstown Retail Park, Kennelsfort Road Lower, Palmerstown, Dublin 20	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised significant temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised significant temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	
B2		Dublin BusConnects: CBC 07 Liffey Valley to City Centre	Construction Potential for temporary in-combination indirect townscape / visual effects at intersection / nearby areas of the schemes in vicinity of Con Colbert Road / Chapelizod Bypass, if the construction periods coincide / are successive. Effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised significant temporary / short-term cumulative construction effects in local area. Operation	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly	Construction There remains potential for localised significant temporary / short-term cumulative construction effects are successive. Effects would be imperceptible if this is not the case. Simultaneous construction is not predicted. Operation There remains potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected, even in the short-term. There remains potential for slight / moderate short-term	

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected. Potential for slight / moderate short-term effects which would be generally neutral or positive in the long-term.	impacted through removal is neither possible nor practicable.	effects. Medium and long-term cumulative effects expected to be neutral or positive.	
C1		Dublin BusConnects: CBC 05 Blanchardstown to City Centre	Landscape and Visual - Construction Potential for temporary in-combination indirect townscape effects are limited by distance. Potential for slight short-term / temporary cumulative construction effects on a wide townscape area if the construction periods coincide / are successive. Landscape and Visual - Operation Limited changes by CBC05 at closest point on Liffey Quays and other townscape sections more distant and spatially distinct. Minimal impacts on trees for both schemes at closest points. No cumulative operational townscape/visual effects expected.	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.	Landscape and Visual - Construction Slight short-term / temporary cumulative construction effects remain on a wide townscape area if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Landscape and Visual - Operation No cumulative townscape/visual effects expected.	
D1		Dublin BusConnects: CBC 0304 Ballymun-Finglas	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	
A3		Dublin BusConnects: CBC 0809 Tallaght-Clondalkin	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	
D2		Dublin BusConnects: CBC 11 Kimmage to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
				townscape and visual characteristics directly impacted through removal is neither possible nor practicable.		
C2		Dublin BusConnects: CBC 1012 Templeogue-Rathfarnham	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	
B1		Dublin BusConnects: CBC 02 Swords to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	
B3		Dublin BusConnects: CBC 13 Bray to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	
D3		Dublin BusConnects: CBC 16 Ringsend to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
C3		Dublin BusConnects: CBC 14/15 Blackrock/Belfield	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	
A1		Dublin BusConnects: CBC 01 Clongriffin to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	