
Appendix A26.2

Stage 3 and 4 CEA

Contents

1.	APPENDIX A26.2 – STAGE 3 AND 4 CUMULATIVE EFFECTS ASSESSMENT	1
1.1	Introduction	1
1.2	Traffic and Transport	2
1.3	Population	36
1.4	Biodiversity	50
1.5	Land and Soils	122
1.6	Water	124
1.7	Air Quality	131
1.8	Climate	156
1.9	Noise and Vibration	184
1.10	Landscape and Visual	213
1.11	Material Assets: Agricultural	239
1.12	Material Assets: Utilities	250
1.13	Material Assets: Resource and Waste	254
1.14	Human Health	284

1. APPENDIX A26.2 – STAGE 3 AND 4 CUMULATIVE EFFECTS ASSESSMENT

1.1 Introduction

This appendix includes the topic assessments of cumulative effects for the Dart+ Coastal North Project (“the Proposed Development”) and projects that were shortlisted at Stage 2 for a more detailed assessment.

The following topics are not included in the assessment. The basis for this is that the assessments for same comprised a more regional based assessment, or the fact that there were no likely significant cumulative impacts identified for that specific topic:

- Hydrogeology;
- Architectural Heritage;
- Materials Assets: Non-Agricultural Properties; and
- Archaeology and Cultural Heritage.

Figure 26.1 in Volume 4 of this EIAR includes a map of all applications referenced within the tables.

1.2 Traffic and Transport

Table 1-1 Stage 3 and 4: Traffic and Transport.

Stage 3 and 4: Traffic and Transport					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
307652	An Bord Pleanála	Construction: of the Boyne Greenway, pedestrian and cycleway linking Drogheda Town in Co. Louth to Mornington Village in Co. Meath.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
314210	An Bord Pleanála	Middle Wad Flood Alleviation Study - Clontarf Outfalls Project.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGVs and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
307444	An Bord Pleanála	Construction: of 657 no. apartments, creche and associated site works.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>

Stage 3 and 4: Traffic and Transport					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
305319	An Bord Pleanála	500 no. apartments (235 no. residential, 265 no. build to rent), creche and all associated site works.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
308552	An Bord Pleanála	Demolition of no. existing dwellings, workshop and other ancillary structures, construction of 105 no. apartments and associated site works.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
303296	An Bord Pleanála	Eight no. houses and 377 no. apartments including all associated site works.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>

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Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
305316	An Bord Pleanála	1,030 no. apartments (352 no. residential, 678 no. Build to Rent units), two no. creches, 10 no. retail units and all associated site works.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction. Operation: No mitigation required.</p>	<p>Construction:</p> <p>Negative, moderate, and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
313177	An Bord Pleanála	1,007 no. apartments, childcare facilities, and associated site works.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction. Operation: No mitigation required.</p>	<p>Construction:</p> <p>Negative, moderate, and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
305991	An Bord Pleanála	142 no. residential units (58 no houses, 76 no. apartments, eight no. maisonette apartments), childcare facility and associated site works.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction. Operation: No mitigation required.</p>	<p>Construction: Negative, slight to moderate and short-term effects.</p> <p>Operation: Positive, significant, and long-term effects.</p>

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Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
305619	An Bord Pleanála	153 no. residential units (113 no. houses and 40 no. apartments), three no. retail units, cafe, restaurant, medical unit, and associated site works.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
306102	An Bord Pleanála	Demolition of structures on site, construction of 512 no. apartments, childcare facility and associated site works.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
SHD/019/19/A1	An Bord Pleanála	ABP -306794-20 Amendment ref ABP-309600-21 Amendments to Block A, Block B and Block C previously permitted development ABP 306794-20 and associated works.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>

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Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
SHD/013/19	An Bord Pleanála	<p>Permission for Strategic Housing Development bounded by Seamount Road to the south, 'Seamount Heights' to the east/southeast, 'Seamount Drive', 'Seamount Park' and 'Seamount Abbey' to the west/south, 'Oak Hall' and 'The Hill' to the west, 'Grove Lawn' and 'Abbots Hill' to the north, and by the former Malahide golf links lands to the east/northeast. The development will consist of: - 142 no. residential units, including 58 no. detached, semi-detached and terraced houses (35 no. four-bed (house types A, B & C) and 23 no. three-bed (house types D, F, G & H)) and eight no. one-bed maisonette apartments (house type E), all with private rear gardens. 76 no. apartments (26 no. one-bed, 46 no. two-bed and four no. three-bed), all with private patios, terraces, or balconies on east and west facing apartment building elevations. Building height ranges between one and two storeys for houses and maisonettes, and split level five-six storeys over basement, with setback at penthouse levels five and six, in each of the two no. apartment buildings. One no. two-storey creche building (c. 186.63sq.m. gross floor area) with external play area. And, all associated and ancillary site development and infrastructural works (associated plant), hard and soft landscaping and boundary treatment works, including:- two no. vehicular site entrance and associated road works, at Seamount Road and Seamount Abbey, Vehicular, pedestrian and cycle access through the site, connecting with Seamount Road, Seamount Abbey and the former Malahide golf links lands, Provision of Public Open Space and children's playground facilities, 246 no. ancillary car parking spaces (154 no. surface space in a mix of on-curtilage, off and on street locations and 92 no. at basement level), 184 no. ancillary bicycle parking spaces (130 no. on the lower ground floor level and 54 no. at surface level), Bin store and collection areas, and one no. ESB Sub-station and use of existing sub-station on site.</p>	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>

Stage 3 and 4: Traffic and Transport					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
ABP-313268-22	An Bord Pleanála	345 no. residential units (39 no. houses, 306 no. apartments), creche and all associated site works.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
SHD/014/20	An Bord Pleanála	<p>The development will consist of the following;</p> <ul style="list-style-type: none"> • Demolition of existing buildings (former supermarket building, car park, substation, and outbuildings (partially in retail use)). • Construction: of a Build to Rent (BTR) development comprising three no. apartment blocks (Blocks A - C) ranging in height from three to six storeys (with Block B over three no. lower courtyard floors) providing a total of 101 units (19 no. studios, 41 no. one-beds, 41 no. two-beds). • Provision of Resident Support Facilities/Resident Services and Amenities (c.217.03 sq.m) • Provision of two no. retail units (c.110.15 sq.m) • Provision of 25 no. car parking spaces (at ground floor and accessed from Quay Street), 182 no. cycle parking spaces. • Provision of ESB substation/switch room, plant areas, bin stores, telecoms areas. • Provision of open spaces, landscaping, boundary treatments, all associated site works and services provision. 	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>

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SHD/012/19	An Bord Pleanála	<p>153 no. units (40 no. duplex/apartments and 113 no. houses), ranging between two and four storey in height comprising the following: 78 no. three-bed, two storey houses (House Type: A, B & C), 35 no. four-bed two storey houses (House Type: D & F), 26 no. two-bed duplex/apartments (House Type: G,K,L,M,N & O) and 14 no. three-bed duplex/apartments (House Type: H & J); the development will also provide a 'Local Centre' consisting of three no. retail/café/restaurant units (c. 440 sq.m. gross floor area overall) at ground floor with apartments above, all in a building comprising three to four storeys in height. A medical unit (c. 92 sq.m gross floor area) is proposed at ground floor level at the end of the terrace of duplexes (under Unit No. 14) adjoining the boundary to Portmarnock Train Station car park fronting onto the civic plaza; Private rear gardens are proposed for all houses. Private patios/terraces and balconies are provided for all duplexes and apartment units. Upper-level balconies are proposed on elevations of all multi-aspect duplex and apartment buildings. And all associated and ancillary site development, infrastructural, landscaping and boundary treatment works including:- Vehicular access to serve the development will be provided from Station Road via an existing road serving St. Marnock's Bay ('The Drive') and two no. permitted roads serving St. Marnock's Bay ('The Avenue' & Monument View') permitted under ABP Ref. ABP-300514-17 (currently under construction); bin stores; two no. ESB Sub-stations; areas of public open space (c. 4,800 sq.m. in total) including the provision of a pocket park and a civic plaza adjoining the Local Centre; 315 no. car parking spaces (226 no. on-curtilage parking spaces for the housing and 89 no. surface level parking spaces serving the residential and commercial units at the Local Centre'); 64 no. bicycle parking spaces serving the residential and commercial units at the 'Local Centre' (covered bicycle storage and Sheffield Stands); all on a site of approximately 4.6 Ha. This development comprises amendments to permitted site development works at St. Marnock's Bay (Reg. Ref. F13A/0248 and ABP Ref. ABP-300514-17).</p>	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>

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ABP-306872-20	An Bord Pleanála	<p>The development comprises alterations to the development permitted under Reg. Ref. F17A/0615 (currently under construction) consisting of the following:</p> <ul style="list-style-type: none"> - Provision of two additional storeys to Block A-B1 and alterations/ redesign to the three permitted storeys below to provide a five storey building containing 42 number apartments (consisting of nine number one-beds, 29 number two-beds and four number three-beds), and including associated alterations to the courtyard communal amenity space. - Provision of two additional storeys to Block C1 and alterations to the three permitted storeys below to provide a five-storey building containing 28 number apartments (consisting of 28 number two-beds). - Replacement of Block D, comprising 10 number two and three-storey semi-detached houses, with three number three-storey apartment buildings (Block D1, D2 and D3) containing 32 number apartments (consisting of six number one-beds, 21 number two-beds and five number three-beds), and including provision of communal amenity space to the north. - The alterations to Block A-B1 and C1 include associated alterations to the basement under these blocks primarily relating to the omission of a core and associated alterations to plant, waste storage, car and cycle parking provision. - The proposed alterations include the provision of balconies / terraces to the external elevations of Block A-B1, C1, D1, D2, and D3. - An Electricity Supply Board substation and switch room building and bin collection point are proposed in place of three permitted car parking spaces adjoining the western boundary of the site. - The proposal includes alterations to the permitted car and cycle parking at basement and ground level, resulting in the provision of a total of 168 number car parking and 270 number bicycle spaces. - The proposed alterations include all associated ancillary site development works. 	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>

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SHD/009/19	An Bord Pleanála	Demolition of all structures on site (c8,162sq.m. GFA) and excavation of a basement. The proposed development comprises of the provision of a mixed-use development of residential/retail/restaurant/cafe uses and a creche in four no. blocks (A to D), over part basement Blocks A, B, C and D with a height up to a maximum of seven storeys of apartments over lower ground floor and basement car parking levels (a total of eight storeys over basement level). The residential component will consist of 512 no. residential units. The proposed development includes the provision of two vehicular entrances on to the Howth Road, excavation of basement to provide for car parking, plant, waste storage and ancillary use. Additional car parking spaces shall be provided at lower ground floor level. A total of 439 no. car parking spaces and 1,335 no. bicycle parking spaces, including 49 no. bicycle spaces to cater for the retail units and creche shall be provided.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
ABP-308478-20	An Bord Pleanála	The development will consist of: 344 no. residential units (39 no. houses, 305 no. apartments), creche and associated site works. Hacketstown, in the townland of Milverton, to the east of the Golf Links Road, Skerries, Co. Dublin.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
ABP-309599-21	An Bord Pleanála	The proposed development consists of 1007 no. apartments, childcare facility and associated site works. Townland of Stapolin-Baldoyle, Coast Road, Baldoyle, Dublin 13.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>

Stage 3 and 4: Traffic and Transport					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
306872	An Bord Pleanála	Alterations to a previously permitted development of 96 no. units under (Reg, Ref: F17A/0615) to provide 143 no. apartments. The total number of additional/altered residential units subject to this application is 102 no. units with all associated site works.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
310413	An Bord Pleanála	162 no. apartments and associated site works.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
312112	An Bord Pleanála	172 no. residential units (150 no. houses, 22 no. apartments) and associated site works.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>

Stage 3 and 4: Traffic and Transport					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
313361	An Bord Pleanála	Demolition of buildings, construction of 415 no. residential units (252 no houses, 163 no. apartments) creche and associated site works.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
311059	An Bord Pleanála	1,365 no. units (346 no. houses, 1,019 no. apartments), creche and associated site works.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
306794	An Bord Pleanála	144 no. apartments and associated site works.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>

Stage 3 and 4: Traffic and Transport					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
313268	An Bord Pleanála	345 no. residential units (39 no. houses, 306 no. apartments), creche and all associated site works.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
311095	An Bord Pleanála	Demolition of existing buildings, construction of 101 no. Build to Rent apartments and associated site works.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
313210	An Bord Pleanála	10-year planning permission for construction of 817 no. residential units (377 no. houses, 440 no. apartments), childcare facilities and associated site works.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>

Stage 3 and 4: Traffic and Transport					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
309668	An Bord Pleanála	275 no. apartments, creche and associated site works.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
304624	An Bord Pleanála	Greenway between Malahide Demesne and Newbridge Demesne to be known as 'Broadmeadow Way'.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
312131	An Bord Pleanála	Greater Dublin Drainage Project consisting of a new wastewater treatment plant, sludge hub centre, orbital sewer, outfall pipeline and regional biosolids storage facility.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>

Stage 3 and 4: Traffic and Transport					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
301908	An Bord Pleanála	Greater Dublin Drainage Project consisting of a new wastewater treatment plant, sludge hub centre, orbital sewer, outfall pipeline and regional biosolids storage facility.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
313182	An Bord Pleanála	BusConnects Clongriffin to City Centre Core Bus Corridor Scheme.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
308116	An Bord Pleanála	357 no. residential units (169 no. houses, 188 no. apartments), childcare facilities and associated site works.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>

Stage 3 and 4: Traffic and Transport					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
LRD0006/S3	Fingal County Council	Dean Swift Property Holdings Unlimited Company, intend to apply for a ten-year planning permission for a Large-Scale Residential Development (LRD) on lands located off Flemington Lane, Balbriggan, Co. Dublin. The application site comprises an area of 22.62 ha, and is located to the south of Flemington Lane, to the east of Clonard Road (also known as Bridgefoot Road) (L1130 Local Road), to the west of Hamlet Lane and to the north and west of the Taylor Hill residential development. The subject site also includes a section of the existing Boulevard Road (also known as Taylor Hill Boulevard) and a section of the junction between Boulevard Road (also known as Taylor Hill Boulevard) and Naul Road (R122 Regional Road) to the south.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
LRD0008/S3	Fingal County Council	The proposed development comprises of a 10-year permission for a Large-Scale Housing Development at Ballymastone, Donabate, Co. Dublin. The proposed development consist of 432 no. residential units comprising 93 no. apartment units (42 no. one bed units, 41 no. two-bed units and 10 no. three-bed units), 126 no. duplex units (two to three storeys, 10 no. one-bed units, 55 no. two-bed units and 61 no. three-bed units) and 213 no. houses (75 no. two-bed units, 130 no. three-bed units and 8 no. four-bed units) ranging in height from two to six storeys.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
LRD0010/S3	Fingal County Council	The development will consist of: - 33 no. houses (28 no. three-bedroom and five no. four-bedroom) House Types A, B, E and F (2 storey) House Types C and D (2.5 storey) in a mixture of semidetached, detached and terraced units; - 95 no. apartments (in a part three/part four storey building with Blocks A, B and C located over a basement) consisting of 31 no. one-bedroom apartments, 62 no. two-bedroom apartments and two no. three-bedroom apartments and includes an ancillary gym as a separate structure within the courtyard (for residents 84.3 sq.m); - 16 no. duplex apartments in two no. three-storey blocks consisting of six no. one-bedroom simplex, eight no. two-bedroom duplex and two no. three-bedroom duplex units; (all apartments and duplex apartments to have terrace or balconies);	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>

Stage 3 and 4: Traffic and Transport					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
		<p>- Open space comprising c. 2.89 hectares (which includes 1.24 hectares class 1 open space), two no. playing pitches to the south of Ballygossan Park, communal and private open space, and pedestrian path along western boundary to the north, ancillary children's play areas, as well as provision of two ESB substations;</p> <p>-The proposal includes the provision of 214 no. car parking spaces 100 no. spaces located at basement level under the apartment block and 114 no. spaces located at surface level) and 292 bicycle spaces (122 no. spaces located in the basement of the apartment block and 170 no. spaces located at surface level).</p> <p>- Provision of a creche (three storeys) c. 355.4 sq. m to replace the creche permitted under Register Reference F11A/0309 & An Bord Pleanála Reference PL06F.240639, as extended by Register Reference F11A/0309/E1;</p> <p>Access to the site will be from Ballygossan Park and Golf Links Road with temporary construction access from a haul road south of the existing junction of Golf Links Road and Ballygossan Park, and a second haul road to the south;</p> <p>- Provision of landscaping and infrastructure (surface water, foul and water supply) to facilitate the development of the application lands and lands to the south including "Regional Drainage Facility" (RDF) for the surface water management of the Hackettstown residential lands;</p> <p>- Planting & Landscaping of open space areas, including provision of footpaths and viewing point and diversion and undergrounding of existing overhead power lines, where required;</p> <p>- The proposal includes associated siting, boundary changes, boundary treatment and site lighting, all associated landscaping and drainage works [including attenuation], planting and boundary treatments, including regrading/re-profiling of site where required;</p>			
LRD0016/S3	Fingal County Council	<p>The proposed development seeks to amend SHD permitted under ABP Reg. Ref. 311016 resulting in an overall reduction of 97 no. units from 1,221 (as permitted) to 1,124 no. units (as proposed) within GA3 lands. The proposed amendments consist of:</p> <ul style="list-style-type: none"> • Block G1 – reduction in height from 10-four no. storey building (as permitted) to seven-four no. storey building. • Block G2 – reduction in height from 10-four no. storey building (as permitted) to seven-four no. storey building. 	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>

Stage 3 and 4: Traffic and Transport					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
		<ul style="list-style-type: none"> Block G3 – reduction in height from 15-seven no. storey building (as permitted) to 10-six no. storey building. Block G5 – reduction in height from 10-four no. storey building (as permitted) to seven-four no. storey building. Block E1 – reduction in height from eight-five no. storey building (as permitted) to seven-five no. storey building. Façade and building form enhancements are also proposed. This results in an overall 830 no. units within the application site. All other elements of the GA3 lands remain as permitted under SHD ABP Reg. Ref. 311016.	Operation: The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.		
LRD0007/S3	Fingal County Council	A Large-scale Residential Development (LRD) for lands at Baldoyle (formerly known as The Coast), Dublin 13. The site is bounded to the north by undeveloped lands, to the east by residential development of Red Arches Drive, to the south by residential development of Red Arches Road and to the west by undeveloped land, with the Dublin-Belfast railway line further beyond. The proposed development will consist of amendments to Block B as permitted under FCC Reg. Ref. F16A/0412 (ABP Reg. Ref. PL06F.248970) and amended under FCC Reg. Ref. F20A/0258, F21A/0046 and F22A/0017. The proposed amendments will consist of: - The reconfiguration of permitted units omitting 28 no. apartments as permitted under F16A/0412 (as amended) and the addition of 26 no. houses resulting in the provision of 88 no. apartments (three-five storey) and 54 no. houses (two-three storey). This results in an overall total of 142 no. units, an overall reduction of two no. units on that permitted; - The reconfiguration of the internal road layout as permitted under F16A/0412 (as amended); - The removal of permitted basement below Blocks B1 and B2 and the provision of 170 no. car parking spaces and 262 no. cycle spaces at ground floor and surface; and -The development of a linear park along Longfield Road.	Construction: Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network. Operation: The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.	Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction. Operation: No mitigation required.	Construction: Negative, slight to moderate and short-term effects. Operation: Positive, significant, and long-term effects.
LRD0015/S3	Fingal County Council	The proposed development seeks to amend permitted SHD under ABP Reg. Ref. 310418 resulting in an overall reduction of 55 no. units from 882 (as permitted) to 827 no. units (as proposed) within GA1 lands. The proposed amendments consist of: *Reduction in building height of Block A1 from an eight-six no. storey building (as permitted) to a seven-six no. storey building	Construction: Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primari'y HGV's and staff vehicles) on the road network.	Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction. Operation: No mitigation required.	Construction: Negative, slight to moderate and short-term effects. Operation: Positive, significant, and long-term effects.

Stage 3 and 4: Traffic and Transport					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
		<p>*Reduction in building height of Block D1 from an nine-six no. storey building (as permitted) to a seven-six no. storey building</p> <p>*Reduction in building height of Block D2 from an eight-six no. storey building (as permitted) to a seven-six no. storey building</p> <p>*Reduction in building height of Block D3 from an 15-five no. storey building (as permitted) to a 10-five no. storey building</p> <p>façade and building form enhancements are also proposed. This results in an overall 341 no. units within the application site. All other elements of the GA1 lands remain as permitted under SHD ABP Reg. Ref. 310418</p>	<p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>		
LRD0014/S3	Fingal County Council	The proposed development comprises a change of use from permitted medical use to pharmacy use at Unit 1 (c. 92 sq. m), at the Ground Floor of the permitted "Local Centre" (now under construction) and all associated and ancillary works and services. The overall development already permitted here is 153 no. residential units (113 no. houses and 40 no. apartments), two no. retail / cafe / restaurant units, medical unit (subject of this application) and associated site works all on a site of approximately 4.6 ha under ABP Ref. ABP-305619-19 (as amended by ABP Ref. ABP-311164-21 and ABP Ref. ABP-311472-21). This application is a modification to the above already permitted development.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
F21A/0280	7	The construction of 99 houses comprising of 78 no. two storey semi-detached three-bed houses (Type H), three no. two storey detached three-bed houses (Type Hd) and 18 no. two storey semi-detached four-bed houses (Type L), all on part of serviced lands, previous permissions Reg Ref F04A/0191 and F07A/1693/E2 on site nos. 27-87 incl Castleland Park Avenue, one-eight incl. Castleland Park Court, 1-14 incl. Castleland Park Walk, one-eight incl. Castleland Park Lawn and one-11 incl. Castleland Park Grove, in lieu of 102 no. two storey houses (Resulting in a reduction of three no. houses).	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>

Stage 3 and 4: Traffic and Transport					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
F23A/0503	Fingal County Council	Planning permission for the construction of 65 two storey family houses comprising 10 no. four bedroomed houses and 55 no. three-bedroomed houses. The development includes 111 on curtilage vehicle parking spaces, the installation of a new vehicular access to the lands from the R127 Skerries Road, the closing of an existing field access on the R127 Skerries road, the creation of a new pedestrian and cycle link from the development through to Clonrath Close, the creation of a new pedestrian link from the development to Rathmore Park, and new pedestrian path and associated landscaping in Rathmore Park. The development includes associated site works and infrastructure including landscaped open spaces, boundary treatments, internal roads, paths, public lighting, services, utilities, drainage and surface water attenuation and all ancillary and associated works.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
4425/22	Dublin City Council	Cairn Homes Properties Limited intend to apply for planning permission for development at a site of c.2.6 hectares at "Parkside" development lands located on the former Balgriffin Park lands, Dublin 17. The application site is located south-west of Parkside Phase 2C (currently under construction), west of St. Michael's Cottages, south-east of Parkside Square, the neighbourhood park and green link pedestrian/cyclist route between Belmayne Avenue and the Hole in the Wall Road. The proposed development will comprise a residential scheme of 96 no. two-three storey, two-four-bedroom residential units. The development will include 64 no. houses comprising 12 no. semi-detached and 52 no. terraced houses ranging in size from c.112sq.m to c.167sq.m and 32 no. apartment/duplex units ranging in size from c.85sq.m to c.114sq.m. Apartments/duplexes with south/east/west facing balconies/terraces. All associated site development works, services provision, vehicular/pedestrian access, car and bicycle parking, open space, bin stores, landscaping and boundary treatment works. Modifications to permission DCC Reg. Ref.: 2941/14 to include completion of the central section of the 'green link' pedestrian and cyclists' route through the residential proposal.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>

Stage 3 and 4: Traffic and Transport					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
5435/22	Dublin City Council	Large-Scale Residential Development (LRD) Application Belmayne Development Company Limited, intends to apply for planning permission to modify an existing planning permission for a permitted Strategic Housing Development granted under planning reference ABP-310077-21 and amended under reference planning ABP-312264-21, to include; the construction of roof plant infrastructure consisting of two no. Heat Pumps enclosed by Louvre Screening; a mechanical flue pipe encased in a rendered wall; and the relocation of the permitted Automatic Opening Vent (AOV) on the roof of the permitted four-story apartment block located at the north- western section of the site which fronts onto the Churchwell Road, all at Belmayne P4, adjacent Churchwell Road and Churchwell Crescent, Belmayne, Dublin 13.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
WEB5125/21	Dublin City Council	PROTECTED STRUCTURE: The development will consist of: (a) proposed modifications to the existing protected structure, to include removal of a ground floor coal store, (b) the construction of a 18.4m² flat-roofed single-storey extension to the rear with one no. rooflight, (c) the replacement of eight no. non-historic windows with timber sash windows, (d) the reinstatement of natural slate to the roof and (e) the installation of two no. new rooflights and one no. new window to the existing return, (f) replacement of failing rainwater goods with cast aluminium goods, (g) miscellaneous internal modifications and (h) all associated site works.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
2421/21	Dublin City Council	Permission at a site (c. 1.51 Ha) at City Block 3 and Northbank House, Sheriff Street Upper, New Wapping Street and Mayor Street Upper, North Lotts, Dublin 1 and otherwise generally bounded by Nos. 7-10 Mayor Street Upper to the south, Nos. 1-14 New Wapping Street to the west, and existing Northbank House, Alexandra Terrace and Castleforbes Road to the east. The development will consist of: - The construction of 6 no. residential blocks, ranging from two to seven storeys over partial single level basement (gross floor area c. 36,834.2 sq.m excluding basement c. 5,369 sq.m), to accommodate 449 no. residential units comprising 59 no. one-bed studios, 166 no. one-bed apartments, 215 no. two-bed apartments, two no. three-bed apartments and seven no. three-bed houses	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>

Stage 3 and 4: Traffic and Transport					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
		<p>The development provides for Tenant Amenity area (c. 766 sq.m gfa), a café (c. 109 sq.m gfa) within the proposed Block 3B and change of use and reconfiguration of an existing retail unit to provide a crèche (c. 343 sq.m gfa) and associated play area at Northbank House. The breakdown of accommodation is as follows: - Block 3A1 (c. 7,951.1 sq.m gross floor area) fronting Sheriff Street Upper and New Wapping Street, comprises a 7-storey apartment building accommodating 106 no. residential units (13 no. studios, 56 no. one-beds, 36 no. two-beds and one no. three-bed). Block 3A2 (c. 9,668.8 sq.m gross floor area) fronting Sheriff Street Upper, comprises a seven-storey apartment building accommodating 117 no. residential units (five no. studios, 52 no. one-beds, 59 no. two-beds and one no. three-bed). Block 3B (c. 8,908.7 sq.m gross floor area) fronting Sheriff Street Upper and north of the proposed new civic park, comprises a six to seven storey apartment building accommodating 102 no. residential units (25 no. studios, 24 no. one-beds and 53 no. two-beds).</p> <p>This building includes tenant amenities (c. 766 sq.m) at ground and first floor levels, ancafécafe (c.109 sq.m) at ground floor level. Blocks 3D2 / 3E2 (c. 9,484.4 sq.m gross floor area) fronting Mayor Street Upper and west of the proposed new civic park, comprises a three to six storey apartment building accommodating 117 no. residential units (16 no. studios, 34 no. one-beds and 67 no. two-beds). Block 3D1 (c. 821.2 sq.m gross floor area) located to the rear (east) of the existing houses fronting New Wapping Street and west of proposed Block 3D2/3E2, comprises seven no. two storey three-bed houses. Balconies are provided on all elevations of the apartment blocks (3A1, 3A2, 3B, 3D2 and 3E2). Private rear gardens are provided at ground floor level to the Block 3D1 houses. All associated and ancillary site development works, hard and soft landscape, boundary treatment works, including: - Demolition of remaining existing non-residential structures (c. 420 sq.m), previously approved under DCC Reg. ref. DSDZ2242/16. New external residential courtyards and roof terrace amenity areas. New civic park located centrally within the city block (c. 2,259 sq.m) as previously permitted under DCC Reg. Ref. DSDZ3357/17. New internal east-west street and north-south (pedestrian/cycle) streets.</p>			

Stage 3 and 4: Traffic and Transport					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
		100 no. car parking spaces, including 94 no. spaces at basement level and 6 no. spaces at surface level. 552 no. bicycle parking spaces, including 494 no. at basement level and 58 no. at surface level. New vehicular access to the basement car park from New Wapping Street. Basement storage, service and plant areas. Provision of a bin store (c. 39.2 sq.m gfa) between Blocks 3D1 and 3D2 / 3E2. Provision of two no. ESB sub-stations. Public Realm works along Sheriff Street Upper, New Wapping Street and Mayor Street Upper, including revised treatment to the boundary with Northbank House Fire Tender Route previously approved under DCC Reg. Ref. DSDZ2642/16. This application relates to a proposed development within the North Lotts & Grand Canal Dock Strategic Development Scheme area.			
2351/21	Dublin City Council	The development will consist of the provision of two schools. A temporary post-primary school by way of construction of three no. single storey prefabricated buildings (c 239 sq.mtrs & 341.5 sq.m & 318 sq.mtrs) and a primary school of two no. single storey prefabricated buildings (c 282 sq.mtrs & 181 sq.mtrs) on a defined site area (c. 2.152Ha) to be enclosed within a 2.4mtrs high welded mesh fencing and access gates with associated site works including provision of new site entrance, car parking, drop off area and hard surface play areas and landscaping. Temporary permission for a period no longer than five years is being sought.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>

Stage 3 and 4: Traffic and Transport					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
3157/20	Dublin City Council	Planning permission on lands known as Site 5, Northern Cross, Malahide Road, Dublin 17. The site is bound by the Malahide Road to the east, the existing Northern Cross development to the south and west, and detached dwellings and the River Mayne corridor to the north. The proposed development consists of the construction of 55 no. apartments and two no. double height commercial units (for Class 1- Shop or Class 2- Office/Professional Services or Restaurant/ Café use). The building ranges from eight to 12 storeys in height, including double height ground floor commercial units, above basement level. The 55 no. apartments consist of three no. studio units, 27 no. one bed units, 22 no. two bed units and three no. three bed units. All apartments are provided with private amenity space in the form of balconies/ terraces. The basement includes storage, plant/service areas, laundry area and storage space allocated to the residential units. The proposal includes communal amenity space, including roof garden at eight and 10th floor levels, and public realm improvements/public open space adjacent to the Malahide Road. The proposal contains a total of 27 no. car parking spaces, 87 no. secure bicycle parking spaces and 34 no. visitor bicycle parking spaces within the public realm. The proposed development includes PV panels at roof level, foul and surface water drainage, hard and soft landscaping, lighting, and all associated and ancillary site works. A Natura Impact Statement (NIS) has been prepared in respect of the proposed development and accompanies this application.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
4137/23	Dublin City Council	Permission for the proposed development will consist of demolition of the existing residential property and existing derelict residential property. The construction of a residential development consisting of two blocks with a total of 79 residential apartments. Block A is located to the east of the site and includes 24 no. two-bed apartments and 12 no. one-bed apartments. Block B is on the west side of the site and includes 30 no. three-bed apartments; and 13 no. one-bed apartments. All apartments have private space in the form of balconies/terraces. Block A ranges from six-eight to storeys in height and Block B is seven-eight storey in height excluding basement. The proposed development including communal amenity spaces located centrally at ground level and on the roofs of Block A and in Block B.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>

Stage 3 and 4: Traffic and Transport					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
		The basement contains parking for 56 spaces including four no. disabled spaces and motorcycle parking along with electric vehicle parking and is accessed via a new vehicle entrance and ramp from Malahide Road. New boundary treatments and communal bike stores, bin stores are proposed. A children's play area and crèche are included. Associated groundworks, landscaping, drainage including SUDS measures, lighting engineering and ancillary works necessary to facilitate the development. This application is accompanied by a Natura Impact Assessment.			
3159/21	Dublin City Council	Planning permission at a site (25pprox.. 0.19 Ha) at a site which adjoins the former Columban Missionary's site, and which is located at the junction of the R139 Road and Hole in the Wall Road, Donaghmede, Dublin 13. The proposed development comprises of the construction of a seven to 13 storey building, accommodating 72 no. apartments (total GFA c. 7,550sq.m) all with private balconies/ terraces as follows: 30 no. one-bedroom apartments, 38 no. two- bedroom apartments and four no. 3-bedroom apartments. All associated and ancillary site development landscaping and boundary treatment works including demolition of existing single storey structure on site (c. 37.65 sq.m) (previously used a pump house) and existing site boundary. Formation of new pedestrian and vehicular entrance to R139 Road and new pedestrian entrance to Hole in the Wall Road. 44 no. ground level car parking spaces (of which two no. are accessible spaces); some of which are undercroft. 162 no. ground level cycle parking spaces (of which two no. are cargo bicycle spaces) some of which are undercroft. Bin storage area at ground level.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
4410/22	Dublin City Council	Permission for the development of lands at an existing commercial premises at the junction of East Wall Road and Alfie Byrne Road on East Wall Road, Dublin 3, D03 F2H3. The proposed development will comprise of: - The demolition of two existing vehicle sales commercial buildings and – The construction of a mixed-use scheme, developed in three blocks over basement, consisting of: Block A: 15-storey hotel building, with a maximum height of 52.7 metres. Block A will comprise of 195-bedroom suites, conference facilities, a restaurant / bar / lounge, ancillary facilities and substation. The gross floor area of Block A is 6,471 sq.m including 238 sq.m at basement level.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>

Stage 3 and 4: Traffic and Transport					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
		<p>Block B: eight-storey mixed-use building, with a maximum height of 29.4 metres. Block B will comprise of cafe/retail unit (GFA 219 sq.m), (allowing for take-away service) and residential amenity space and substation on the ground floor with vehicular access to the basement, six no. office units over the first to third floors (GFA 1,674 sq.m) and 28 no. build-to-rent apartments over the fourth to seventh floors. The apartments will comprise of 16 no. one-bed units and 12 no. two-bed units. Balconies serving residential units shall be provided on all elevations. Block C: 10-storey apartment building with a maximum height of 33 metres. Block C will comprise of 60 no. build-to-rent apartments consisting of one no. studio, 29 no. one-bed units and 30 no. two-bed units. Balconies serving residential units shall be provided on all elevations. Together, Block B and Block C will provide 88 no. build-to-rent apartments. Basement: The basement serving the three blocks will provide 45 no. car parking spaces, 100 bicycle parking spaces, ancillary hotel and ancillary residential facilities. Access shall be provided to the three blocks via the basement and externally at ground floor level. The proposed scheme will have vehicular and pedestrian access from East Wall Road, a drop-off area to serve the hotel and associated changes to the public footpath, fire tender egress to the east of Block B and pedestrian access from Alfie Byrne Road and landscaping. The site will also include an urban plaza, riverside walkway with railing, play area and 60 bicycle spaces located at surface level. Photovoltaic panels and ancillary plant shall be provided at roof level. The proposed development will include signage, roof plant, photovoltaic panels and all associated site works, including connections to services.</p> <p>The gross floor area of the proposed development shall be 15,266 sq.m plus 2,529 sq.m basement, on a site area of 0.38 hectares. The net site area is 0.34 ha.</p>			

Stage 3 and 4: Traffic and Transport					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
3948/21	Dublin City Council	The development will consist of the internal demolition and refurbishment of the existing hotel from ground floor to fourth floor level and extension by two no. floors to provide an overall seven-storey hotel development of c. 29.2m in height consisting of 162 bedrooms (c. 5,224sq.m GFA) over existing ground floor commercial development. The development will include amendments to the front elevation including new shop front (excluding the shopfront at No.95), removal of existing balcony railings and new signage. Internally the development will include front of house, bike store and bin storage area, and associated back of house facilities including, linen store, staff rooms, changing areas and associated uses. The development will include an ESB Switch Room of 19.1sq.m and LV Room of 14.0sq.m at ground floor level and 323.6sq.m of plant at seventh floor level. A Green roof of 239.4sq.m is provided at roof top level and the development includes all associated site development and site excavation works above and below ground.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
3483/21	Dublin City Council	The proposed development consists of the construction of a commercial office with a total gross floor area of c. 10,141 sq.m ranging in height from five to eight storeys (incl. screened plant floor at seventh floor) (maximum height of c 31.96m (33.95m OD)) with a proposed basement -one level. The ground floor includes office entrance, coffee dock, co-working/meeting zone, reception, post room, office space, lifts and circulation areas and sub-station. A proposed basement -one level contains office areas, plant, staff areas, and cycle parking. External accessible terraces will be provided at fourth floor (c.5 sq.m on southern elevation facing terrace along Sheriff Street Upper), at 5th floor (c.174 sq.m on north west elevation facing terrace to East Road) and at sixth floor (c. 48 sq.m on west elevation facing terrace to junction of Sheriff Street Upper and East Road). The proposed development is designed to integrate into the adjacent permitted residential scheme (ABP Ref: TA29N.308827). Cycle parking for the office is located at basement level (135 spaces with associated facilities) accessed via two no. lifts, and 20 visitor spaces and four no. cargo bike spaces are provided at street level in the associated public realm. The development also includes for enhanced landscaping and public realm along Sheriff Street Upper and East Road.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>

Stage 3 and 4: Traffic and Transport					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
		The proposed development also includes for the provision of screened plant at roof level; PV panels; green roofs; new ESB substation; associated site servicing (foul and surface water drainage and water supply); and all other associated site development works above and below ground.			
212412	Meath County Council	A residential development comprising 95 no. residential units, a childcare facility and associated outdoor play area, road infrastructure, all associated open space, cycle and pedestrian infrastructure, services and all other associated development on a site of c. 6.138 hectares. The 95 no. residential units proposed consist of 49 no. houses (comprising 31 no. three-bedroom units, and 18 no. four-bedroom units), six no. duplex apartments (all three3 bedroom) and 40 no. apartments (seven no. one-bedroom units, 30 no. two-bedroom units, and three no. three-bedroom units) in one no. apartment building and above the proposed childcare facility. The proposed childcare facility with a GFA of 532 sq. m is located within a two-storey building with apartments above. The proposed houses are two to three storeys in height and the duplex/apartment blocks are three to four storeys in height (with the apartment building including a five storey corner element).	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
21959	Meath County Council	Development will consist of construction of 267 dwellings, a local shop of 71 sq.m. and single storey creche of 412 sq.m. the dwellings proposed consist of 8 no. type a, five-bedroom detached two storey plus attic floor houses, 56 no. type b, five-bedroom semi-detached two storey plus attic floor houses, 42 no. Type C2 four- bedroom semi-detached two storey houses, 126 no. Type D2, three- bedroom semi-detached or end of terrace two storey houses, 34 no. Type E, three-bedroom mid-terrace two storey houses and one apartment with first floor balcony over local shop.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>

Stage 3 and 4: Traffic and Transport					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
LB181385	Meath County Council	Development in the townlands of Sevitsland, Betaghstown, and Ministown in Bettystown Co. Meath, located west of the narrowways road and to the south of the woodside residential development. the development will consist of construction of 98 no. housing units comprising; 44 no. two storey three-bed semi-detached dwellings with optional attic conversion and sunroom space; two no. two storey three-bed detached dwellings with optional attic conversion and sunroom space; 10 no. two storey four-bed semi-detached dwellings with optional attic conversion and sunroom space. Two no. two storey four-bed detached dwellings with optional attic conversion and sunroom space; 40 no apartment units in 10 no. two and a half storey maisonette blocks containing the two no. two-bed apartment units and two no. one-bed apartment units in each block. Permission is also sought for a two storey creche with 20 no. children places and ancillary carparking, an ESB Substation for the housing scheme, drainage works, water connections, provision of an access to the public road from the Narrowways Road, pedestrian links to adjoining lands, landscaping and boundary treatments and all associated site works.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
18610	Louth County Council	SHD: STAGE 2 - Pre-Application request - The proposed SHD will consist of 456 no. dwellings in terraced/townhouse, terraced/duplex, and apartment form and in buildings ranging in height from two-five storeys. The site has a density of 61.6 dwellings per hectare. Supporting employment uses include eight no. ground floor commercial units with an overall floor area of 1,278sq.m for uses such as shops, cafes and restaurants, an office building and creche. The total commercial floor space proposed amounts to 4,100.4sq.m. The proposed development also includes alterations to site levels, open space areas, landscaping and boundary treatments including the construction of retaining walls and all site development works. The overall quantum of open space provided extends to 1.06 hectares. Open space takes the form of three separate amenity areas across the site in both 'green' landscaped and hard surfaced 'civic space' form. Approx. 779 no. car parking spaces are proposed to serve the development.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>

Stage 3 and 4: Traffic and Transport					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
21258	Louth County Council	<p>SHD Stage 3 Application has been lodged to An Bord Pleanála (Stage 2 Ref. 19/560)</p> <p>275 no. apartments accommodated in four no. buildings ranging in height from five to 12 storeys</p> <p>219 no. of the apartments are two-bed and 56 no. are one-bed. apartment blocks are provided with bicycle and bin stores at ground floor level. Block A is eight storeys and will comprise 59 no. apartments, with two no. retail/café/restaurant units (c. 292 sq.m Gross Floor Area at ground floor level. Block B is eight storeys and will comprise 63 no. apartments. Block C comprises two elements that are eight and 12 storeys and will comprise 98 no. apartments, with a residential management area (c. 355 sq.m GFA) at ground floor level. Block D is five storeys and will comprise 55 no. apartments, with Childcare Facility (c. 300 sq.m GFA) and outdoor play area at ground floor level. All apartments are provided with balconies or outdoor private areas. 94 no. car parking spaces are provided for residential, childcare, commercial, visitor/drop-off and GoCar/Car Sharing (two no. spaces). This includes 84 no. parking spaces at surface level and 10 no. spaces at third floor level within the multi-storey car park serving Scotch Hall centre. 301 no. bicycle parking spaces are provided in total, consisting of 90 no. spaces at surface level and 211 no. spaces in dedicated secure facilities in the apartment blocks. Primary vehicular and pedestrian access is provided from the existing access road to the west of the site. New public pedestrian and bicycle access is provided from the existing waterfront promenade and from Marsh Road. Marsh Road will also be used for occasional vehicular access to existing warehouse units adjacent to the southern site boundary. All ancillary site development works, including boundary treatments, demolition of structures on site, provision of cycleway along waterfront, upgrades to pedestrian access along Poorhouse Lane, site infrastructure, utilities, services and plant. Public open space of c. 1,998 sq.m is provided, including a new public square and waterfront promenade. communal amenity space of c. 2,154 sq.m is provided at surface level and in the form of external roof terraces on Blocks C and D. The development consists of the carrying out of works on a site containing two no. Protected Structures: a Limestone Marker (RPS DB-366) and an Arched Road Bridge (RPS DB-367). A Natura Impact Statement accompanies this application. The application may also be inspected online at www.scotchhallshd.com</p>	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>

Stage 3 and 4: Traffic and Transport					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
211333	Louth County Council	Permission for 68 no. dwellings consisting of 28 no. two storey three-bed house type A, 21 no. two storey three-bed house type B, 11 no. two storey two-bed house type C, two no. two storey three-bed house type D and six no. two storey three-bed house type E in a layout of a variety of detached, semi-detached and terraces of three, four or six dwellings with ancillary site development works, including roads, footpaths, public open space, landscaping and boundary treatments with access from the Marsh Road (R150) via a new access road previously permitted Reg. Ref. 17/387 **Significant further information including a Natura Impact Statement (NIS) received on 22/09/2022**	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
22629	Louth County Council	Extension of Duration for planning ref. no. 17 387 Permission for development to consist of the construction of a total of 133 no. two storey residential dwellings in a mix of detached, semi-detached and terraced form. Vehicular access is from the Marsh Road (R150). The development also provides for all associated site development works including alterations to ground levels, internal roads, car-parking, footpaths, open space, public lighting, landscaping and boundary treatments. The application site was previously granted planning permission under ref. no. 06/52 for 260 no. residential units.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>
19135	Louth County Council	Permission for development on a site measuring approx. 2.5 acres. The development will consist of (i) Construction: of a single storey Community Nursing Unit (CNU) (2,258sq.m gross internal floor area) with associated external signage. The constituent elements of the new CNU comprise (a) three no. residential households consisting of 10 no. bedrooms per house. Each bedroom is provided with accessible en-suite facilities. Households also have assisted bathrooms, quiet rooms and support accommodation; (b) Communal entrance area with reception and shared facilities; (c) Large living/dining/kitchen areas located at centre of each household; (d) Multi-purpose room; (e) Dedicated staff hub with rest/meeting room, changing areas and associated toilets; (f) Covered ambulatory/walkway and landscaped courtyards. (ii) Site development works include revisions to existing vehicular and pedestrian arrangements to provide eight no. universally accessible parking spaces, 64 no. standard car parking spaces and drop off zones. A separate internal road has also been proposed for servicing/deliveries to the new CNU.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>

Stage 3 and 4: Traffic and Transport					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
		The proposed development also includes hard and soft landscaping (including courtyards, external site works and site attenuation) and associated site development and services works.			
2360261	Louth County Council	<p>Permission for (a) the construction of 98 no. dwellings comprising a mix of house-types including: (i) 58 no. two-storey, three-bedroom, terraced units with roof lights on rear roof slope (House Type D2); (ii) 16 no. two-storey, three-bedroom semi-detached dwellings (House Type C & C1); (iii) 8 no. two-storey, two-bedroom terraced houses (House Type E); and (iv) 16 no. two-storey, four-bedroom semi-detached houses (House Type G & G1). All dwellings will contain two no. on-curtilage car parking spaces; (b) Access provided via Phase 1 development which connects with Termonfeckin Road (R166); (c) The proposed development will also include the provision of cycle lanes, roads, private open space, public open space, provision of foul drainage, surface water attenuation and connection to mains water supply including pump station, ESB substation, street lighting, landscaping, boundary treatments and all ancillary site development works necessary to facilitate the development. This application relates to Phase 2 on the overall landholding. Phase 1 was recently granted under Reg. Ref. 22877. Planning permission for a residential development exists on site under Reg. Ref. 07/1791 as extended by Reg. Ref. 18/560</p>	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>

Stage 3 and 4: Traffic and Transport					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
19643	Louth County Council	<p>SHD Stage 3: Application lodged with An Bord Pleanála for a strategic housing development at Newtown, Marsh Road (R150) and McGrath's Lane/Railway Terrace, Drogheda, Co. Louth on a site extending to c.9.68 hectares including lands under the control of Louth County Council and lands associated with the access road permitted under P.A. Ref. 17-387 for which LIHAF funding has been granted. The applicant seeks a ten-year planning permission.</p> <p>The development will consist of 450 no. dwellings in terraced/townhouse, terraced/duplex and apartment form and in buildings ranging in height from three-five storeys. All houses have the option for the installation of photovoltaic/solar panels on roof slopes.</p> <p>The development will also provide for supporting neighbourhood and employment uses include eight no. ground floor neighbourhood units with an overall floor area of 1,277.8sq.m for uses such as shops, cafes and restaurants, a standalone office building (four storey) (1,902.87sq.m) and a standalone crèche (three storey) (919.8sq.m with potential capacity for c.120 children). The total non-residential floor space proposed amounts to 4,100.4sq.m. The overall quantum of public open space provided to serve the development extends to c13,349sq.m. Open space takes the form of both 'green' landscaped and hard surfaced 'civic space' form in addition to c2,556sq.m of communal space. Car parking is provided by way of 296 no. on street car parking spaces and 282 no. spaces at underground/undercroft level, in addition to 162 on curtilage parking spaces for the housing. 853 no. bicycle spaces are proposed across the site at surface and underground/undercroft level. Vehicular access is provided from an access roadway onto the Marsh Road permitted under P.A. Ref. 17-387 for which LIHAF funding has been granted. An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared in respect of the proposed development and will be included with the application. ABP Opinion 01.10.18</p>	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to additional construction vehicles (primarily HGV's and staff vehicles) on the road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>

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2460133	Meath County Council	<p>The proposed development includes the removal of interim accommodation permitted under Ref. No. LB190739 and Ref. 21/2336, and the construction of a new, 1,000 no pupil post-primary school (Roll No. 68348A), which will comprise of 43 no. classrooms, with associated laboratories and specialist classrooms, Multi-Purpose Hall, a Physical Education Suite including a Physical Education Hall, and all ancillary teacher and pupil facilities with a gross floor area of c. 11,302 sqm over 3 no. storeys. The proposal includes the removal of all interim accommodation on site, arranged across 12 no. blocks, with a cumulative GFA of c.4,203sq m (previously permitted under Reg. Ref. LB190739 and Reg. Ref. 21/2336) including the removal of 1 no. interim accommodation block, constructed under exempted development (c.249 sq m). The proposal also includes the demolition of a single-storey c. 190 sqm derelict building, associated with the former agricultural use of the site.</p> <p>Vehicular access to the subject site is proposed via a new priority-controlled T-junction located on the new link road to the southwest of the site, with associated tie-in works to the existing road network; 2 no. pedestrian and cyclist access points and 2 no. pedestrian only access points to the southwest boundary of the site; staff and visitor parking spaces and designated drop-off and set down facilities. The development will also include the provision of 1 no. external storage building (c.50 sqm); 1 no. bin store; bicycle and scooter parking; vehicle and bus drop off/set down areas; internal access roads; hard and soft play areas including 6 no. hard play court areas; piped infrastructure and ducting; plant and plant room; LPG Tanks Compound; electrical switch room; landscaping and boundary treatments; PV panels; EV parking facilities; external courtyards; disabled car parking spaces; site clearance works, comprising of the partial removal of hedgerows and a number of trees; stepped access routes; street and security lighting; signage; 2 no. attenuation tanks; surface water drainage and SUDs measures (including green roof provision); 5 no. flagpoles; piped infrastructural services and connections, hard and soft landscaping, ESB Substation, changes in level and all associated site development and excavation works above and below ground. The total site area is 5.26Ha.</p>	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to overall increases in traffic levels and HGV's on the surrounding road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services at Drogheda station, approximately 2.5km away from the proposed school development, improving the connection and accessibility of this development to public transport services.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>

Stage 3 and 4: Traffic and Transport					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
3024/24	Dublin City Council	A proposed residential development of 45 aged living apartment units, designed to the requirements of Fold Housing Association, comprising two apartment blocks ranging in height from 4-6 storeys at 144 Harmonstown Road, Harmonstown, Dublin 5. The proposed development will comprise of: (a) the demolition of the existing 2 storey detached building; (b) construction of 45 apartments in 2 blocks as follows - Block A, a 4-storey building consisting of 15 one bedroom apartments with balconies to the northern elevation facing Harmonstown Road, a communal room at ground floor level, and communal roof terrace at 4 th floor level; Block B, a 6-storey building consisting of 30 no. 1- bedroom apartments with balconies to the southern elevation facing the railway line; Both blocks A & B will be linked by a 6 storey communal stair and lift core with store rooms, which forms the main entrance with entrance canopy over. This stair and lift core will provide the access to the external apartment walkways at first to fifth floor levels; (c) brick wall enclosed open air bin store (d) landscaping and communal open space and boundary treatment; (e) provision of 10 car parking spaces, 3 no. mobility scooter parking spaces, and 10 no. bicycle parking spaces all at surface level; (f) plant; (g) and all ancillary site development works necessary to facilitate the development, including new vehicular access and egress from Harmonstown Road.	<p>Construction:</p> <p>Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to overall increases in traffic levels and HGV's on the surrounding road network.</p> <p>Operation:</p> <p>The proposed DART+ Coastal North Project will improve public transport services by increasing the frequency and capacity of rail services at Harmonstown Station, 150m from the planned development. This planned housing development with the implementation of DART+ will benefit from improved connection and accessibility t to public transport services for vulnerable groups.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>Negative, slight to moderate and short-term effects.</p> <p>Operation:</p> <p>Positive, significant, and long-term effects.</p>

1.3 Population

Table 1-2 Stage 3 and 4: Population.

Stage 3 and 4: Population					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
311315	An Bord Pleanála	Park development project at the Racecourse Park.	<p>Construction: Likely shared use of Coast Road and possibly R123 by construction traffic. Implications for Amenity use of 300840.</p> <p>Operation: None</p>	<p>Construction: Traffic management as proposed in the CEMP and specific measures as proposed in the Population Assessment.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's will address the potential cumulative impacts on population during operation.</p>	<p>Construction: Cumulative impacts will be slight, negative and short to medium term.</p> <p>Operation: No residual impacts</p>
300840	An Bord Pleanála	Baldoyle to Portmarnock Pedestrian and Cyclist Scheme.	<p>Construction: The Pedestrian and Cyclist Scheme is operational, but there is potential for a significant effect on Amenity due to interaction between users of the Scheme and the use of the R123 by DART construction traffic working in the vicinity of Clongriffin Station.</p> <p>Operation: None</p>	<p>Construction: Traffic management as proposed in the CEMP and specific measures as proposed in the Population Assessment for R123.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's will address the potential cumulative impacts on population during operation.</p>	<p>Construction: Cumulative impacts will be slight, negative and medium term.</p> <p>Operation: No residual impacts</p>
305316	An Bord Pleanála	1,030 no. apartments (352 no. residential, 678 no. Build to Rent units), two no. creches, 10 no. retail units and all associated site works.	<p>Construction: Possible shared use of R123 by construction traffic west of Hole in the Wall Road, but most DART traffic will head east.) Also see Noise and Vibration as is a sizeable development and close to DART station works.</p> <p>Operation: None</p>	<p>Construction: See Section 14.6 Mitigation Measures of Chapter 14 Noise and Vibration of the EIAR.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's will address the potential cumulative impacts on population during operation.</p>	<p>Construction: Cumulative impacts will be slight, moderate and short-term.</p> <p>Operation: No residual impacts</p>
313177	An Bord Pleanála	1,007 no. apartments, childcare facilities and associated site works.	<p>Construction: Likely shared use of Coast Road and possibly R123 by construction traffic. Implications for Amenity use of 300840.</p> <p>Operation: None</p>	<p>Construction: Traffic management as proposed in the CEMP and specific measures as proposed in the Population Assessment for R123.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's will address the potential cumulative impacts on population during operation.</p>	<p>Construction: Cumulative impacts will be slight, negative and short to medium term.</p> <p>Operation: No residual impacts</p>

Stage 3 and 4: Population					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
306102	An Bord Pleanála	Demolition of structures on site, construction of 512 no. apartments, childcare facility and associated site works.	Construction: None Operation: The development has raised local concern due to traffic congestion in Howth. The additional DART services proposed in combination with the prospective Shuttle service will provide for improved public transport accessibility to Howth station.	Construction: Measures within the CEMP. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's will address the potential cumulative impacts on population during operation.	Construction: No residual impacts Operation: Positive.
ABP-313268-22	An Bord Pleanála	345 no. residential units (39 no. houses, 306 no. apartments), creche and all associated site works.	Construction: Construction: traffic from the development is likely to share Golf Links Road. A cumulative impact on St. Michael's Special School is unlikely as DART traffic associated with the substation works will head west, but an imperceptible to slight impact is likely on Amenity use of Skerries Golf Club. Operation: None	Construction: Traffic management as proposed in the CEMP. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's will address the potential cumulative impacts on population during operation.	Construction: Cumulative impacts will be imperceptible to slight and short term. Operation: No residual impacts
ABP-313222-22	An Bord Pleanála	The application may also be inspected online at the following website set up by the applicant: www.lismorehomesshd.ie The development will consist of the construction of 1,007 no. apartments, creche and associated site works in the townland of Stapolin, Baldoyle, Dublin 13.	Construction: Large development. Likely shared use of Coast Road and possibly R123 by construction traffic. Implications for Amenity use of 300840. Operation: None	Construction: Traffic management as proposed in the CEMP and specific measures as proposed in the Population Assessment for R123. Avoid temporal overlap in construction timing. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's will address the potential cumulative impacts on population during operation.	Construction: Cumulative impacts will be slight, negative and short to medium term. Operation: No residual impacts
SHD/009/19	An Bord Pleanála	Demolition of all structures on site (c8,162sq.m. GFA) and excavation of a basement. The proposed development comprises of the provision of a mixed-use development of residential/retail/restaurant/cafe uses and a creche in 4 no. blocks (A to D), over part basement Blocks A, B, C and D with a height up to a maximum of seven storeys of apartments over lower ground floor and basement car parking levels (a total of eight storeys over basement level). The residential component will consist of 512 no. residential units. The proposed development includes the provision of two vehicular entrances on to the Howth Road, excavation of basement to provide for car parking, plant, waste storage and ancillary use. Additional car parking spaces shall be provided at lower ground floor level.	Construction: None Operation: The development has raised local concern due to traffic congestion in Howth. The additional DART services proposed in combination with the prospective Shuttle service will provide for improved public transport accessibility to Howth station.	Construction: Measures within the CEMP. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's will address the potential cumulative impacts on population during operation.	Construction: No residual impacts Operation: Positive.

Stage 3 and 4: Population					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
		A total of 439 no. car parking spaces and 1,335 no. bicycle parking spaces, including 49 no. bicycle spaces to cater for the retail units and creche shall be provided.			
310413	An Bord Pleanála	162 no. apartments and associated site works.	Construction: None Operation: The development has raised local concern due to traffic congestion in Howth. The additional DART services proposed in combination with the prospective Shuttle service will provide for improved public transport accessibility to Howth station.	Construction: Measures within the CEMP. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's will address the potential cumulative impacts on population during operation.	Construction: No residual impacts Operation: Positive.
312112	An Bord Pleanála	172 no. residential units (150 no. houses, 22 no. apartments) and associated site works.	Construction: Slight impact likely from shared use of Station Road by construction traffic and possibly of R123 too. Implications for Amenity use. Operation: No significant adverse cumulative impacts likely to arise	Construction: Traffic management as proposed in the CEMP and specific measures as proposed in the Population Assessment for R123. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's will address the potential cumulative impacts on population during operation.	Construction: Cumulative impacts will be slight, negative and short to medium term. Operation: No residual impacts
313268	An Bord Pleanála	345 no. residential units (39 no. houses, 306 no. apartments), creche and all associated site works.	Construction: Construction: traffic from the development is likely to share Golf Links Road. A cumulative impact on St. Michael's Special School is unlikely as DART traffic associated with the substation works will head west, but an imperceptible to slight impact is likely on Amenity use of Skerries Golf Club. Operation: No significant adverse cumulative impacts likely to arise	Construction: Traffic management as proposed in the CEMP. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's will address the potential cumulative impacts on population during operation.	Construction: Cumulative impacts will be imperceptible to slight and short term. Operation: No residual impacts
311095	An Bord Pleanála	Demolition of existing buildings, construction of 101 no. Build to Rent apartments and associated site works.	Construction: Potentially shared use of Quay Street during DART works on viaduct. Construction: access will already require traffic management on this and neighbouring streets. Operation: No significant adverse cumulative impacts likely to arise	Construction: Traffic management as propose in CEMP. Avoid temporal overlap in construction timing. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's will address the potential cumulative impacts on population during operation.	Construction: Cumulative impacts will be moderate, negative and short term. Operation: No residual impacts

Stage 3 and 4: Population					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
308116	An Bord Pleanála	357 no. residential units (169 no. houses, 188 no. apartments), childcare facilities and associated site works.	Construction: Slight impact possible from potential shared use of Colpe Road for construction traffic. Operation: No significant adverse cumulative impacts likely to arise	Construction: Traffic management as proposed in the CEMP. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's will address the potential cumulative impacts on population during operation.	Construction: Cumulative impacts will be slight, negative and short term. Operation: No residual impacts
313182	An Bord Pleanála	BusConnects Clongriffin to City Centre Core Bus Corridor Scheme.	Construction: None Operation: Opportunity for interchange between public transport modes.	Construction: Measures within the CEMP. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's will address the potential cumulative impacts on population during operation.	Construction: No residual impacts Operation: Positive.
304624	An Bord Pleanála	Greenway between Malahide Demesne and Newbridge Demesne to be known as 'Broadmeadow Way'.	Construction: Potential Potential for significant cumulative impact on Journey Amenity in the event that Broadmeadow Way is open (c2025) when DART+ Coastal North works commence. Operation: No significant adverse cumulative impacts likely to arise	Construction: Coordinate works to minimise duration of Noise and Vibration effects in accordance with the CEMP. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's will address the potential cumulative impacts on population during operation.	Construction: There is the potential for moderate negative, short term effects from noise and vibration on users of the greenway during the Construction: Phase of the Proposed Development. These effects would be realised only over part of the length of the greenway for a short period. Operation: No residual impacts
LRD0010/S3	Fingal County Council	The development will consist of: - 33 no. houses (28 no. three-bedroom and five no. four bedroom) House Types A, B, E and F (two storey) House Types C and D (2.5 storey) in a mixture of semidetached, detached and terraced units; - 95 no. apartments (in a part three/part four storey building with Blocks A, B and C located over a basement) consisting of 31 no. one-bedroom apartments, 62 no. two- bedroom apartments and two no. three-bedroom apartments and includes an ancillary gym as a separate structure within the courtyard (for residents 84.3 sq.m); - 16 no. duplex apartments in two no. three-storey blocks consisting of six no. one-bedroom simplex, eight no. two bedroom duplex and two no. three-bedroom duplex units; (all apartments and duplex apartments to have terrace or balconies);	Construction: Construction: traffic from the development is likely to share Golf Links Road. A cumulative impact on St. Michael's Special School is unlikely as DART traffic associated with the substation works will head west, but an imperceptible to slight impact is likely on Amenity use of Skerries Golf Club. Operation: No significant adverse cumulative impacts likely to arise	Construction: Traffic management as proposed in the CEMP. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's will address the potential cumulative impacts on population during operation.	Construction: Cumulative impacts will be imperceptible to slight and short term. Operation: No residual impacts

Stage 3 and 4: Population					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
		<ul style="list-style-type: none"> - Open space comprising c. 2.89 hectares (which includes 1.24 hectares class 1 open space), two no. playing pitches to the south of Ballygossan Park, communal and private open space, and pedestrian path along western boundary to the north, ancillary children's play areas, as well as provision of two ESB substations; - The proposal includes the provision of 214 no. car parking spaces (100 no. spaces located at basement level under the apartment block and 114 no. spaces located at surface level) and 292 bicycle spaces (122 no. spaces located in the basement of the apartment block and 170 no. spaces located at surface level). - Provision of a creche (three storeys) c. 355.4 sq. m to replace the creche permitted under Register Reference F11A/0309 & An Bord Pleanála Reference PL06F.240639, as extended by Register Reference F11A/0309/E1; - Access to the site will be from Ballygossan Park and Golf Links Road with temporary construction access from a haul road south of the existing junction of Golf Links Road and Ballygossan Park, and a second haul road to the south; - Provision of landscaping and infrastructure (surface water, foul and water supply) to facilitate the development of the application lands and lands to the south including "Regional Drainage Facility" (RDF) for the surface water management of the Hackettstown residential lands; - Planting & Landscaping of open space areas, including provision of footpaths and viewing point and diversion and undergrounding of existing overhead power lines, where required; - The proposal includes associated siting, boundary changes, boundary treatment and site lighting, all associated landscaping and drainage works [including attenuation], planting and boundary treatments, including regrading/re-profiling of site where required; 			
LRD0016/S3	Fingal County Council	The proposed development seeks to amend SHD permitted under ABP Reg. Ref. 311016 resulting in an overall reduction of 97 no. units from 1,221 (as permitted) to 1,124 no. units (as proposed) within GA3 lands. The proposed amendments consist of:	<p>Construction: Amendment of 311016. Large development. Likely shared use of Coast Road and possibly R123 by construction traffic. Implications for Amenity use of 300840.</p> <p>Operation: No significant adverse cumulative impacts likely to arise.</p>	<p>Construction: Traffic management as proposed in the CEMP and specific measures as proposed in the Population Assessment for R123.</p>	<p>Construction: Cumulative impacts will be moderate, negative and medium term.</p> <p>Operation: No residual impacts</p>

Stage 3 and 4: Population					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
		<ul style="list-style-type: none"> Block G1 – reduction in height from 10-four no. storey building (as permitted) to seven-four no. storey building. Block G2 – reduction in height from 10-four no. storey building (as permitted) to seven-four no. storey building. Block G3 – reduction in height from 15-seven no. storey building (as permitted) to 10-six no. storey building. Block G5 – reduction in height from 10-four no. storey building (as permitted) to seven-four no. storey building. • Block E1 – reduction in height from eight-five no. storey building (as permitted) to seven-five no. storey building. Façade and building form enhancements are also proposed. This results in an overall 830 no. units within the application site. All other elements of the GA3 lands remain as permitted under SHD ABP Reg. Ref. 311016. 		Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's will address the potential cumulative impacts on population during operation.	
LRD0007/S3	Fingal County Council	<p>A Large-scale Residential Development (LRD) for lands at Baldoyle (formerly known as The Coast), Dublin 13. The site is bounded to the north by undeveloped lands, to the east by residential development of Red Arches Drive, to the south by residential development of Red Arches Road and to the west by undeveloped land, with the Dublin-Belfast railway line further beyond.</p> <p>The proposed development will consist of amendments to Block B as permitted under FCC Reg. Ref. F16A/0412 (ABP Reg. Ref. PL06F.248970) and amended under FCC Reg. Ref. F20A/0258, F21A/0046 and F22A/0017. The proposed amendments will consist of:</p> <ul style="list-style-type: none"> - The reconfiguration of permitted units omitting 28 no. apartments as permitted under F16A/0412 (as amended) and the addition of 26 no. houses resulting in the provision of 88 no. apartments (3-5 storey) and 54 no. houses (2-3 storey). This results in an overall total of 142 no. units, an overall reduction of 2 no. units on that permitted; - The reconfiguration of the internal road layout as permitted under F16A/0412 (as amended); - The removal of permitted basement below Blocks B1 and B2 and the provision of 170 no. car parking spaces and 262 no. cycle spaces at ground floor and surface; and -The development of a linear park along Longfield Road. 	Construction: Amendment of 248970. Large development. Likely shared use of Coast Road and possibly R123 by construction traffic. Implications for Amenity use of 300840. Operation: No significant adverse cumulative impacts likely to arise.	Construction: Traffic management as proposed in the CEMP and specific measures as proposed in the Population Assessment for R123. Avoid temporal overlap in construction timing. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's will address the potential cumulative impacts on population during operation.	Construction: Cumulative impacts will be moderate, negative and medium term. Operation: No residual impacts

Stage 3 and 4: Population					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
LRD0015/S3	Fingal County Council	<p>The proposed development seeks to amend permitted SHD under ABP Reg. Ref. 310418 resulting in an overall reduction of 55 no. units from 882 (as permitted) to 827 no. units (as proposed) within GA1 lands. The proposed amendments consist of:</p> <ul style="list-style-type: none"> *Reduction in building height of Block A1 from an eight-six no. storey building (as permitted) to a seven-six no. storey building *Reduction in building height of Block D1 from an nine-six no. storey building (as permitted) to a seven-six no. storey building *Reduction in building height of Block D2 from an eight-six no. storey building (as permitted) to a seven-six no. storey building *Reduction in building height of Block D3 from an 15-five no. storey building (as permitted) to a 10-five no. storey building <p>Facade and building form enhancements are also proposed. This results in an overall 341 no. units within the application site. All other elements of the GA1 lands remain as permitted under SHD ABP Reg. Ref. 310418</p>	<p>Construction: Amendment of 248970. Large development. Likely shared use of Coast Road and possibly R123 by construction traffic. Implications for Amenity use of 300840.</p> <p>Operation: No significant adverse cumulative impacts likely to arise.</p>	<p>Construction: Traffic management as proposed in the CEMP and specific measures as proposed in the Population Assessment for R123. Avoid temporal overlap in construction timing.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's will address the potential cumulative impacts on population during operation.</p>	<p>Construction: Cumulative impacts will be moderate, negative and medium term.</p> <p>Operation: No residual impacts</p>
LRD0014/S3	Fingal County Council	<p>The proposed development comprises a change of use from permitted medical use to pharmacy use at Unit 1 (c. 92 sq. m), at the Ground Floor of the permitted "Local Centre" (now under construction) and all associated and ancillary works and services. The overall development already permitted here is 153 no. residential units (113no. houses and 40no. apartments), two no. retail/cafe/restaurant units, medical unit (subject of this application) and associated site works all on a site of approximately 4.6 ha under ABP Ref. ABP-305619-19 (as amended by ABP Ref. ABP-311164-21 and ABP Ref. ABP-311472-21). This application is a modification to the above already permitted development.</p>	<p>Construction: Slight impact likely from shared use of Station Road by construction traffic.</p> <p>Operation: No significant adverse cumulative impacts likely to arise.</p>	<p>Construction: Traffic management as proposed in the CEMP.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's will address the potential cumulative impacts on population during operation.</p>	<p>Construction: Cumulative impacts will be slight, negative and medium term.</p> <p>Operation: No residual impacts</p>
F20A/0204	Fingal County Council	<p>Development will consist of 55 no residential units, three no. retail units, public open spaces, upgrades to the public road, reconstruction of the existing car park serving Smyths Bridge House (a Protected Structure), upgrade of the existing entrance onto Main Street, internal access roads, water services including a pumping station, surface water attenuation tank and detention basin, public lighting, one no. ESB substation and utilities.</p>	<p>Construction: Possible interaction with DART construction traffic working on Donabate Station. Possible Noise and Vibration too.</p> <p>Operation: No significant adverse cumulative impacts likely to arise.</p>	<p>Construction: Traffic management as proposed in the CEMP. See also Section 14.6 Mitigation Measures of Chapter 14 Noise and Vibration of the EIAR.</p>	<p>Construction: Cumulative impacts will be slight, negative and short term.</p> <p>Operation: No residual impacts</p>

Stage 3 and 4: Population					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
				Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's will address the potential cumulative impacts on population during operation.	
SHD/019/19	Fingal County Council	ABP REF: 306794 The development will consist of the construction of a residential development comprising of 144 no. apartment units (26 no. one beds, 100 no. two beds, 18 no. three beds) within three no. blocks (ranging in height from three - five storeys over basement) and one no. retail unit, all of which will be provided as follows: Block A containing a total of 50 no. apartments comprising of 10 no. one beds, and 40 no. two beds, in a building three-five storeys over basement in height, and all apartments provided with private terraces / balconies; Block B containing a total of 40 no. apartments comprising of 12 no. one beds, and 28 no. two beds, in a building five storeys over basement in height, and all apartments provided with private balconies/terraces; and Block C containing a total of 54 no. apartments comprising of four no. one-beds, 32 no. two-beds, and 18 no. three-beds, in a building three-five storeys over basement in height, and all apartments provided with private balconies/terraces. The development also includes the construction of a basement providing 144 no. car parking spaces to be accessed off Turvey Walk, 300 no. bicycle spaces, five no. motorcycle spaces, plant room and bin stores. The proposal also incorporates; five no. car parking spaces and 20 no. bicycle spaces at surface level, ESB sub-station, associated elevational signage to retail unit, public lighting, boundary treatment, landscaping including play equipment, public realm improvements to existing public path from Turvey Avenue to Turvey Grove including opening and widening of existing path to provide pedestrian and cycle lane, utilisation of existing vehicular access from Turvey Avenue to the development for emergency vehicles only; and all associated engineering and site works necessary to facilitate the development.	Construction: Possible cumulative noise effects on Residential Amenity in combination with works at Donabate Station. Operation: No significant adverse cumulative impacts likely to arise.	Construction: See Section 14.6 Mitigation Measures of Chapter 14 Noise and Vibration of the EIAR. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's will address the potential cumulative impacts on population during operation.	Construction: Cumulative impacts will be slight, moderate and short-term. Operation: No residual impacts

Stage 3 and 4: Population					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
SHD/011/20	Fingal County Council	ABP 310418-21 Permission sought for alterations of permitted development, as permitted under FCC Reg. Ref F16A/0412, ABP -248970 (and as amended under F20A/0258 and F21A/0046, for the development of 544 no. residential units (385 no. apartments and 159 no. houses) retail and a creche (99 no units of which in Blocks C4 C5 and C6 (previously indicated as D1) are under construction) with development now proposed for 882 no. residential dwellings (747 apartments, 135 houses) in 15 no. blocks ranging in height from two to 15 storeys. (With An Bord Pleanála for decision).	Construction: Likely shared use of Coast Road and possibly R123 by construction traffic. Implications for Amenity use of 300840. Likely noise effects impacting on Residential Amenity to west and south, and use of Community Facilities to west. Operation: No significant adverse cumulative impacts likely to arise.	Construction: Traffic management as proposed in the CEMP and specific measures as proposed in the Population Assessment. See also Section 14.6 Mitigation Measures of Chapter 14 Noise and Vibration of the EIAR. Avoid temporal overlap in construction timing. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's will address the potential cumulative impacts on population during operation.	Construction: Cumulative impacts will be moderate, negative and medium term. Operation: No residual impacts
SHD/016/21	Fingal County Council	ABP-311016-21 The proposed development will consist of the development of 1,221 no. residential apartment/duplex dwellings in 11 no. blocks ranging in height from two to 15 storeys and including for residential tenant amenity, restaurant/cafe, crèche, car and bicycle parking and public realm, over a site area of c. 6.89 ha.	Construction: Large development. Likely shared use of Coast Road and possibly R123 by construction traffic. Implications for Amenity use of 300840. Operation: No significant adverse cumulative impacts likely to arise.	Construction: Traffic management as proposed in the CEMP and specific measures as proposed in the Population Assessment for R123. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's will address the potential cumulative impacts on population during operation.	Construction: Cumulative impacts will be moderate, negative and medium term. Operation: No residual impacts
211333	Louth County Council	Permission for 68 no. dwellings consisting of 28 no. two storey three-bed house type A, 21 no. two storey three-bed house type B, 11 no. two storey two-bed house type C, two no. two storey three-bed house type D and six no. two storey three-bed house type E in a layout of a variety of detached, semi-detached and terraces of three, four or six dwellings with ancillary site development works, including roads, footpaths, public open space, landscaping and boundary treatments with access from the Marsh Road (R150) via a new access road previously permitted Reg. Ref. 17/387 **Significant further information including a Natura Impact Statement (NIS) received on 22/09/2022**	Construction: Potential for additional noise effects on two adjacent properties. Additional construction traffic on Marsh Road (community facilities to east). Opportunity to share construction access road. Operation: No significant adverse cumulative impacts likely to arise.	Traffic management as proposed in the CEMP. See also Section 14.6 Mitigation Measures of Chapter 14 Noise and Vibration of the EIAR. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's will address the potential cumulative impacts on population during operation.	Construction: Cumulative impacts will be slight, negative and medium term. Operation: No residual impacts

Stage 3 and 4: Population					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
22629	Louth County Council	Extension of Duration for planning ref. no. 17 387 Permission for development to consist of the construction of a total of 133 no. two storey residential dwellings in a mix of detached, semi-detached and terraced form. Vehicular access is from the Marsh Road (R150). The development also provides for all associated site development works including alterations to ground levels, internal roads, car-parking, footpaths, open space, public lighting, landscaping and boundary treatments. The application site was previously granted planning permission under ref. no. 06/52 for 260 no. residential units.	<p>Construction:</p> <p>Potential for additional noise effects on two adjacent properties. Additional construction traffic on Marsh Road (community facilities to east). Opportunity to share construction access road.</p> <p>Operation:</p> <p>No significant adverse cumulative impacts likely to arise.</p>	<p>Construction:</p> <p>Traffic management as proposed in the CEMP. See also Section 14.6 Mitigation Measures of Chapter 14 Noise and Vibration of the EIAR.</p> <p>Operation:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's will address the potential cumulative impacts on population during operation.</p>	<p>Construction:</p> <p>Cumulative impacts will be slight, negative and medium term.</p> <p>Operation:</p> <p>No residual impacts</p>
18610	Louth County Council	SHD: STAGE 2 - Pre-Application request - The proposed SHD will consist of 456 no. dwellings in terraced/townhouse, terraced/duplex, and apartment form and in buildings ranging in height from tow-five storeys. The site has a density of 61.6 dwellings per hectare. Supporting employment uses include 8no. ground floor commercial units with an overall floor area of 1,278sq.m for uses such as shops, cafes and restaurants, an office building and creche. The total commercial floor space proposed amounts to 4,100.4sq.m. The proposed development also includes alterations to site levels, open space areas, landscaping and boundary treatments including the construction of retaining walls and all site development works. The overall quantum of open space provided extends to 1.06 hectares. Open space takes the form of 3 separate amenity areas across the site in both 'green' landscaped and hard surfaced 'civic space' form. Approx. 779 no. car parking spaces are proposed to serve the development.	<p>Construction:</p> <p>Potential for additional noise effects on two adjacent properties. Additional construction traffic on Marsh Road (community facilities to east). Opportunity to share construction access road.</p> <p>Operation:</p> <p>No significant adverse cumulative impacts likely to arise.</p>	<p>Construction:</p> <p>Traffic management as proposed in the CEMP. See also Section 14.6 Mitigation Measures of Chapter 14 Noise and Vibration of the EIAR.</p> <p>Operation:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's will address the potential cumulative impacts on population during operation.</p>	<p>Construction:</p> <p>Cumulative impacts will be slight, negative and medium term.</p> <p>Operation:</p> <p>No residual impacts</p>

Stage 3 and 4: Population					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
19643	Louth County Council	<p>SHD Stage 3: Application lodged with An Bord Pleanála for a strategic housing development at Newtown, Marsh Road (R150) and McGrath's Lane/Railway Terrace, Drogheda, Co. Louth on a site extending to c.9.68 hectares including lands under the control of Louth County Council and lands associated with the access road permitted under P.A. Ref. 17-387 for which LIHAF funding has been granted. The applicant seeks a ten-year planning permission. The development will consist of 450 no. dwellings in terraced/townhouse, terraced/duplex and apartment form and in buildings ranging in height from three-five storeys. All houses have the option for the installation of photovoltaic/ solar panels on roof slopes. The development will also provide for supporting neighbourhood and employment uses include 8no. ground floor neighbourhood units with an overall floor area of 1,277.8sq.m for uses such as shops, cafes and restaurants, a standalone office building (four storey) (1,902.87sq.m) and a standalone crèche (three storey) (919.8sq.m with potential capacity for c.120 children). The total non-residential floor space proposed amounts to 4,100.4sq.m. The overall quantum of public open space provided to serve the development extends to c13,349sq.m. Open space takes the form of both 'green' landscaped and hard surfaced 'civic space' form in addition to c2,556sq.m of communal space. Car parking is provided by way of 296no. on street car parking spaces and 282 no. spaces at underground/undercroft level, in addition to 162 on curtilage parking spaces for the housing. 853 no. bicycle spaces are proposed across the site at surface and underground/ undercroft level. Vehicular access is provided from an access roadway onto the Marsh Road permitted under P.A. Ref. 17-387 for which LIHAF funding has been granted. An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared in respect of the proposed development and will be included with the application. ABP Opinion 01.10.18</p>	<p>Construction: Potential for additional noise effects on two adjacent properties. Additional construction traffic on Marsh Road (community facilities to east). Opportunity to share construction access road.</p> <p>Operation: No significant adverse cumulative impacts likely to arise.</p>	<p>Construction: Traffic management as proposed in the CEMP.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's will address the potential cumulative impacts on population during operation.</p>	<p>Construction: Cumulative impacts will be slight, negative and medium term</p> <p>Operation: No residual impacts</p>

Stage 3 and 4: Population					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
212412	Meath County Council	A residential development comprising 95 no. residential units, a childcare facility and associated outdoor play area, road infrastructure, all associated open space, cycle and pedestrian infrastructure, services and all other associated development on a site of c. 6.138 hectares. The 95 no. residential units proposed consist of 49 no. houses (comprising 31 no. three-bedroom units, and 18 no. four-bedroom units), 6 no. duplex apartments (all three-bedroom) and 40 no. apartments (seven no. one-bedroom units, 30 no. two-bedroom units, and three no. three-bedroom units) in one no. apartment building and above the proposed childcare facility. The proposed childcare facility with a GFA of 532 sq.m is located within a two-storey building with apartments above. The proposed houses are two to three storeys in height and the duplex/apartment blocks are three to four storeys in height (with the apartment building including a five storey corner element).	<p>Construction: Slight impact possible from potential shared use of Colpe Road for construction traffic.</p> <p>Operation: No significant adverse cumulative impacts likely to arise.</p>	<p>Construction: Traffic management as proposed in the CEMP</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's will address the potential cumulative impacts on population during operation.</p>	<p>Construction: Cumulative impacts will be slight, negative and short term.</p> <p>Operation: No residual impacts</p>
LB181385	Meath County Council	Development in the townlands of Sevitsland, Betaghstown, and Ministown in Bettystown Co. Meath, located west of the narrowways road and to the south of the woodside residential development. the development will consist of construction of 98 no. housing units comprising; 44 no. two storey three-bed semi-detached dwellings with optional attic conversion and sunroom space; two no. two storey three-bed detached dwellings with optional attic conversion and sunroom space; 10 no. two storey four-bed semi-detached dwellings with optional attic conversion and sunroom space. Two no. two storey four-bed detached dwellings with optional attic conversion and sunroom space; 40 no apartment units in 10 no. two and a half storey maisonette blocks containing the two no. two-bed apartment units and two no. one-bed apartment units in each block. Permission is also sought for a two storey creche with 20 no. children places and ancillary carparking, an ESB Substation for the housing scheme, drainage works, water connections, provision of an access to the public road from the Narrowways Road, pedestrian links to adjoining lands, landscaping and boundary treatments and all associated site works.	<p>Construction: Shared use of Narrowways Road, but with opportunity to share construction access road. However, potential for noise effects on Residential Amenity in Ardmore Estate should works be simultaneous with DART substation.</p> <p>Operation: No significant adverse cumulative impacts likely to arise.</p>	<p>Construction: Traffic management as proposed in CEMP. Section 14.6 Mitigation Measures of Chapter 14 Noise and Vibration of the EIAR.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's will address the potential cumulative impacts on population during operation.</p>	<p>Construction: Cumulative impacts will be slight, negative and short term.</p> <p>Operation: No residual impacts</p>

Stage 3 and 4: Population					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
3024/24	Dublin City Council	A proposed residential development of 45 aged living apartment units, designed to the requirements of Fold Housing Association, comprising two apartment blocks ranging in height from 4-6 storeys at 144 Harmonstown Road, Harmonstown, Dublin 5. The proposed development will comprise of: (a) the demolition of the existing 2 storey detached building; (b) construction of 45 apartments in 2 blocks as follows - Block A, a 4-storey building consisting of 15 one bedroom apartments with balconies to the northern elevation facing Harmonstown Road, a communal room at ground floor level, and communal roof terrace at 4 th floor level; Block B, a 6-storey building consisting of 30 no. 1- bedroom apartments with balconies to the southern elevation facing the railway line; Both blocks A & B will be linked by a 6 storey communal stair and lift core with store rooms, which forms the main entrance with entrance canopy over. This stair and lift core will provide the access to the external apartment walkways at first to fifth floor levels; (c) brick wall enclosed open air bin store (d) landscaping and communal open space and boundary treatment; (e) provision of 10 car parking spaces, 3 no. mobility scooter parking spaces, and 10 no. bicycle parking spaces all at surface level; (f) plant; (g) and all ancillary site development works necessary to facilitate the development, including new vehicular access and egress from Harmonstown Road.	<p>Construction:</p> <p>A cumulative impact is unlikely as no significant construction works are occurring in proximity to the proposed development.</p> <p>Operation:</p> <p>No change will follow as a result of the proposed DART development. However, the proposed residential development is located within a short distance (c150m) of Harmonstown station, representing a positive attribute for public transport access.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR will address the potential cumulative impacts on population during construction.</p> <p>Operation:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR will address the potential cumulative impacts on population during operation.</p>	<p>Construction:</p> <p>No residual impacts</p> <p>Operation:</p> <p>No residual impacts</p>
2460133	Meath County Council	The proposed development includes the removal of interim accommodation permitted under Ref. No. LB190739 and Ref. 21/2336, and the construction of a new, 1,000 no pupil post-primary school (Roll No. 68348A), which will comprise of 43 no. classrooms, with associated laboratories and specialist classrooms, Multi-Purpose Hall, a Physical Education Suite including a Physical Education Hall, and all ancillary teacher and pupil facilities with a gross floor area of c. 11,302 sqm over 3 no. storeys. The proposal includes the removal of all interim accommodation on site, arranged across 12 no. blocks, with a cumulative GFA of c.4,203sq m (previously permitted under Reg. Ref. LB190739 and Reg. Ref. 21/2336) including the removal of 1 no. interim accommodation block, constructed under exempted development (c.249 sq m).	<p>Construction:</p> <p>Construction: traffic from the development is likely to share Colpe Road (west). Slight negative impact on the journey amenity of anybody accessing the school, mainly cyclists.</p> <p>Operation:</p> <p>No significant adverse cumulative impacts likely to arise.</p>	<p>Construction:</p> <p>Traffic management as proposed in the CEMP. Avoid temporal overlap with school start times where reasonably practicable.</p> <p>Operation:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's will address the potential cumulative impacts on population during operation.</p>	<p>Construction:</p> <p>Cumulative impacts will be imperceptible to slight and short term.</p> <p>Operation:</p> <p>No residual impacts</p>

Stage 3 and 4: Population					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
		<p>The proposal also includes the demolition of a single-storey c. 190 sqm derelict building, associated with the former agricultural use of the site.</p> <p>Vehicular access to the subject site is proposed via a new priority-controlled T-junction located on the new link road to the southwest of the site, with associated tie-in works to the existing road network; 2 no. pedestrian and cyclist access points and 2 no. pedestrian only access points to the southwest boundary of the site; staff and visitor parking spaces and designated drop-off and set down facilities. The development will also include the provision of 1 no. external storage building (c.50 sqm); 1 no. bin store; bicycle and scooter parking; vehicle and bus drop off/set down areas; internal access roads; hard and soft play areas including 6 no. hard play court areas; piped infrastructure and ducting; plant and plant room; LPG Tanks Compound; electrical switch room; landscaping and boundary treatments; PV panels; EV parking facilities; external courtyards; disabled car parking spaces; site clearance works, comprising of the partial removal of hedgerows and a number of trees; stepped access routes; street and security lighting; signage; 2 no. attenuation tanks; surface water drainage and SUDs measures (including green roof provision); 5 no. flagpoles; piped infrastructural services and connections, hard and soft landscaping, ESB Substation, changes in level and all associated site development and excavation works above and below ground. The total site area is 5.26Ha.</p>			

1.4 Biodiversity

Table 1-3 Stage 3 and 4: Biodiversity.

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
308226	An Bord Pleanála	Refurbishment of Obelisk Bridge, Co. Louth.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation, resulting in impacts on QI species. Potential impact of the spread of invasive species from the movement of machinery, and the disturbance of roosting bats. Should the construction periods overlap, there is potential for in combination disturbance on fauna including bats, otter, SCI breeding birds species resulting in displacement from the locality.</p> <p>Operation: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation on QI species.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
307652	An Bord Pleanála	Construction: of the Boyne Greenway, pedestrian and cycleway linking Drogheda Town in Co. Louth to Mornington Village in Co. Meath	<p>Construction: Potential Construction: impacts noted in the EclA comprise direct land-take (i.e. habitat loss), pollutant run-off and disturbance of designated features (e.g. waterbird populations).</p> <p>Operation: Potential for in combination effects from disturbance to wintering bird species due to increased trains and footfall</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted – no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
314210	An Bord Pleanála	Middle Wad Flood Alleviation Study - Clontarf Outfalls Project.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation, resulting in impacts on QI./SCI species. Should the construction periods overlap, there is potential for in combination disturbance on fauna including bats, otter, SCI breeding birds species resulting in displacement from the locality.</p> <p>Operation: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation on QI/SCI species.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
308224	An Bord Pleanála	Refurbishment of St. Dominick's Bridge, Co. Louth.	<p>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, resulting in impacts on QI species. Potential impact of the spread of invasive species from the movement of machinery, and the disturbance of roosting bats. Should the construction periods overlap, there is potential for in combination disturbance on fauna including bats, otter, SCI breeding birds species resulting in displacement from the locality.</p> <p>Operation: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation on QI species.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted – no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
310145	An Bord Pleanála	R132 Connectivity Project, to carry out road alteration works along the R132 at Sword, Co. Dublin.	<p>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. Potential impact of the spread of invasive species from the movement of machinery. Potential disturbance to protected fauna from lighting, noise, and vibration during construction.</p> <p>Operation: Disturbance during operation from lighting on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
311315	An Bord Pleanála	Park development project at the Racecourse Park.	<p>Construction: Impacts described as the following: displacement of SCI bird species from ex-situ inland feeding sites; construction related disturbance impacts on light-bellied brent geese using exist inland feeding sites; construction related surface water discharges/accidental pollution during construction; construction related spread of invasive species material. Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on badgers during construction.</p> <p>Operation: Disturbance during operation from lighting on protected fauna, including SCI species Brent Goose.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
300840	An Bord Pleanála	Baldoyle to Portmarnock Pedestrian and Cyclist Scheme.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss and disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
308875	An Bord Pleanála	Alterations to previously permitted Reg. Ref.: 2628/17 and ABP-300241-18 to now provide 321 no. Build to Rent shared accommodation bed spaces and associated site works.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss and disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: Mitigation proposed to protect surface water quality during construction of the proposed development will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the proposed development will mitigate potential cumulative impacts on fauna species.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted – no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
313289	An Bord Pleanála	472 no. apartments, creche and associated site works.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: Mitigation proposed to protect surface water quality during construction of the Proposed Development will prevent surface water pollution events. Mitigation proposed to reduce disturbance and direct mortality impacts on fauna species and the spread of invasive species during the construction phase of the Proposed Development will mitigate potential cumulative impacts on fauna species.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	Slight residual impact as a result of habitat loss. Will reduce to negligible as the habitats mature.
305319	An Bord Pleanála	500 no. apartments (235 no. residential, 265 no. build to rent), creche and all associated site works.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: Mitigation proposed to protect surface water quality during construction of the Proposed Development will prevent surface water pollution events. Mitigation proposed to reduce disturbance and direct mortality impacts on fauna species and the spread of invasive species during the construction phase of the Proposed Development will mitigate potential cumulative impacts on fauna species.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
				Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.	
312568	An Bord Pleanála	Demolition of existing ESB substation and boundary treatments, construction of 321 no. Build to Rent apartments, creche and associated site works.	Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts. Operation: Disturbance during operation on protected fauna.	Construction: Mitigation proposed to protect surface water quality during construction of the Proposed Development will prevent surface water pollution events. Mitigation proposed to reduce disturbance and direct mortality impacts on fauna species and the spread of invasive species during the construction phase of the Proposed Development will mitigate potential cumulative impacts on fauna species. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.	Construction: No residuals predicted - no in-combination effect Operation: No residuals predicted - no in-combination effect
309318	An Bord Pleanála	169 no. apartments, creche and associated site works.	Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts. Operation: Disturbance during operation on protected fauna.	Construction: Mitigation proposed to protect surface water quality during construction of the Proposed Development will prevent surface water pollution events. Mitigation proposed to reduce disturbance and direct mortality impacts on fauna species and the spread of invasive species during the construction phase of the Proposed Development will mitigate potential cumulative impacts on fauna species. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.	Construction: No residuals predicted – no in-combination effect Operation: No residuals predicted - no in-combination effect

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
314458	An Bord Pleanála	Demolition of buildings on site, construction of 457 no. apartments, creche and associated site works.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: Mitigation proposed to protect surface water quality during construction of the Proposed Development will prevent surface water pollution events. Mitigation proposed to reduce disturbance and direct mortality impacts on fauna species and the spread of invasive species during the construction phase of the Proposed Development will mitigate potential cumulative impacts on fauna species.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
308905	An Bord Pleanála	Demolition of existing vacant motor vehicle showroom and no. 38 Glasnevin Hill, construction of 101 no. apartments and associated site works.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: Mitigation proposed to protect surface water quality during construction of the Proposed Development will prevent surface water pollution events. Mitigation proposed to reduce disturbance and direct mortality impacts on fauna species and the spread of invasive species during the construction phase of the Proposed Development will mitigate potential cumulative impacts on fauna species.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
303615	An Bord Pleanála	257 no. bedspaces and all associated site works.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: Mitigation proposed to protect surface water quality during construction of the Proposed Development will prevent surface water pollution events. Mitigation proposed to reduce disturbance and direct mortality impacts on fauna species and the spread of invasive species during the construction phase of the Proposed Development will mitigate potential cumulative impacts on fauna species.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
305623	An Bord Pleanála	282 no. apartments and associated site works.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: Mitigation proposed to protect surface water quality during construction of the Proposed Development will prevent surface water pollution events. Mitigation proposed to reduce disturbance and direct mortality impacts on fauna species and the spread of invasive species during the construction phase of the Proposed Development will mitigate potential cumulative impacts on fauna species.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
307011	An Bord Pleanála	Demolition of existing structures, construction of 324 no. apartments, creche and associated site works.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: Mitigation proposed to protect surface water quality during construction of the Proposed Development will prevent surface water pollution events. Mitigation proposed to reduce disturbance and direct mortality impacts on fauna species and the spread of invasive species during the construction phase of the Proposed Development will mitigate potential cumulative impacts on fauna species.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
306987	An Bord Pleanála	120 no. apartments and associated site works. The proposed development will amend and supersede the development currently being undertaken on site permitted under ABP-303358-19.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: Mitigation proposed to protect surface water quality during construction of the Proposed Development will prevent surface water pollution events. Mitigation proposed to reduce disturbance and direct mortality impacts on fauna species and the spread of invasive species during the construction phase of the Proposed Development will mitigate potential cumulative impacts on fauna species.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
310860	An Bord Pleanála	1,614 no. Build to Rent apartments, and associated site works.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: Mitigation proposed to protect surface water quality during construction of the Proposed Development will prevent surface water pollution events. Mitigation proposed to reduce disturbance and direct mortality impacts on fauna species and the spread of invasive species during the construction phase of the Proposed Development will mitigate potential cumulative impacts on fauna species.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
303358 (Note: The development was superseded by ABP-306987).	An Bord Pleanála	Demolition of existing single storey licenced premises on site, construction of 112 no. Build to Rent units, cafe/retail/restaurant and associated site works.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	N/A	N/A
305312	An Bord Pleanála	245 no. apartments, childcare facility and all associated site works.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
304363	An Bord Pleanála	Demolition of existing structures, construction of mixed-use development to include 554 no. apartments, commercial/enterprise space, creche and associated site works.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
304346	An Bord Pleanála	Demolition of existing buildings, construction of 495 no. Build to Rent apartments, creche, cafe, gym and associated site works.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
308552	An Bord Pleanála	Demolition of four no. existing dwellings, workshop and other ancillary structures, construction of 105 no. apartments and associated site works.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
304061	An Bord Pleanála	101 no. Residential units and associated site works.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
309657	An Bord Pleanála	Demolition of the existing Park Shopping Centre and nos. 42-45 Prussia Street, construction of 175 no. residential units (three no. houses, 29 no. Build to Rent apartments and 584 no. student bedspaces) and associated site works.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
306569	An Bord Pleanála	481 no. Build to Rent apartments and associated site works.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
314019	An Bord Pleanála	Demolition of the existing building on site i.e. the existing Chadwicks Builders Merchants, construction of 350 no. apartments and associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
310567	An Bord Pleanála	198 no. Build to Rent apartments and associated site works.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
310077	An Bord Pleanála	260 no. apartments and associated site works.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
314386	An Bord Pleanála	156 no. apartments, creche and associated site works.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
310944	An Bord Pleanála	413 no. apartments, creche and associated site works.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
310299	An Bord Pleanála	Demolition all existing buildings, construction of 112 no. apartments and associated site works.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
305405	An Bord Pleanála	Demolition of existing Larkfield building construction of 213 no. on campus student accommodation units (1240 no. bed spaces) and associated site works.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
309345	An Bord Pleanála	205 no. Build to Rent apartments and associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in-combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
306167	An Bord Pleanála	435 no. apartments and associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in-combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
310722	An Bord Pleanála	Demolition of existing structures and construction of 191 no. apartments, childcare facility and associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
311333	An Bord Pleanála	131 no. Build to Rent apartments and associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: Short term residual on badgers due to disturbance impacts during construction, but not at a significant level at any geographic scale.</p> <p>Operation: No residuals predicted - no in-combination effect</p>
305538	An Bord Pleanála	129 no. apartments and associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
312102	An Bord Pleanála	Demolition of industrial sheds and workshops, construction of 236 no. student bedspaces and associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
310327	An Bord Pleanála	1,047 no. residential units (23 no. houses and 1,024 no. apartments), creche and associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in-combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: Short term residual on badgers due to disturbance impacts during construction, but not at a significant level at any geographic scale.</p> <p>Operation: No residuals predicted - no in-combination effect</p>
307656	An Bord Pleanála	725 no. apartments, creche and associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential incombination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
304710	An Bord Pleanála	Demolition of existing structures, construction of mixed-use development to include 554 no. apartments, commercial/enterprise space, creche and associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
307197	An Bord Pleanála	105 no. apartments, aparthotel extension and associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
f308827	An Bord Pleanála	Demolition of all the structures on the site, 702 no. Build to Rent residential units, creche and associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
303296	An Bord Pleanála	Eight no. houses and 377 no. apartments including all associated site works.	Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.	Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.	Construction: No residuals predicted - no in-combination effect Operation: No residuals predicted - no in-combination effect
305979	An Bord Pleanála	485 no. residential units (484 no. apartments and one no. house), creche and all associated site works.	Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts. Operation: Disturbance during operation on protected fauna.	Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.	Construction: No residuals predicted - no in-combination effect Operation: No residuals predicted - no in-combination effect
312003	An Bord Pleanála	Removal of existing substructures (basement) on site and a seven-year permission for the construction of 730 no. apartments, creche and associated site works.	Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts. Operation: Disturbance during operation on protected fauna.	Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.	Construction: No residuals predicted - no in-combination effect Operation: No residuals predicted - no in-combination effect

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
305219	An Bord Pleanála	548 no. residential units (464 no. apartments, 84 no. shared accommodation) and associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
306721	An Bord Pleanála	124 no. apartments and all associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
302749	An Bord Pleanála	289 no. bedspaces within 47 no. bedroom clusters, amenity space and associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
300666	An Bord Pleanála	Demolition of the former "Matts of Cabra" public house and associated structures. Construction: of mixed-use development comprising student accommodation consisting of 208 no. bedspaces, vehicular access onto Fassagh Avenue and all other site development works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
305943	An Bord Pleanála	Demolition of all existing structures on site, construction of 331 no. build to rent apartments, childcare facility and associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
307887	An Bord Pleanála	191 no. apartments and associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
305316	An Bord Pleanála	1,030 no. apartments (352 no. residential, 678 no. Build to Rent units), 2 no. creches, 10 no. retail units and all associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
313223	An Bord Pleanála	Demolition of the existing buildings, construction of 146 no. apartments, creche and associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
305991	An Bord Pleanála	142 no. residential units (58 no houses, 76 no. apartments, eight no. maisonette apartments), childcare facility and associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted – no in-combination effect</p> <p>Operation: No residuals predicted – no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
305534	An Bord Pleanála	165 no. residential units (117 no. houses, 48 no. apartments) , and associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted – no in-combination effect</p> <p>Operation: No residuals predicted – no in-combination effect</p>
313302	An Bord Pleanála	Removal of the temporary site structures, construction of a total of 377 no. residential units (173 no. houses, 204 no. apartments), creche and associated site works.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted – no in-combination effect</p> <p>Operation: No residuals predicted – no in-combination effect</p>
305619	An Bord Pleanála	153 no. residential units (113 no. houses and 40 no. apartments), three no. retail units, café, restaurant, medical unit and associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predic–ed - no in-combination effect</p> <p>Operation: No residuals predic–ed - no in-combination effect</p>

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Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
313179	An Bord Pleanála	268 no. Build to Rent apartments, creche and associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
306102	An Bord Pleanála	Demolition of structures on site, construction of 512 no. apartments, childcare facility and associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

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Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
SHD/003/19	An Bord Pleanála	<p>The development will consist of a residential development of 165 no. units, comprising 117 no. houses and 48 No. apartments. The houses comprise no. 28 no. two-bed units, 65 no. three-bed units, and 24 no. four-bed units. The houses include seven No. housing typologies comprising of two storey typologies (typologies one, two, three, four, five and six) and a three storey typology (typology seven). The apartments comprise of 19 No. one-bed units and 29 No. two-bed units located in two no. three storey blocks to the North-West of the application site, bounded by Palmer Road and Palmer Avenue. The development also includes 294 No. surface car parking spaces, 118 No. bicycle parking spaces, public open space including a children's playground, new vehicular entrances to Skerries Road and Palmer Avenue including new signalised junction at Skerries Road, internal vehicular routes including a new East-West link street, the widening and upgrade of Palmer Avenue to include footpaths and cycleways, ESB substations, all site services, refuse/bin stores, public lighting, boundary treatment, pedestrian/cycle linkages to St. Maur's Park to the South and Palmer Court to the North, repair and making good of retained elements of the existing boundary wall to Skerries Road, re-use on-site of material from the boundary wall to Skerries Road required to be removed to facilitate the site entrance, removal of existing bus stop on Skerries Road adjacent to site, and all other associated and ancillary development/works. The total gross floorspace of the development is circa 16,983 sq.m The application contains a statement setting out how the proposal will be consistent with the objectives of the Fingal Development Plan 2017/2023.</p> <p>The site area is 4.845 hectares.</p>	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

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Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
SHD/013/19	An Bord Pleanála	<p>Permission for Strategic Housing Development bounded by Seamount Road to the south, 'Seamount Heights' to the east/south-east, 'Seamount Drive', 'Seamount Park' and 'Seamount Abbey' to the west/south, 'Oak Hall' and 'The Hill' to the west, 'Grove Lawn' and 'Abbots Hill' to the north, and by the former Malahide golf links lands to the east/northeast. The development will consist of: - 142 no. residential units, including 58 no. detached, semi-detached and terraced houses (35 no. four-bed (house types A, B & C) and 23 no. three-bed (house types D, F, G & H)) and eight no. one-bed maisonette apartments (house type E), all with private rear gardens. 76 no. apartments (26 no. one-bed, 46 no. two-bed and four no. three-bed), all with private patios, terraces or balconies on east and west facing apartment building elevations. Building height ranges between one and two storeys for houses and maisonettes, and split level five-six storeys over basement, with setback at penthouse levels five and six, in each of the two no. apartment buildings. one no. two storey creche building (c. 186.63sq.m. gross floor area) with external play area. And, all associated and ancillary site development and infrastructural works (associated plant), hard and soft landscaping and boundary treatment works, including:- two no. vehicular site entrance and associated road works, at Seamount Road and Seamount Abbey, Vehicular, pedestrian and cycle access through the site, connecting with Seamount Road, Seamount Abbey and the former Malahide golf links lands, Provision of Public Open Space and children's playground facilities, 246 no. ancillary car parking spaces (154 no. surface space in a mix of on-curtilage, off and on street locations and 92 no. at basement level), 184 no. ancillary bicycle parking spaces (130 no. at the lower ground floor level and 54 no. at surface level), Bin store and collection areas, and one no. ESB Sub-station and use of existing sub-station on site.</p>	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

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Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
SHD/019/21	An Bord Pleanála	<p>To view details of this development please visit www.flemingtonshd.ie</p> <p>Kinvara Properties Limited intend to apply for permission for a strategic housing development with a total planning application site area of c. 44,365m² (4.4Ha) with a developable Area of 34,135m² (3.4Ha) with a substantive residential site development area of c.7.2 ha. The subject property is located off Flemington Lane, approximately 150m East of the junction with Flemington Road and approximately 4km north-west of Balbriggan Town Centre.</p> <p>The proposed development consists of the removal of an existing derelict structure of 134sq.m and the construction of 127 no. residential units (14 no. two-bed dwelling units of 93sq.m, 47 no. three-bed dwelling units of 109sq.m, four no. four-bed dwelling units of 145sq.m and 31 no. two-bed ground floor duplex units with 31 no. three-bed duplex units over, of 204sq.m), surface car parking (211 no. spaces in total, including accessible spaces); car sharing provision; electric vehicle charging points; bicycle parking (long and short stay spaces for duplex) including visitor spaces; internal roads, pathways and cycle paths, including connections to adjoining lands; hard and soft landscaping and boundary treatments; temporary pumping station; plant; revised entrances and tie-in arrangements to Flemington Lane including new cycle lane and footpath; solar panels; attenuation tank and related SUDS measures; signage; public lighting; and all site development and excavation works above and below ground. The development also includes a two storey creche of 528sq.m with nine no. dedicated car parking (including 2no. disabled persons spaces) and secure open play space; public open space of 4130m² and communal open space of 681sq.m, provision of public open space in Zoned OS "Open Space" of 10,230sq.m including children's play area and public artwork, provision of a new access roadway from Flemington Lane and future road connection to adjoining lands to the south-eastern boundary) and all associated site works, landscaping and boundary treatments to facilitate the development. The total gross area of the development is 13,869sq.m with a unit density of 37.4 units per hectare.</p>	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

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SHD/009/19	An Bord Pleanála	To view the full Strategic Housing Development and application please visit: www.claremontshd.ie Demolition of all structures on site (c8,162sq.m. GFA) and excavation of a basement. The proposed development comprises of the provision of a mixed use development of residential/retail/restaurant/cafe uses and a creche in 4 no. blocks (A to D), over part basement Blocks A, B, C and D with a height up to a maximum of seven storeys of apartments over lower ground floor and basement car parking levels (a total of eight storeys over basement level).. The residential component will consist of 512 no. residential units. The proposed development includes the provision of two vehicular entrances on to the Howth Road, excavation of basement to provide for car parking , plant, waste storage and ancillary use. Additional car parking spaces shall be provided at lower ground floor level. A total of 439 no. car parking spaces and 1,335 no. bicycle parking spaces, including 49 no. bicycle spaces to cater for the retail units and creche shall be provided.	Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts. Operation: Disturbance during operation on protected fauna.	Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.	Construction: No residuals predicted - no in-combination effect Operation: No residuals predicted - no in-combination effect
LRD0017/S3	Fingal County Council	1. Construction: of 1,020 no. new residential dwellings on the Main Residential Development Site comprising: • 70 no. one-bed apartments (including 51 no. sheltered housing units), 64 no. two-bed apartments and 1 no. three-bed apartment arranged in seven no. blocks. Apartment Blocks 1 to 6 range in height from four to five storeys and include balconies/terraces on all elevations. The Sheltered Housing Block is three storeys in height and has balconies/terraces on all elevations. • 30 no. two-bed and nine no. three-bed, two storey apartments are proposed in terraced format throughout the scheme (Apartment M Type); • 63 no. one-bed apartments, 119 no. two bed apartments and 174 no. three-bed apartments are proposed, arranged in duplex and triplex format in terraces and corner blocks, ranging in height from two to four storeys; and • 38 no. two-bed houses, 300 no. three-bed houses, 141 no. four-bed houses and 11 no. five-bed houses (ranging in height from two to three storeys).	Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts. Operation: Disturbance during operation on protected fauna.	Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.	Construction: No residuals predicted - no in-combination effect Operation: No residuals predicted - no in-combination effect

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		<p>2. Provision of two no. childcare facilities (total GF approximately 1,243 sq.m) in stand-alone, two storey buildings, with capacity for in the order of 237 no. children.</p> <p>3. Provision of three no. retail units (total GFA approximately 342 sq.m), two no. café units (total GFA approximately 188 sq.m), a community use unit (approximately 91 sq.m) and a medical centre (approximately 200sq.m GFA) at the proposed local centre area (located at ground floor level of Apartment Blocks 1, 2, 3 and 5).</p> <p>4. A total of 902 no. car parking spaces are proposed (comprising 852 no. residential spaces; 11 no. childcare facility spaces (drop off only), 39 no. on-street visitor parking spaces (including four no. car-share spaces and 10 school drop off spaces), together with a total of 3,013 bicycle parking spaces (comprising 2,554 no. long stay spaces and 459 no. short stay spaces).</p> <p>5. A series of public parks, open spaces, pocket parks and communal open spaces are proposed throughout the Main Residential Development Site.</p> <p>6. Provision of the Corballis Nature Park (approximately 13.0ha) on lands to the south of the Donabate Distributor Road (DDR) to provide multifunctional natural amenity area including a cycle and pedestrian connection from the DDR to Corballis Cottages Road and Sustainable Drainage Systems (SuDS) features to serve the wider Corballis lands.</p> <p>7. Vehicular access to the Main Development Site will be via two existing junctions from the DDR to the south and a new vehicular entrance to the north-east at New Road. The proposed development also provides for the extension of the existing footpath incorporating a cycleway by approximately 215m from The Strand to the proposed new entrance on New Road to the west, and 85m of footpath incorporating 73m of cycleway to the east of the new entrance on New Road, along the southern side of New Road, together with all associated works.</p> <p>8. Modifications to Phase 1, permitted under FCC Reg. Ref. F20A/0204 (ABP-308446-20), to facilitate vehicular access to car parking associated with permitted Block 4 (34 no. units) via the proposed LRD Scheme together with all associated amendments to the Phase 1 layout,</p>			

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
		<p>including minor reconfiguration of permitted Block 4 car parking spaces, and omission of vehicular access to Block 4 via the shared cycle street as originally permitted under FCC Reg. Ref. F20A/0204 (ABP-308446-20). Pedestrian and cycle connectivity will be facilitated between the proposed LRD Scheme and permitted Phase 1.</p> <p>9. Proposed development facilitates future potential pedestrian, cycle and vehicular links to existing and proposed adjoining developments including a connection to the proposed Nature Park via an existing pedestrian crossing on the DDR, and the approved Broadmeadow Way proposal (ABP Ref. ABP-304624-19) (via the Nature Park).</p> <p>10. All enabling and site development works, landscaping, boundary treatments, lighting, services and connections, including connection to permitted wastewater pumping station (FCC Reg. Ref. F19A/0472), omission/decommissioning of temporary pumping station and detention basin permitted under FCC Reg. Ref. F20A/0204 (ABP-308446-20), waste management, ESB substations, and all other ancillary works above and below ground on a site of approximately 41.9 ha.</p> <p>11. A 10-year permission is sought.</p>			
LRD0006/S3	Fingal County Council	<p>Dean Swift Property Holdings Unlimited Company, intend to apply for a ten-year planning permission for a Large-Scale Residential Development (LRD) on lands located off Flemington Lane, Balbriggan, Co. Dublin. The application site comprises an area of 22.62 ha, and is located to the south of Flemington Lane, to the east of Clonard Road (also known as Bridgefoot Road) (L1130 Local Road), to the west of Hamlet Lane and to the north and west of the Taylor Hill residential development. The subject site also includes a section of the existing Boulevard Road (also known as Taylor Hill Boulevard) and a section of the junction between Boulevard Road (also known as Taylor Hill Boulevard) and Naul Road (R122 Regional Road) to the south.</p>	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in-combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Potential for disturbance related impacts on protected fauna, and potential impacts on water quality.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
PARTXI/006/20	Fingal County Council	The Bremore Regional Park Development Project, including The Balbriggan Sports and Recreational Hub, Central Zone Open Spaces, new Coastal Park, all ancillary infrastructure and Park Boundaries at Bremore Regional Park, Balbriggan, Co. Dublin.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
PARTXI/004/19	Fingal County Council	Proposed construction of a new pedestrian and cycle bridge over the Dublin-Belfast Railway Line 220 metres south of Donabate Train Station.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
PARTXI/003/22	Fingal County Council	Proposed Public Realm Redevelopment & Associated Works including Open spaces, Car parking, Roads, Pedestrian footpaths and a section of the Bracken River at Quay St & Environs, Balbriggan, Co. Dublin.	<p>Construction: Potential for contaminants and pollutants to enter the Bracken River (a watercourse that traverses through the centre of the site) and impact on downstream biodiversity. Additionally, the redevelopment of the buildings on site may result in the loss of potential bat roosts.</p> <p>Operation: Potential for contaminants and pollutants to enter the Bracken River (a watercourse that traverses through the centre of the site) and impact on downstream biodiversity. Additionally, the redevelopment of the buildings on site may result in the loss of potential bat roosts.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
PARTXI/004/19	Fingal County Council	Proposed construction of a new pedestrian and cycle bridge over the Dublin-Belfast Railway Line 220 metres south of Donabate Train Station.	<p>Construction: Potential for minor negative impacts on flora, fauna and ecology resulting from the loss of grassland and hedgerow habitat</p> <p>Operation: Potential for minor negative impacts on flora, fauna and ecology resulting from the loss of grassland and hedgerow habitat</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
306872	An Bord Pleanála	Alterations to a previously permitted development of 96 no. units under (Reg, Ref: F17A/0615) to provide 143 no. apartments. The total number of additional/alterd residential units subject to this application is 102 no. units with all associated site works.	<p>Construction: The proposed development does not have the potential to have effects the impact of which would be rendered significant by its extent, magnitude, complexity, probability, duration, frequency or reversibility</p> <p>Operation: The proposed development does not have the potential to have effects the impact of which would be rendered significant by its extent, magnitude, complexity, probability, duration, frequency or reversibility</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
314253	An Bord Pleanála	7-year permission for 219 no. apartments, creche and all associated site works.	<p>Construction: Indirect hydrological pathway towards Malahide Estuary SAC/SPA for wastewater to enter via wastewater sewer networks and a public surface water network which ultimately outfalls to the Ward River, and ultimately at the Malahide Estuary.</p> <p>Operation: Indirect hydrological pathway towards Malahide Estuary SA/SPA for wastewater to enter via wastewater sewer networks and a public surface water network which ultimately outfalls to the Ward River, and ultimately at the Malahide Estuary.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
313360	An Bord Pleanála	Preservation of Auburn House (a Protected Structure) and stables as one no. residential dwelling, conversion of stables to provide storage space for Auburn House, construction of 368 no. residential units (87 no. houses, 281 no. apartments), creche and associated site works.	<p>Construction: Removal of improved agricultural grassland habitats and trees associated with it; removal of trees and demolition of houses that put roosting bats at risk; pollution of water courses through increase of silt, oils and other toxic substances into nearby waterways</p> <p>Operation: Pollution of water from foul wastewater; lighting may disturb light-sensitive mammals such as bats, badgers and other species;</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
310413	An Bord Pleanála	162 no. apartments and associated site works.	<p>Construction: Habitat degradation as a result of hydrological impacts, disturbance and displacement into Baldoyle Bay SAC/SPA/NHA; collision risk for SCI populations of SPAs within 20km;</p> <p>Operation: Surface water from site draining into Baldoyle Bay SAC/SPA has potential to reduce water quality, thereby putting SCI populations at risk.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
313331	An Bord Pleanála	645 no. apartments, creche and associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
313317	An Bord Pleanála	255 no. apartments, creche and associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
313494	An Bord Pleanála	10-year permission for the construction of 2,527 no. residential units (473 no. houses, 2054 no. apartments), creche and associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
308366	An Bord Pleanála	278 no. apartments, childcare facility and associated site works.	<p>Construction: Potential effects from surface water run-off entering watercourses which drain to Malahide Estuary SAC/SPA. Potential disturbance effects to bird spp.</p> <p>Operation: No significant effects predicted</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
306075	An Bord Pleanála	331 no. apartments a creche and all associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
312112	An Bord Pleanála	172 no. residential units (150 no. houses, 22 no. apartments) and associated site works.	<p>Construction: Neither the development proposed nor any other developments will give rise to any significant impacts on biodiversity and there are no predicted cumulative impacts in relation to biodiversity, for example in terms of habitat loss or disturbance to protected species, as a result of the Proposed Development in combination with existing / proposed plans or projects.</p> <p>Operations: Neither the development proposed nor any other developments will give rise to any significant impacts on biodiversity and there are no predicted cumulative impacts in relation to biodiversity, for example in terms of habitat loss or disturbance to protected species, as a result of the Proposed Development in combination with existing / proposed plans or projects.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
313361	An Bord Pleanála	Demolition of buildings, construction of 415 no. residential units (252 no houses, 163 no. apartments) creche and associated site works.	<p>Construction: The main potential impacts during this phase arise from the physical disturbance of the soil within the site during construction. There is some potential for run-off from soil and machinery on the site to the adjoining land drains and Hazelbrook Stream (and ultimately the Baldoyle Bay SAC/SPA) unless some remedial measures are put in place. There is also some potential for leaks of oil and petrol from machinery and equipment used on site to enter the Natura 2000 site.</p> <p>Operations: The main potential impacts of this phase relate to potential contamination of local drains, watercourses and ultimately the Baldoyle Bay SAC/SPA from surface water runoff from the site.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
311059	An Bord Pleanála	1,365 no. units (346 no. houses, 1,019 no. apartments), creche and associated site works.	<p>Construction: The loss of habitat across the total site area is identified during construction phase as a direct, negative, profound, permanent effect of the proposed development, specifically in relation to 6ha of GS2 habitat. Direct short-term impacts on fauna of conservation concern, primarily breeding birds is also identified with the loss of 4.5ha of GS2/ED3 mosaic habitat, 2.6ha of GS2/WS1 mosaic and 0.4ha of WS1 habitat. Direct, negative, significant, medium-term effect from removal of 1044 linear meters of WL1/2 habitat (hedgerows) is also identified.</p> <p>Operations: it is expected that the proposed development would have a direct, positive, profound, permanent effect on the Nature Park environment, with no operational phase impact identified upon categorised habitat areas. Hedgerows are anticipated to recover and would provide potential nesting habitat in various green spaces within the development.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
306794	An Bord Pleanála	144 no. apartments and associated site works.	<p>Construction: In combination impacts have been considered and the risk of in combination impacts residential development can be ruled out</p> <p>Operations: In combination impacts have been considered and the risk of in combination impacts residential development can be ruled out</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residual impacts considered</p> <p>Operations: No residual impacts considered</p>
313268	An Bord Pleanála	345 no. residential units (39 no. houses, 306 no. apartments), creche and all associated site works.	<p>Construction: The proposed development is not within an SPA, however given the proximity of a number of SPAs, there may be potential for impacts to result during construction and operational phases of the proposed development on birds which are associated with these SPA. Potential impacts could include: Disturbance/displacement during the construction and operational phases of the proposed development to Special Conservation Interest of the SPA including through movement of machinery, personnel, noise, vibration and/or noise associated with domestic dwellings.</p> <p>Operations: The development has the potential to cause pollution via surface water and downstream impacts. No significant impacts on designated sites are likely during operation. There will be increased activity on site which will cause localised disturbance within the site.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
306182	An Bord Pleanála	Demolition of existing structures, construction of 130 no. houses, creche and associated site works.	<p>Construction: Predicted impacts arising from the Project and that with the implementation of appropriate mitigation measures specifically with regard to surface water, significant effects on the integrity of the Malahide Estuary SAC and the Malahide Estuary SPA can be ruled out.</p> <p>Operations: Predicted impacts arising from the Project and that with the implementation of appropriate mitigation measures specifically with regard to surface water, significant effects on the integrity of the Malahide Estuary SAC and the Malahide Estuary SPA can be ruled out.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: o residuals predicted - no in-combination effect</p>
311095	An Bord Pleanála	Demolition of existing buildings, construction of 101 no. Build to Rent apartments and associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
313133	An Bord Pleanála	Demolition of existing structures on site, construction of 180 no. apartments and associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
313337	An Bord Pleanála	7-year permission for the construction of 621 no. residential units (118 no. houses, 503 no. apartments), creche and associated site works.	Construction: Habitat loss; direct mortality/disturbance of species during land clearance; pollution of watercourses through silt, oils and other toxic substances; Operations: surface water runoff pollution, wastewater pollution; species disturbance due to increased human activity;	Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.	Construction: No residuals predicted - no in-combination effect Operation: No residuals predicted - no in-combination effect
313362	An Bord Pleanála	650 no. residential units (265 no. houses, 385 no. apartments) creche and associated site works.	Construction: No significant cumulative impacts are likely in relation to the proposed development, once mitigation measures are put in place. Operations: No significant cumulative impacts are likely in relation to the proposed development, once mitigation measures are put in place.	Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.	Construction: No residuals predicted - no in-combination effect Operation: No residuals predicted - no in-combination effect
313144	An Bord Pleanála	312 no. residential units (205 no. houses, 107 no. apartments), childcare facility and associated site works.	Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts. Operation: Disturbance during operation on protected fauna.	Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.	Construction: No residuals predicted - no in-combination effect Operation: No residuals predicted - no in-combination effect

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
310350	An Bord Pleanála	590 no. apartments, a creche and all associated site works.	<p>Construction: Removal of artificial surface and grassland habitats with treeline to be retained; mortality of species during site clearance; and pollution of water courses through ingress of silt, oils and other toxic substances with the drainage ditch on the site providing a direct pathway to the River Tolka.</p> <p>Operations: Pollution of water from foul wastewater arising from the development; pollution of water from surface water run-off; impact on bats; and impact on protected areas.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
313210	An Bord Pleanála	10-year planning permission for construction of 817 no. residential units (377 no. houses, 440 no. apartments), childcare facilities and associated site works.	<p>Construction: Impacts on conservation sites or species is not anticipated with no part of the project site overlapping any such sites and connections to such sites being only indirect connections.</p> <p>Operations: Similar to the above</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
312271	An Bord Pleanála	Demolition of an existing shed, construction of 548 no. residential units (401 no. houses, 147 no. apartments), two no. creches and associated site works.	Neither the development proposed nor any other developments will give rise to any significant impacts on biodiversity and there are no predicted cumulative impacts in relation to biodiversity, for example in terms of habitat loss or disturbance to protected species, as a result of the proposed development in combination with existing / proposed plans or projects.	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
309668	An Bord Pleanála	275 no. apartments, creche and associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
19643	Louth County Council	<p>SHD Stage 3: Application lodged with An Bord Pleanála for a strategic housing development at Newtown, Marsh Road (R150) and McGrath's Lane/Railway Terrace, Drogheda, Co. Louth on a site extending to c.9.68 hectares including lands under the control of Louth County Council and lands associated with the access road permitted under P.A. Ref. 17-387 for which LIHAF funding has been granted. The applicant seeks a ten-year planning permission. The development will consist of 450 no. dwellings in terraced/townhouse, terraced/duplex and apartment form and in buildings ranging in height from 3-5 storeys. All houses have the option for the installation of photovoltaic/solar panels on roof slopes. The development will also provide for supporting neighbourhood and employment uses include 8no. ground floor neighbourhood units with an overall floor area of 1,277.8sq.m for uses such as shops, cafes and restaurants, a standalone office building (four storey)(1,902.87sq.m) and a standalone crèche (three storey)(919.8sq.m with potential capacity for c.120 children). The total non-residential floor space proposed amounts to 4,100.4sq.m. The overall quantum of public open space provided to serve the development extends to c13,349sq.m. Open space takes the form of both 'green' landscaped and hard surfaced 'civic space' form in addition to c2,556sq.m of communal space.</p>	<p>Construction: Removal of habitats; water course pollution through ingress of sediment, oils and hazardous materials</p> <p>Operations: Habitat fragmentation; pollution from foul wastewater, surface water run-off; disturbance to species during operation,</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
		Car parking is provided by way of 296no. on street car parking spaces and 282no. spaces at underground/undercroft level, in addition to 162 on curtilage parking spaces for the housing. 853no. bicycle spaces are proposed across the site at surface and underground/undercroft level. Vehicular access is provided from an access roadway onto the Marsh Road permitted under P.A. Ref. 17-387 for which LIHAF funding has been granted. An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared in respect of the proposed development and will be included with the application. ABP Opinion 01.10.18			
311678	An Bord Pleanála	237 no. residential units (86 no. houses, 151 no. apartments), creche and associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
313272	An Bord Pleanála	141 no. residential units (131 no. houses, 10 no. apartments), creche and all associated site works.	<p>Construction: Potential for surface water run-off generated on site to enter the drainage networks and Kellystown stream leading to reduction in water quality (negative, short-term and significant impacts on otter). Construction: waste material generated, and noise disturbance could have potential negative impacts on small mammals</p> <p>Operations: Light spill from the proposed development could impact community and foraging activity of bat spp</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
311028	An Bord Pleanála	201 no. apartments and associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
303799	An Bord Pleanála	250 no. dwelling units (94 no. houses, 156 no. duplex/apartments), creche and associated site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
314942	An Bord Pleanála	BusConnects Lucan to City Centre Core Bus Corridor Scheme	<p>Construction: It is considered that there will be no likely significant cumulative effects as a result of the construction of the Proposed Scheme in combination with the construction of the other Core Bus Corridor schemes</p> <p>Operations: No significant medium or long-term impact arises from the interrelationship between biodiversity and landscape and visual factors.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: Disturbance and displacement of non-SCI breeding birds during construction and habitat loss for some projects in conjunction with the Proposed Scheme. However, these cumulative effects will be at the local geographic scale and short-term as construction will be temporary.</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
302881	An Bord Pleanála	Proposed Parnell Square Cultural Quarter comprising of a new Dublin City Library and associated public realm and site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
316828	An Bord Pleanála	Tallaght/Clondalkin to City Centre BusConnect Core Bus Corridor Scheme.	<p>Construction: Contaminated surface water runoff and/or an accidental spillage or pollution event directly into the Grand Canal pNHA or indirectly to the Dodder Valley pNHA via the drainage network or any surface water feature, including existing drainage infrastructure, has the potential to have a significant negative effect on water quality and consequently affect aquatic and wetland habitats in the receiving environment</p> <p>Operation: Surface water runoff from the Proposed Scheme could contain harmful compounds such as hydrocarbons, heavy metals and particulate matter, which would be derived from the internal combustion engines of vehicles using the route. These harmful compounds could affect the water quality of the waterbodies within the ZOI of the Proposed Scheme, as well as affecting aquatic flora and fauna located therein.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
314056	An Bord Pleanála	Liffey Valley to City Centre Core Bus Corridor Scheme.	<p>Construction: Suspended solids, silt and other harmful materials generated as a result of proposed works could be released into the local drainage infrastructure and travel downstream, including, potentially, into the River Liffey or Lower Liffey Estuary. Cement based products used in the Construction: Phase of the Proposed Scheme (e.g. concrete and/or bentonite which are highly corrosive and alkaline materials), if released into the surface water network may cause surface water degradation and damage to aquatic fauna. This has the potential to result in significant negative effects on water quality at a local geographic scale and consequently affect aquatic and wetland habitats in the receiving environment. In a worst-case scenario, transitional and coastal habitats downstream, in Dublin Bay, could also be affected.</p> <p>Operation: Surface water runoff from the Proposed Scheme could contain harmful compounds such as hydrocarbons, heavy metals and particulate matter, which would be derived from the internal combustion engines of vehicles using the route. These harmful compounds could affect the water quality of the waterbodies within the ZOI of the Proposed Scheme, as well as affecting aquatic flora and fauna located therein.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
309812	An Bord Pleanála	Increase the capacity of the Dublin Waste to Energy Facility from 600,000 tonnes per annum to 690,000 tonnes per annum.	No cumulative impacts predicted at either the construction or operational phase of this proposed development	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

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Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
316272	An Bord Pleanála	Bus Connects Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme	<p>Construction: During construction, possible contaminated surface water runoff and/or an accidental spillage or pollution event into any surface water feature has the potential to have significant negative effects on water quality and consequently affect aquatic and wetland habitats in the receiving environment. The effects of frequent and/or prolonged pollution events have the potential to be extensive and far-reaching and could potentially have significant long-term effects. In a worst-case scenario, the downstream habitats of the Liffey Estuary Upper and Lower and Dublin Bay coastal water bodies could also be affected.</p> <p>Operation: The release of contaminated surface water runoff and / or an accidental spillage or pollution event into any surface water features during operation, has the potential to affect water quality in the receiving aquatic environment. Such a pollution event may include: the release of sediment into receiving waters and the subsequent increase in mobilised suspended solids; and the accidental spillage and/or leaks of contaminants. The associated effects of a reduction of surface water quality could potentially extend for a considerable distance downstream of the location of the accidental pollution event or the discharge point and therefore impact the downstream where European sites are located</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
313182	An Bord Pleanála	BusConnects Clongriffin to City Centre Core Bus Corridor Scheme.	The potential release of contaminated surface water runoff and/or an accidental spillage or pollution event into any surface water features during construction, or operation, has the potential to affect water quality in the receiving aquatic environment, thereby affecting mobile SCI bird spp and QI mammal spp that forage and loaf in Dublin Bay.	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
313509	An Bord Pleanála	BusConnects Belfield/Blackrock to City Centre Core Bus Corridor Scheme.	<p>Construction: The potential release of contaminated surface water runoff and/or an accidental spillage or pollution event into any surface water features during the Construction: Phase has the potential to affect water quality in the receiving aquatic environment. Such a potential pollution event may include: the release of sediment into receiving waters and the subsequent increase in mobilised suspended solids; and the accidental spillage and/or leaks of containments into receiving waters.</p> <p>Operations: the release of contaminated surface water runoff and/or an accidental spillage or pollution event into any surface water features during operation has the potential to affect mobile SCI bird species and QI mammal species that commute, forage and loaf in the Lower Liffey Estuary Upper / Lower and areas of Dublin Bay and Baldoyle Bay</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
313892	An Bord Pleanála	Bus Connects Blanchardstown to City Centre Core Bus Corridor Scheme.	<p>Construction: The Proposed Scheme is hydrologically connected to Dublin Bay via the River Tolka, Liffey Estuary Upper and the Royal Canal via a network of interconnecting and established surface or combined sewer/surface drainage infrastructure. The potential release of contaminated surface water runoff and/or an accidental spillage or pollution event into any surface water features during construction, has the potential to affect water quality in the receiving aquatic environment. Such a potential pollution event may include: the release of sediment into receiving waters and the subsequent increase in mobilised suspended solids; and the accidental spillage and/or leaks of contaminants into receiving waters. The associated effects of a reduction of surface water quality could potentially extend for a considerable distance downstream of the location of the accidental pollution event or the discharge point and therefore impact the downstream environment, i.e. Dublin Bay.</p> <p>Operations: The release of contaminated surface water runoff and/or an accidental spillage or pollution event into any surface water features during operation has the potential to affect water quality in the receiving aquatic environment. Such a pollution event may include: the release of sediment into receiving waters and the subsequent increase in mobilised suspended solids; and the accidental spillage and / or leaks of contaminants The associated effects of a reduction of surface water quality could potentially extend for a considerable distance downstream of the location of the accidental pollution event or the discharge towards numerous European sites, including Dublin Bay, Baldoyle Bay and Tolka Estuary SPA/SACs.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
313738	An Bord Pleanála	Grand Canal Storm Water Outfall Extension comprising the construction of pipework, transition chambers, floating platforms and new outfall structure to the River Liffey, including all ancillary site works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
314610	An Bord Pleanála	BusConnects Ballymun/Finglas to City Centre Core Bus Corridor Scheme.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
304624	An Bord Pleanála	Greenway between Malahide Demesne and Newbridge Demesne to be known as 'Broadmeadow Way'.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts on protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
304888	An Bord Pleanála	15-year permission for development at Oil Berth 3 and Oil Berth 4, Eastern Oil Jetty and at Berths 50A, 50N, 50S, 51, 51A, 49, 52, 53 and associated terminal yards to provide for various elements including new Ro-Ro jetty and consolidation of passenger terminal buildings.	<p>Construction: Mobilised suspended sediments due to dredging or dumping; cement release through general construction activities, spillages of polluting substances are potential sources of pollution at construction phase</p> <p>Operation: Increased sediment suspension levels due to port operations; water quality impacts associated with machinery, infrastructure; discharges/leaks from vessels, cargo handling, cargo storage areas</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
313918	An Bord Pleanála	Temporary emergency electricity generating plant.	The proposed development is located within the Dublin City administrative area. The Dublin City Development Plan 2016-2022 includes objectives and policies which are associated with the protection of the natural environment, European sites and natural heritage areas. Relevant objectives to this assessment include: GI2, GI16, GI22, GI23, GI24 and GIO24. All new plans and projects proposed within proximity to the proposed development must adhere to the abovementioned policies and objectives. Adherence to the Council's policies and objectives will ensure that any new plans and projects will not result in significant effects on biodiversity and international and national sites. There is therefore no potential for significant cumulative negative effects on biodiversity.	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
314724	An Bord Pleanála	Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022].	<p>Construction: Increase in mobilised suspended solids; and the accidental spillage and/or leaks of contaminants (e.g. fuel, oils, lubricants, paints, bituminous coatings, preservatives, weed killer, lime and concrete) into receiving waters. The associated effects of a reduction of surface water quality could impact on habitats located within and immediately adjacent to the proposed discharge points and could potentially extend to habitats located further downstream.</p> <p>Operations: Surface water runoff generated along the track will drain to a main channel located within the centre of the track, which will convey the flow to an assigned discharge point. An accidental pollution event of a sufficient magnitude during operation of the proposed Project and an increase in the concentration of pollutants in surface water run-off during operation has the potential to negatively affect the water quality of downstream waterbodies</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
307352	An Bord Pleanála	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.	Potential effects on biodiversity are neutral and imperceptible for the construction and operational phases	Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.	Construction: No residuals predicted - no in-combination effect Operation: No residuals predicted - no in-combination effect
301798	An Bord Pleanála	10-year permission for development of the Ringsend wastewater treatment plant upgrade project including a regional biosolids storage facility.	Construction: During construction, the undersea tunnel/LSOT would not form part of the development and, as such, no direct physical disturbance of the seabed would occur. Therefore, Dublin Bay would not experience any negative impact including habitat destruction and/or changes in the nature or quantity of species. Operations: During the operation phase, the main impact on the marine biodiversity environment is predicted to be positive, due to improved water quality and decrease in nutrient loading in the treated effluent, leading to an increase in oxygen availability in Dublin Bay and, consequently, a substitution of algae and other microorganisms for a more biologically diverse species.	Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.	Construction: No residuals predicted - no in-combination effect Operation: No residuals predicted - no in-combination effect
303687	An Bord Pleanála	Provision of a double circuit 110kV underground transmission line between the Belcamp 220kV and 110kV substation and the Darndale 110kV substation covering a distance of approximately two kilometres.	Potential effects on biodiversity are neutral and imperceptible for the construction and operational phases.	Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.	Construction: No residuals predicted - no in-combination effect Operation: No residuals predicted - no in-combination effect

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314964	An Bord Pleanála	Proposed development of a Circular Economy Campus and an Integrated Waste Management Facility at the Hollywood Landfill.	Construction: /Operations: The proposed development site at Hollywood is located within the drainage catchment of the Ballough Stream while the local topography in the area dictates that these other developments to the north west lie within the Delvin catchment. As such, there is no potential for cumulative adverse impact on the aquatic environment from the proposed development in addition to these consented developments.	Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.	Construction: No residuals predicted - no in-combination effect Operation: No residuals predicted - no in-combination effect
306834	An Bord Pleanála	Provision of a double circuit 220kV transmission line and a 220kV gas insulated switchgear (GIS) substation along with associated and ancillary works.	Potential effects on biodiversity are neutral and imperceptible for the construction and operational phases	Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.	Construction: No residuals predicted - no in-combination effect Operation: No residuals predicted - no in-combination effect
310332	An Bord Pleanála	Increase in annual waste intake limit from 250,000 tonnes to 450,000 tonnes and continued extension of operational hours.	The proposed development will not result in the loss of any habitats either inside, or outside the site boundary. There will be no changes to the emissions associated with the waste operations and the current operational hours, and therefore no potential for disturbance of birds and mammals in the surrounding habitats. There is a surface water pathway between the development site and the Dublin Bay Tolka Estuary SPA.	Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.	Construction: No residuals predicted - no in-combination effect Operation: No residuals predicted - no in-combination effect

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
302651	An Bord Pleanála	Permanent continuation of use of the existing long-term car park known as Quickpark, including construction of new entrance building with associated revised entrance layout resulting in 6,122 long-term car parking spaces, and all associated ancillary infrastructure and works.	No negative effects to biodiversity are predicted to occur due to the continuation of use of these lands. This application will result in no changes to the scale or nature of built development on these lands. Therefore, it cannot act in a cumulative manner to result in significant effects to biodiversity. No negative impacts are predicted, and so no further monitoring is recommended.	Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.	Construction: No residuals predicted - no in-combination effect Operation: No residuals predicted - no in-combination effect
307296	An Bord Pleanála	Construction: of a 2 storey 110kV Gas Insulated Switchgear (GIS) substation, underground cable and all associated and ancillary site works.	The contribution of the substation to the wastewater treatment plant in the operation phase would be minimal in the scale of the city and would not lead to significant effects on any Natura site. It may be concluded that the development in the construction and operation phase would not give rise to significant impacts on any Natura site.	Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.	Construction: No residuals predicted - no in-combination effect Operation: No residuals predicted - no in-combination effect
314894	An Bord Pleanála	Proposed development of a 220kV Gas Insulated Switchgear (GIS) substation on lands at Kilshane Road, and an underground 220kV transmission line connection to the existing Cruiserath 220kV substation.	Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts. Operation: Disturbance during operation on protected fauna.	Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.	Construction: No residuals predicted - no in-combination effect Operation: No residuals predicted - no in-combination effect

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
311528	An Bord Pleanála	Construction: of a 2 storey 220kV GIS substation known as 'Mooretown', 4 underground transmission cables and all associated and ancillary site development and construction works.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
315257	An Bord Pleanála	Proposed expansion of Materials Recovery Facility to process up to 300,000 tonnes per annum.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
311427	An Bord Pleanála	New 110kV substation and associated compound and ancillary equipment to facilitate the connection of Gaskinstown solar farm to the electricity transmission network.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

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303211	An Bord Pleanála	Disposal, treatment and recovery of waste.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
308628	An Bord Pleanála	110kV gas insulated switchgear substation compound, associated dropdown transmission lines, and associated development at Drogheda IDA Business and Technology Park, Donore Road, Drogheda, Co. Meath.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
307433	An Bord Pleanála	Increase in annual total waste for treatment from currently permitted 235,000 tonnes to 250,000 tonnes, increase in annual amount of hazardous waste from currently permitted 10,000 tonnes to 25,000 tonnes, development of a aqueous waste tank farm, hydrogen generation unit, bottom ash storage building, development of a single storage warehouse, new concrete yard, weather canopy, demolition and rebuilding of an existing single storey modular office and ancillary site works.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development and impacts on air quality. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna, and impacts on air quality</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

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303568	An Bord Pleanála	Proposed electrical substation and associated 110kV and MV infrastructure required to connect ground mounted solar PV generation to the electrical transmission system, underground cabling and all associated ancillary site development work.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development and impacts on air quality. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna, and impacts on air quality</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
303678	An Bord Pleanála	Air insulated switchgear 110kV transmission substation.	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development and impacts on air quality. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna, and impacts on air quality</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
2360053	Louth County Council	<p>Planning permission is sought by Sionna Homes Ltd for a Large-Scale Residential Development (LRD) on a site which extends to c.3.8 ha, on lands at Boyne Road, Drogheda, Co. Louth. The application is being made under the provisions of the Planning and Development (Amendment)(Large Scale Residential Development) Act 2021.</p> <p>The proposed development will consist of:</p> <p>i) The Construction: 192 no. residential units comprising of:</p> <p>a. 42 no. dwellings (22 no. three-beds, and 20 no. four-beds)</p> <p>b. 150 no. apartments (41 no. one-beds, 95 no. two--beds, and 14 no. three-bed)</p> <p>ii) New vehicular, cycle and pedestrian access to the site from the Newtown Road (L2307) including new crossing points;</p> <p>iii) Replacing and upgrading of existing pedestrian steps to the site from Strand Road (R167)</p>	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development and impacts on air quality. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: Slight negative residual on degradation of habitats as a result of invasive species spread on scrub, and treelines, and habitat loss of treelines.</p>

Stage 3 and 4: Biodiversity					
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		<p>iv) The provision of non-residential uses on the site:</p> <p>a. Childcare facility/Creche (394 sq.m)</p> <p>b. Café (81 sq.m)</p> <p>c. Gymnasium (554 sq.m)</p> <p>d. Community Workspace/Community Space (77 sq.m)</p> <p>v) The provision of 196 no. basement and surface level parking spaces, including EV spaces, Disabled parking spaces, and Go Car spaces;</p> <p>vi) The provision of 344 no. sheltered cycling spaces for residents 122 no. visitor cycle spaces;</p> <p>vii) The provision of public and private open space;</p> <p>viii) The provision of cycle paths throughout the site;</p> <p>ix) The provision of Landscaping including planting, public art and play equipment;</p> <p>x) The provision of Attenuation ponds;</p> <p>xi) The provision of public lighting throughout the subject site;</p> <p>xii) All internal roads, tracks and paths, including signage throughout the site;</p> <p>xiii) All associated development and infrastructure works including traffic calming on Newtown Road and Newtown Link Road;</p> <p>xiv) Demolition of existing buildings on site (2,113.4 sq.m);</p> <p>A Natura Impact Statement (NIS) has been included with this application.</p> <p>All application documentation and information including the NIS is available to view online at the following website set up by the applicant: www.BoyneRoadLRD.com</p>			

Stage 3 and 4: Biodiversity					
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LRD0008/S3	Fingal County Council	To view details of this application please visit www.BallymastoneLRD1.ie The proposed development comprises of a 10-year permission for a Large Scale Housing Development at Ballymastone, Donabate, Co. Dublin. The proposed development consist of 432 no. residential units comprising 93 no. apartment units (42 no. one bed units, 41 no. two-bed units and 10 no. three-bed units), 126 no. duplex units (2 to 3 storeys, 10 no. one-bed units, 55 no. two-bed units and 61 no. three-bed units) and 213 no. houses (75 no. two-bed units, 130 no. three-bed units and 8 no. four-bed units) ranging in height from two to six storeys.	Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development and impacts on air quality. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts. Operation: Disturbance during operation on protected fauna	Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.	Construction: No residuals predicted - no in-combination effect Operation: No residuals predicted - no in-combination effect
LRD0010/S3	Fingal County Council	The development will consist of: - 33 no. houses (28 no. 3-bedroom and five no. four bedroom) House Types A, B, E and F (two storey) House Types C and D (2.5 storey) in a mixture of semidetached, detached and terraced units; - 95 no. apartments (in a part three/part four storey building with Blocks A, B and C located over a basement) consisting of 31 no. 1 bedroom apartments, 62 no. two-bedroom apartments and two no. three-bedroom apartments and includes an ancillary gym as a separate structure within the courtyard (for residents 84.3 sq.m); - 16 no. duplex apartments in two no. three storey blocks consisting of six no. one-bedroom simplex, eight no. two bedroom duplex and two no. three-bedroom duplex units; (all apartments and duplex apartments to have terrace or balconies); - Open space comprising c. 2.89 hectares (which includes 1.24 hectares class 1 open space), two no. playing pitches to the south of Ballygossan Park, communal and private open space, and pedestrian path along western boundary to the north, ancillary children's play areas, as well as provision of two 2 ESB substations;	Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development and impacts on air quality. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts. Operation: Disturbance during operation on protected fauna	Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.	Construction: No residuals predicted - no in-combination effect Operation: No residuals predicted - no in-combination effect

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		<ul style="list-style-type: none"> - The proposal includes the provision of 214 no. car parking spaces (100 no. spaces located at basement level under the apartment block and 114 no. spaces located at surface level) and 292 bicycle spaces (122 no. spaces located in the basement of the apartment block and 170 no. spaces located at surface level). - Provision of a creche (3 storeys) c. 355.4 sq. m to replace the creche permitted under Register Reference F11A/0309 & An Bord Pleanála Reference PL06F.240639, as extended by Register Reference F11A/0309/E1; - Access to the site will be from Ballygossan Park and Golf Links Road with temporary construction access from a haul road south of the existing junction of Golf Links Road and Ballygossan Park, and a second haul road to the south; - Provision of landscaping and infrastructure (surface water, foul and water supply) to facilitate the development of the application lands and lands to the south including "Regional Drainage Facility" (RDF) for the surface water management of the Hackettstown residential lands; - Planting & Landscaping of open space areas, including provision of footpaths and viewing point and diversion and undergrounding of existing overhead power lines, where required; - The proposal includes associated siting, boundary changes, boundary treatment and site lighting, all associated landscaping and drainage works [including attenuation], planting and boundary treatments, including regrading/re-profiling of site where required; 			

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LRD0016/S3	Fingal County Council	The proposed development seeks to amend the SHD permitted under ABP Reg. Ref. 311016 resulting in an overall reduction of 97 no. units from 1,221 (as permitted) to 1,124 no. units (as proposed) within	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development and impacts on air quality. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>
LRD0007/S3	Fingal County Council	<p>A Large-scale Residential Development (LRD) for lands at Baldoyle (formerly known as The Coast), Dublin 13. The site is bounded to the north by undeveloped lands, to the east by residential development of Red Arches Drive, to the south by residential development of Red Arches Road and to the west by undeveloped land, with the Dublin-Belfast railway line further beyond.</p> <p>The proposed development will consist of amendments to Block B as permitted under FCC Reg. Ref. F16A/0412 (ABP Reg. Ref. PL06F.248970) and amended under FCC Reg. Ref. F20A/0258, F21A/0046 and F22A/0017. The proposed amendments will consist of:</p> <ul style="list-style-type: none"> - The reconfiguration of permitted units omitting 28 no. apartments as permitted under F16A/0412 (as amended) and the addition of 26 no. houses resulting in the provision of 88 no. apartments (3-5 storey) and 54 no. houses (2-3 storey). This results in an overall total of 142 no. units, an overall reduction of 2 no. units on that permitted; - The reconfiguration of the internal road layout as permitted under F16A/0412 (as amended); - The removal of permitted basement below Blocks B1 and B2 and the provision of 170 no. car parking spaces and 262 no. cycle spaces at ground floor and surface; and -The development of a linear park along Longfield Road. 	<p>Construction: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of this development and impacts on air quality. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

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WEB1085/18	Dublin City Council	<p>PROTECTED STRUCTURE: Dublin Central GP Limited Intends to apply for Permission for a period of 11 years at a site, 'Dublin Central – Site 2' (c. 1.33 Ha), at No. 43 (a Protected Structure), No. 44 (a Protected Structure), Nos. 45 – 49, Nos. 50 – 51 O'Connell Street Upper (a vacant site), Nos. 52 – 54 (a Protected Structure), Nos. 55 – 56, No. 57 (a Protected Structure), No. 58 (a Protected Structure) and No. 60A O'Connell Street Upper and the rear of Nos. 59 – 60 O'Connell Street Upper, Dublin 1. Also, the site includes No. 13 Moore Lane, No. 14 Moore Lane (otherwise known as Nos. 1 – 3 O'Rahilly Parade and Nos. 14 – 15 Moore Lane or Nos. 1 – 8 O'Rahilly Parade and Nos. 14 – 15 Moore Lane) and the public realm associated with O'Rahilly Parade, Moore Lane, Henry Place and a portion of O'Connell Street Upper, Dublin 1. The site is otherwise bound by Henry Place and Nos. 59 – 60 O'Connell Street Upper to the south, the east side of Moore Lane to the west and west side of O'Connell Street Upper to the east and No. 42 O'Connell Street Upper to the north. The proposed development comprises a mixed-use scheme (c. 38,479 sq. m gross floor area) ranging in height from 2 – 8 storeys over single level basements including a new street between O'Connell Street Upper and Moore Lane, a new controlled Laneway from Moore Lane (adjacent No. 42 O'Connell Street Upper – a Protected Structure). The proposed development accommodates: - 6no. units for use as a 'licensed restaurant / café units with takeaway / collection facility' at ground floor level (Unit 1 – c. 67 sq. m and Unit 2 – c. 244 sq. m on Moore Lane, Unit 3 – c. 178 sq. m and Unit 4 – c. 75sq. m on O'Connell Street Upper, Unit 5 – c. 58 sq. m on New Street and Unit 6 – c. 296 sq. m on Moore Lane and New Street; 1no. unit for use as a 'licensed restaurant / café unit with takeaway / collection facility' across basement, ground, 1st and 2nd floor (c. 878 sq. m) on O'Connell Street Upper; 8no. retail units, each for use as a 'shop' or 'licensed restaurant / café units with takeaway / collection facility' at ground floor level (Unit 1 – c. 1,041 sq. m on O'Connell Street Upper and Moore Lane, Unit 2 – c. 311 sq. m and Unit 3 – c. 260 sq. m on O'Connell Street Upper and New Street,</p>	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

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		<p>Unit 4 – c. 452 sq. m on New Street, Unit 5 – c. 251 sq. m on Moore Lane, Unit 6 – c. 162 sq. m and Unit 7 – c. 58 sq. m on O'Connell Street Upper and Unit 8 – c. 40 sq. m on Moore Lane and new controlled Laneway); Temporary use of retail Unit 8 (c. 40 sq. m) as a delivery hub, pending the completion of same at Site 5 under DCC Reg. Ref. 2863/21; Office use (c. 33,714 sq. m) from 1st to 7th floor with access from O'Connell Street Upper, rear of No. 59 O'Connell Street upper and new plaza on Henry Place and new controlled Laneway. Terraces proposed at 1st, 3rd, 4th, 6th and 7th floor; Refurbishment of the 'Reading Room' (rear of No. 59 O'Connell Street Upper, Dublin 1) as 'licensed restaurant / café unit with takeaway / collection facility' at ground floor level and ancillary café use at basement level (c. 244 sq. m in total). The single level basement comprises: - Access ramp from Moore Lane; 32no. car parking space; 372no. bicycle parking spaces with access to secure bicycle storage areas from the new plaza on Henry Place and the new controlled laneway from Moore Lane; Plant and waste storage areas; A structural box (120m length, 26m width, 34.5m depth) beneath the ground floor level that has been designed to accommodate the independent construction and operation of the planned O'Connell Street MetroLink Station by Transport Infrastructure Ireland, including provision of the structural envelope and co-ordinated voids to accommodate station entrances, ventilation and fire escape shafts through this part of the Dublin Central proposed development. These ensure that the Dublin Central proposed development is structurally independent of, and not prejudicial to, the MetroLink project. The MetroLink project will be the subject of a separate application for approval to be made by Transport Infrastructure Ireland. This part of the Dublin Central proposed development is referred to as the MetroLink Enabling Works; All associated and ancillary site development, conservation, demolition, landscaping and temporary works, including: - Conservation, repair, refurbishment and adaptive reuse of part of the existing building fabric, including: - Retention of part of the rear of No. 59 O'Connell Street Upper (known as the 'Reading Room') internal and external modifications and new shopfronts;</p>			

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		<p>Retention of the facades of Nos. 57 – 58 O'Connell Street Upper (Protected Structures);</p> <p>Retention of the facades of Nos. 52 – 54 O'Connell Street Upper (Carlton Cinema – Protected Structures) including the reinstatement of the canopies; Retention of the facades of Nos. 43 – 44 O'Connell Street Upper (Protected Structures); Retention of the facade of No. 45 O'Connell Street Upper; Works to include repair and upgrade works (where required) of retained masonry, external and internal joinery, plasterwork and features of significance; Conservation and repair of existing lightwells on O'Connell Street Upper; Demolition of all other existing buildings and structures on site (c. 22,521 sq. m) including No. 13 Moore Lane and No. 14 Moore Lane (otherwise known as Nos. 1 – 3 O'Rahilly Parade and Nos. 14 – 15 Moore Lane or Nos. 1 – 8 O'Rahilly Parade and Nos. 14 – 15 Moore Lane) to facilitate a temporary construction compound; Laying of services in Parnell Street westwards from Moore Lane for approximately 49 metres; Improvement works to the public realm on O'Rahilly Parade, Moore Lane and Henry Place, including the provision of a new entrance off O'Connell Street Upper for deliveries/emergency access. There are also adjustments and improvement works proposed at the junctions of Moore Street with Henry Place and with O'Rahilly Parade;</p> <p>Creation of a new street connecting O'Connell Street Upper with Moore Lane and provision of a new plaza at the junction of Moore Lane and Henry Place; 3no. telecommunication lattice towers which can accommodate 3no. 800mm antenna and 2no. 300mm microwave link dishes with associated equipment on the building rooftop in Site 2C; 2no. ESB sub-stations; Building signage zones and retractable canopies. The application site is within the O'Connell Street Architectural Conservation Area. An Environmental Impact Assessment Report (EIAR) accompanies this application.</p>			

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
4410/22	Dublin City Council	<p>Permission for the development of lands at an existing commercial premises at the junction of East Wall Road and Alfie Byrne Road on East Wall Road, Dublin 3, D03 F2H3. The proposed development will comprise of:</p> <ul style="list-style-type: none"> - The demolition of two existing vehicle sales commercial buildings and - The construction of a mixed-use scheme, developed in three blocks over basement, consisting of: <ul style="list-style-type: none"> Block A: 15-storey hotel building, with a maximum height of 52.7 metres. Block A will comprise of 195-bedroom suites, conference facilities, a restaurant / bar / lounge, ancillary facilities and substation. The gross floor area of Block A is 6,471 sq.m including 238 sq.m at basement level. Block B: 8-storey mixed-use building, with a maximum height of 29.4 metres. Block B will comprise of cafe / retail unit (GFA 219 sq.m), (allowing for take-away service) and residential amenity space and substation on the ground floor with vehicular access to the basement, 6 no. office units over the first to third floors (GFA 1,674 sq.m) and 28 no. build-to-rent apartments over the fourth to seventh floors. The apartments will comprise of 16 no. one-bed units and 12 no. two-bed units. Balconies serving residential units shall be provided on all elevations. Block C: 10-storey apartment building with a maximum height of 33 metres. Block C will comprise of 60 no. build-to-rent apartments consisting of 1 no. studio, 29 no. one-bed units and 30 no. two-bed units. Balconies serving residential units shall be provided on all elevations. Together, Block B and Block C will provide 88 no. build-to-rent apartments. Basement: The basement serving the three blocks will provide 45 no. car parking spaces, 100 bicycle parking spaces, ancillary hotel and ancillary residential facilities. Access shall be provided to the three blocks via the basement and externally at ground floor level. The proposed scheme will have vehicular and pedestrian access from East Wall Road, a drop-off area to serve the hotel and associated changes to the public footpath, fire tender egress to the east of Block B and pedestrian access from Alfie Byrne Road and landscaping. The site will also include an urban plaza, riverside walkway with railing, play area and 60 bicycle spaces located at surface level. 	<p>Construction:</p> <p>Disturbance from noise and lighting, pollution from silt/sediment and airborne dust.</p> <p>Operation:</p> <p>Impacts on birds due to collision with structures, impacts on bats from scheme lighting</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction:</p> <p>No residuals predicted - no in-combination effect</p> <p>Operation:</p> <p>No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
		Photovoltaic panels and ancillary plant shall be provided at roof level. The proposed development will include signage, roof plant, photovoltaic panels and all associated site works, including connections to services. The gross floor area of the proposed development shall be 15,266 sq.m plus 2,529 sq.m basement, on a site area of 0.38 hectares. The net site area is 0.34 ha.			
F20A/0204	Fingal County Council	Development will consist of 55 no residential units, 3 no. retail units, public open spaces, upgrades to the public road, reconstruction of the existing car park serving Smyths Bridge House (a Protected Structure), upgrade of the existing entrance onto Main Street, internal access roads, water services including a pumping station, surface water attenuation tank and detention basin, public lighting, 1 no. ESB substation and utilities.	Construction: Potential for impact on water quality downstream of site. Potential for disturbance impact on overwintering birds. Operation: Potential for impact on overwintering birds though loss of foraging habitat	Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.	Construction: No residuals predicted - no in-combination effect Operation: No residuals predicted - no in-combination effect
211333	Louth County Council	Permission for 68 no. dwellings consisting of 28 no. 2 storey 3 bed house type A, 21 no. 2 storey 3 bed house type B, 11 no. 2 storey 2 bed house type C, 2 no. 2 storey 3 bed house type D and 6 no. 2 storey 3 bed house type E in a layout of a variety of detached, semi-detached and terraces of 3, 4 or 6 dwellings with ancillary site development works, including roads, footpaths, public open space, landscaping and boundary treatments with access from the Marsh Road (R150) via a new access road previously permitted Reg. Ref. 17/387 **Significant further information including a Natura Impact Statement (NIS) received on 22/09/2022**	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. Potential for in combination impacts on habitats from dust emissions during construction. Potential impact of the spread of invasive species from the movement of machinery. Potential disturbance to protected fauna from lighting, noise and vibration during construction. Operation: Disturbance during operation from lighting and increase human presence on protected fauna. Impacts on surface and foul water from a pollution event	Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction. Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.	Construction: No residuals predicted - no in-combination effect Operation: No residuals predicted - no in-combination effect
2288	Louth County Council	See scanned docs for full description - 10 year permission sought for development on site of c.2.6 hectares, known as Boyne Mill and includes Protected Structures and includes the demolition of various buildings and the construction of c.22,093m2 gross floor area mixed-use scheme comprising the construction of a four storey building, providing c.5,724m2 digital innovation hub and co-working space at	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. Potential for in combination impacts on habitats from dust emissions during construction. Potential impact of the spread of invasive species from the movement of machinery.	Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.	Construction: No residuals predicted - no in-combination effect Operation: No residuals predicted - no in-combination effect

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
		<p>lower and upper ground floor levels, and first and second floor levels, with a c.1,107m² restaurant at lower and upper ground floor levels (Building 1); the construction of a two storey building providing 5 no. retail units, totalling c381m² at ground level and c.381m² office use at first floor level (Building 4); the construction of a two storey over basement building providing a c.868m² cultural facility at ground and first floor levels, and a car park at ground floor and basement levels (Building 5); the construction of a two storey building providing c.325m² restaurant at ground and first floor (Building 6); the construction of 2 no. five storey buildings (Block A and B) providing 64 no. apartment units, comprising 27 no. 1 bed units, 27 no. 2 bed units and 10 no. 3 bed units, totalling c.5,968m² (Buildings 7 & 8); the renovation and adaption of the former Boyne Mill Yarn Store to provide a five storey 120 no. bedroom hotel with an ancillary restaurant totalling c.5,514m² (Building 6). The proposed works include the retention and conservation of the mill external walls, the provision of two additional floor above the original building, the installation of a new roof, new doors and windows within existing building openings, and modifications to the external façade to provide for additional doors and windows; the conservation and structural repair of the chimney stack, the restoration and adaptive reuse of the single storey former Gate Lodge, to provide c27m² shop (Building 2); the restoration and adaptive reuse of the former Mill Office to provide a c.190m² single storey over basement shop (Building 3); it is proposed to retain and reconstruct the front elevation of the former Engine House, which is supported by an arcade of cast iron piers and half round arches to stand as a feature in the central car park; the proposed development will include 212 no. car parking spaces, 292 no. bicycle spaces; and electric vehicle charging points; vehicular access to the development will be from Greenhills Road and Newtown Road. Improvement of existing access junctions..</p>	<p>Potential disturbance to protected fauna from lighting, noise and vibration during construction.</p> <p>Operation: Disturbance during operation from lighting and increase human presence on protected fauna. Impacts on surface and foul water from a pollution event</p>	<p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
212412	Meath County Council	A residential development comprising 95 no. residential units, a childcare facility and associated outdoor play area, road infrastructure, all associated open space, cycle and pedestrian infrastructure, services and all other associated development on a site of c. 6.138 hectares. The 95 no. residential units proposed consist of 49 no. houses (comprising 31 no. 3 bedroom units, and 18 no. 4 bedroom units), 6 no. duplex apartments (all 3 bedroom) and 40 no. apartments (7 no. 1 bedroom units, 30 no. 2 bedroom units, and 3 no. 3 bedroom units) in 1 no. apartment building and above the proposed childcare facility. The proposed childcare facility with a GFA of 532 sq. m is located within a two storey building with apartments above. The proposed houses are 2 to 3 storeys in height and the duplex/apartment blocks are 3 to 4 storeys in height (with the apartment building including a 5 storey corner element).	<p>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. Potential for in combination impacts on habitats from dust emissions during construction. Potential impact of the spread of invasive species from the movement of machinery. Potential disturbance to protected fauna from lighting, noise and vibration during construction.</p> <p>Operation: Disturbance during operation from lighting and increase human presence on protected fauna. Impacts on surface and foul water from a pollution event</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
22963	Meath County Council	The construction of a new 2-storey 37-classroom school building, to cater for 1,000 pupils, with a total internal floor area of 10,753sq.m, and incorporating a general-purpose hall, a multi-use hall, a special needs unit, library, staff rooms and all ancillary accommodation. The building will also include photovoltaic panels at roof level. The school grounds will provide 5no. hard surface ball courts, 3no. grass sports pitches, outdoor seating and breakout areas, sensory garden, tech yard, 150sq.m external store building with refuse store, 40sq.m substation, LPG and ASHP compounds, and associated hard and soft landscaping throughout. The development will also include: the relocation of the existing site entrance and the provision of new access roadway ingress and egress junctions from Gormanstown Road; drop-off and pick-up area for cars and set down area for buses; provision of 96no. car parking spaces, inclusive of 5no. disabled spaces and 10no. electric vehicle charge points; 360no. cycle parking spaces, 340no. of which are sheltered; new foul and surface water drainage system works incorporating attenuation, rainwater harvesting, and wastewater treatment plant; and all other associated site and development works.	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
4137/23	Dublin City Council	<p>Permission for the proposed development will consist of demolition of the existing residential property and existing derelict residential property. The construction of a residential development consisting of two blocks with a total of 79 residential apartments. Block A is located to the east of the site and includes 24no. 2 bed apartments and 12no. 1 bed apartments. Block B is on the west side of the site and includes 30 no 3 bed apartments; and 13 no 1 bed apartments. All apartments have private space in the form of balconies/terraces. Block A ranges from 6-8 to storeys in height and Block B is 7-8 storey in height excluding basement. The proposed development including communal amenity spaces located centrally at ground level and on the roofs of Block A and in Block B. The basement contains parking for 56 spaces including 4 no disabled spaces and motorcycle parking along with electric vehicle parking and is accessed via a new vehicle entrance and ramp from Malahide Road. New boundary treatments and communal bike stores, bin stores are proposed. A children's play area and crèche is included. Associated groundworks, landscaping, drainage including SUDS measures, lighting engineering and ancillary works necessary to facilitate the development. This application is accompanied by a Natura Impact Assessment.</p>	<p>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. Potential for in combination impacts on habitats from dust emissions during construction. Potential impact of the spread of invasive species from the movement of machinery. Potential disturbance to protected fauna from lighting, noise and vibration during construction.</p> <p>Operation: Disturbance during operation from lighting and increase human presence on protected fauna. Impacts on surface and foul water from a pollution event</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
2360261	Louth County Council	<p>Permission for (a) the construction of 98 no. dwellings comprising a mix of house-types including: (i) 58 no. two-storey, three-bedroom, terraced units with roof lights on rear roof slope (House Type D2); (ii) 16 no. two-storey, three-bedroom semi-detached dwellings (House Type C & C1); (iii) 8 no. two-storey, two-bedroom terraced houses (House Type E); and (iv) 16 no. two-storey, four-bedroom semi-detached houses (House Type G & G1). All dwellings will contain 2 no. on-curtilage car parking spaces; (b) Access provided via Phase 1 development which connects with Termonfeckin Road (R166); (c) The proposed development will also include the provision of cycle lanes, roads, private open space, public open space, provision of foul drainage, surface water attenuation and connection to mains water supply including pump station, ESB substation, street lighting, landscaping, boundary treatments and all ancillary site development works necessary to facilitate the development. This application relates to Phase 2 on the overall landholding. Phase 1 was recently granted under Reg. Ref. 22877. Planning permission for a residential development exists on site under Reg. Ref. 07/1791 as extended by Reg. Ref. 18/560</p>	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Potential in combination impacts protected fauna as a result of habitat loss, spread of invasive species, direct mortality, disturbance impacts.</p> <p>Operation: Disturbance during operation on protected fauna.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted - no in-combination effect</p> <p>Operation: No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
F23A/0492	Fingal County Council	The site is located east of the R107 and south of Mabestown House residential property. The proposal will comprise a residential development of 2-3 storey houses consisting of 52 no. units (7 no. 2 beds, 31 no. 3 beds, 8 no. 4 beds and 6 no. 5 beds) within terraced and semi-detached arrangements. Provision of car and cycle parking, new residential streets, open spaces, play area, and provision of new site entrance from the R107. All associated site development works, landscaping, boundary treatments, and services provision. A Natura Impact Statement (NIS) has been prepared in respect of the proposed development.	<p>Construction:</p> <p>Potential impacts on water quality by release of sediment, and on biodiversity by removal of habitat.</p> <p>Operation:</p> <p>Potential impacts on water quality, disturbance to fauna through lighting</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction:</p> <p>No residuals predicted - no in-combination effect</p> <p>Operation:</p> <p>No residuals predicted - no in-combination effect</p>
318758	Louth County Council	Proposed public realm improvement works known as the 'Westgate 2040 Project'	<p>Construction:</p> <p>Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation, resulting in impacts on QI species. Should the construction periods overlap, there is potential for in combination disturbance on fauna including bats, otter, SCI breeding birds species resulting in displacement from the locality.</p> <p>Operation:</p> <p>Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation on QI species.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction:</p> <p>No residuals predicted - no in-combination effect</p> <p>Operation:</p> <p>No residuals predicted - no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
3024/24	Dublin City Council	A proposed residential development of 45 aged living apartment units, designed to the requirements of Fold Housing Association, comprising two apartment blocks ranging in height from 4-6 storeys at 144 Harmonstown Road, Harmonstown, Dublin 5. The proposed development will comprise of: (a) the demolition of the existing 2 storey detached building; (b) construction of 45 apartments in 2 blocks as follows - Block A, a 4-storey building consisting of 15 one bedroom apartments with balconies to the northern elevation facing Harmonstown Road, a communal room at ground floor level, and communal roof terrace at 4 th floor level; Block B, a 6-storey building consisting of 30 no. 1- bedroom apartments with balconies to the southern elevation facing the railway line; Both blocks A & B will be linked by a 6 storey communal stair and lift core with store rooms, which forms the main entrance with entrance canopy over. This stair and lift core will provide the access to the external apartment walkways at first to fifth floor levels; (c) brick wall enclosed open air bin store (d) landscaping and communal open space and boundary treatment; (e) provision of 10 car parking spaces, 3 no. mobility scooter parking spaces, and 10 no. bicycle parking spaces all at surface level; (f) plant; (g) and all ancillary site development works necessary to facilitate the development, including new vehicular access and egress from Harmonstown Road.	<p>Construction:</p> <p>Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation, resulting in impacts on QI species. Should the construction periods overlap, there is potential for in combination disturbance on fauna including SCI breeding birds species resulting in displacement from the locality.</p> <p>Operation:</p> <p>Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation on QI and SCI species.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction:</p> <p>No residuals predicted - no in-combination effect</p> <p>Operation:</p> <p>No residuals predicted - no in-combination effect</p>
2460133	Meath County Council	"The proposed development includes the removal of interim accommodation permitted under Ref. No. LB190739 and Ref. 21/2336, and the construction of a new, 1,000 no pupil post-primary school (Roll No. 68348A), which will comprise of 43 no. classrooms, with associated laboratories and specialist classrooms, Multi-Purpose Hall, a Physical Education Suite including a Physical Education Hall, and all ancillary teacher and pupil facilities with a gross floor area of c. 11,302 sqm over 3 no. storeys. The proposal includes the removal of all interim accommodation on site, arranged across 12 no. blocks, with a cumulative GFA of c.4,203sq m (previously permitted under Reg. Ref. LB190739 and Reg. Ref. 21/2336) including the removal of 1 no. interim accommodation block, constructed under exempted development (c.249 sq m).	<p>Construction:</p> <p>Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Development. Should the construction periods overlap, there is potential for in combination disturbance on fauna including SCI breeding birds species resulting in displacement from the locality.</p> <p>Operation:</p> <p>Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation on QI and SCI species.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction:</p> <p>No residuals predicted – no in-combination effect</p> <p>Operation:</p> <p>No residuals predicted – no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
		<p>The proposal also includes the demolition of a single-storey c. 190 sqm derelict building, associated with the former agricultural use of the site.</p> <p>Vehicular access to the subject site is proposed via a new priority-controlled T-junction located on the new link road to the southwest of the site, with associated tie-in works to the existing road network; 2 no. pedestrian and cyclist access points and 2 no. pedestrian only access points to the southwest boundary of the site; staff and visitor parking spaces and designated drop-off and set down facilities. The development will also include the provision of 1 no. external storage building (c.50 sqm); 1 no. bin store; bicycle and scooter parking; vehicle and bus drop off/set down areas; internal access roads; hard and soft play areas including 6 no. hard play court areas; piped infrastructure and ducting; plant and plant room; LPG Tanks Compound; electrical switch room; landscaping and boundary treatments; PV panels; EV parking facilities; external courtyards; disabled car parking spaces; site clearance works, comprising of the partial removal of hedgerows and a number of trees; stepped access routes; street and security lighting; signage; 2 no. attenuation tanks; surface water drainage and SUDs measures (including green roof provision); 5 no. flagpoles; piped infrastructural services and connections, hard and soft landscaping, ESB Substation, changes in level and all associated site development and excavation works above and below ground. The total site area is 5.26Ha.”</p>			

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
PARTXI/004/23	Fingal County Council	Proposed development of a public car park at Bremore Castle	<p>Construction:</p> <p>Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Development.</p> <p>Operation:</p> <p>Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation on QI and SCI species.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction:</p> <p>No residuals predicted – no in-combination effect</p> <p>Operation:</p> <p>No residuals predicted – no in-combination effect</p>
318573	Meath County Council	A proposed Road Development comprising of the N2 Slane By-Pass and Public Realm Enhancement Scheme	<p>Construction:</p> <p>Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the construction of this development. Accidental pollution events and the spread of invasive species could result in habitat degradation, and habitat loss arising from extreme habitat degradation, resulting in impacts on QI species. Should the construction periods overlap, there is potential for in combination disturbance from noise and lighting on fauna including bats, otter, SCI breeding birds species resulting in displacement from the locality.</p> <p>Operation:</p> <p>Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation on QI species.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction:</p> <p>No residuals predicted – no in-combination effect</p> <p>Construction:</p> <p>No residuals predicted – no in-combination effect</p>
PARTX/0026Sub01	Dublin City Council	The development will consist of the construction of a residential scheme of 543 no. apartments on an overall site of 3.26	<p>Construction:</p> <p>Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Development.</p> <p>Operation:</p> <p>Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation on QI and SCI species.</p>	<p>Construction:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation:</p> <p>The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction:</p> <p>No residuals predicted – no in-combination effect</p> <p>Operation:</p> <p>No residuals predicted – no in-combination effect</p>

Stage 3 and 4: Biodiversity					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
PARTX/0017Sub10	Dublin City Council	Strategic Infrastructure Development- Construction: of a proposed integrated National Paediatric Hospital Project	<p>Construction: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Development.</p> <p>Operation: Potential for cumulative effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation on QI and SCI species.</p>	<p>Construction: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during construction.</p> <p>Operation: The implementation of the mitigation measures proposed as part of the DART+ Coastal North Project's EIAR Biodiversity Chapter will address the potential cumulative impacts on biodiversity during operation.</p>	<p>Construction: No residuals predicted – no in-combination effect</p> <p>Operation: No residuals predicted – no in-combination effect</p>

1.5 Land and Soils

Table 1-4 Stage 3 and 4: Land and Soils.

Stage 3 and 4: Land and Soils					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
305316	An Bord Pleanála	1,030 no. apartments (352 no. residential, 678 no. Build to Rent units), 2 no. creches, 10 no. retail units and all associated site works.	<p>Construction:</p> <p>Assuming the construction phases of both projects occur within the same timeframe, there is potential for cumulative effects on the land and soil environment. The potential for significant cumulative effects include loss of topsoil and subsoil. The interaction with roads and drainage infrastructure works are not considered significant, given the nature and extent of groundworks.</p> <p>Operation:</p> <p>No significant operational phase cumulative effects upon the land and soil environment likely.</p>	<p>Construction:</p> <p>Chapter 9 contains relevant mitigation measures proposed for DART+ Coastal North Project, and an EIAR has been completed for the neighbouring project, with relevant mitigation measures detailed regarding land and soils. No further mitigation measures proposed.</p> <p>Operation:</p> <p>No mitigation or monitoring required.</p>	<p>Construction:</p> <p>Negative, slight and short-term.</p> <p>Operation:</p> <p>Positive, imperceptible and long-term.</p>
310418	Fingal County Council	Alterations of previously permitted Fingal County Council Register Reference number F16A/0412 (An Bord Pleanála Reference Number PL06F.248970) as amended by F20A/0258 and F221A0046) for 882 no. residential units (135 no. houses and 747 no. apartments), creche and associated site works. Amended application, refer to LRD0015/S3.	<p>Construction:</p> <p>Assuming the construction phases of both projects occur within the same timeframe, there is potential for cumulative effects on the land and soil environment. The potential for significant cumulative effects include loss of topsoil and subsoil. The interaction with roads and drainage infrastructure works are not considered significant, given the nature and extent of groundworks.</p> <p>Operation:</p> <p>No significant operational phase cumulative effects upon the land and soil environment likely.</p>	<p>Construction:</p> <p>Chapter 9 contains relevant mitigation measures proposed for DART+ Coastal North Project, and an EIAR has been completed for the neighbouring project, with relevant mitigation measures detailed regarding land and soils. No further mitigation measures proposed.</p> <p>Operation:</p> <p>No mitigation or monitoring required.</p>	<p>Construction:</p> <p>Negative, slight and short-term.</p> <p>Operation:</p> <p>Positive, imperceptible and long-term.</p>
311016	Fingal County Council	1,221 no. apartments, creche and associated site works. Application amended, refer to LRD0016/S3.	<p>Construction:</p> <p>Assuming the construction phases of both projects occur within the same timeframe, there is potential for cumulative effects on the land and soil environment. The potential for significant cumulative effects include loss of topsoil and subsoil. The interaction with roads and drainage infrastructure works are not considered significant, given the nature and extent of groundworks.</p> <p>Operation:</p> <p>No significant operational phase cumulative effects upon the land and soil environment likely.</p>	<p>Construction:</p> <p>Chapter 9 contains relevant mitigation measures proposed for DART+ Coastal North Project, and an EIAR has been completed for the neighbouring project, with relevant mitigation measures detailed regarding land and soils. No further mitigation measures proposed.</p> <p>Operation:</p> <p>No mitigation or monitoring required.</p>	<p>Construction:</p> <p>Negative, slight and short-term.</p> <p>Operation:</p> <p>Positive, imperceptible and long-term.</p>

Stage 3 and 4: Land and Soils					
Application Reference	Authority	Other development* and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
LRD0015/S3	Fingal County Council	<p>The proposed development seeks to amend permitted SHD under ABP Reg. Ref. 310418 resulting in an overall reduction of 55 no. units from 882 (as permitted) to 827 no. units (as proposed) within GA1 lands. The proposed amendments consist of:</p> <p>*Reduction in building height of Block A1 from an 8-6 no. storey building (as permitted) to a 7-6 no. storey building</p> <p>*Reduction in building height of Block D1 from an 9-6 no. storey building (as permitted) to a 7-6 no. storey building</p> <p>*Reduction in building height of Block D2 from an 8-6 no. storey building (as permitted) to a 7-6 no. storey building</p> <p>*Reduction in building height of Block D3 from an 15-5 no. storey building (as permitted) to a 10-5 no. storey building which and building form enhancements are also proposed. This results in an overall 341 no. units within the application site. All other elements of the GA1 lands remain as permitted under SHD ABP Reg. Ref. 310418</p>	<p>Construction:</p> <p>Assuming the construction phases of both projects occur within the same timeframe, there is potential for cumulative effects on the land and soil environment. The potential for significant cumulative effects include loss of topsoil and subsoil. The interaction with roads and drainage infrastructure works are not considered significant, given the nature and extent of groundworks.</p> <p>Operation:</p> <p>No significant operational phase cumulative effects upon the land and soil environment likely.</p>	<p>Construction:</p> <p>Chapter 9 contains relevant mitigation measures proposed for DART+ Coastal North Project, and an EIAR has been completed for the neighbouring project, with relevant mitigation measures detailed regarding land and soils. No further mitigation measures proposed.</p> <p>Operation:</p> <p>No mitigation or monitoring required.</p>	<p>Construction:</p> <p>Negative, slight and short-term.</p> <p>Operation:</p> <p>Positive, imperceptible and long-term.</p>

1.6 Water

Table 1-5 Stage 3 and 4: Water

Stage 3 and 4: Water					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
305316	An Bord Pleanála	1,030 no. apartments (352 no. residential, 678 no. Build to Rent units), 2 no. creches, 10 no. retail units and all associated site works.	This is a mix of housing and commercial units with the construction period long enough to overlap with the DART+ Programme. Given the scale and location of this project, there is a potential for increased erosion and sedimentation during construction. The silt load of the surface water runoff might increase as a result of construction activities and increased traffic and operations.	Best practice construction methods recommended mitigate water quality impacts. It is also anticipated that potential impacts relating to hydrology will be managed through the implementation of the CEMP and associated SWMP prepared as part of the DART+ Coastal North Project.	Construction: Given that the other project will implement similar measures outlined in the CEMP, there will be no residual effect. Operation: No residual impacts
ABP-313268-22	An Bord Pleanála	345 no. residential units (39 no. houses, 306 no. apartments), creche and all associated site works.	This is a mix of housing and commercial units with the construction period long enough to overlap with the DART+ Programme. Given the scale and location of this project, there is a potential for increased erosion and sedimentation during construction. The silt load of the surface water runoff might increase as a result of construction activities and increased traffic and operations.	Best practice construction methods recommended mitigate water quality impacts. It is also anticipated that potential impacts relating to hydrology will be managed through the implementation of the CEMP and associated SWMP prepared as part of the DART+ Coastal North Project.	Construction: Given that the other project will implement similar measures outlined in the CEMP, there will be no residual effect. Operation: No residual impacts
313361	An Bord Pleanála	Demolition of buildings, construction of 415 no. residential units (252 no houses, 163 no. apartments) creche and associated site works.	This is a mix of housing and commercial units with the construction period long enough to overlap with the DART+ Programme. Given the scale and location of this project, there is a potential for increased erosion and sedimentation during construction. The silt load of the surface water runoff might increase as a result of construction activities and increased traffic and operations.	Best practice construction methods recommended mitigate water quality impacts. It is also anticipated that potential impacts relating to hydrology will be managed through the implementation of the CEMP and associated SWMP prepared as part of the DART+ Coastal North Project.	Construction: Given that the other project will implement similar measures outlined in the CEMP, there will be no residual effect. Operation: No residual impacts
313210	An Bord Pleanála	10-year planning permission for construction of 817 no. residential units (377 no. houses, 440 no. apartments), childcare facilities and associated site works.	This is a mix of housing and commercial units with the construction period long enough to overlap with the DART+ Programme. Given the scale and location of this project, there is a potential for increased erosion and sedimentation during construction. The silt load of the surface water runoff might increase as a result of construction activities and increased traffic and operations.	Best practice construction methods recommended mitigate water quality impacts. It is also anticipated that potential impacts relating to hydrology will be managed through the implementation of the CEMP and associated SWMP prepared as part of the DART+ Coastal North Project.	Construction: Given that the other project will implement similar measures outlined in the CEMP, there will be no residual effect. Operation: No residual impacts

Stage 3 and 4: Water					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
304624	An Bord Pleanála	Greenway between Malahide Demesne and Newbridge Demesne to be known as 'Broadmeadow Way'.	<p>Construction:</p> <p>There is potential for overlap in the construction of the pavement for the Broadmeadow way and the widening of the railway embankment works to accommodate the turnback. The activities of the two schemes could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the DART+ development are negligible following avoidance (of high tide season) and implementation of measures in the SWMP such as silt barriers. It is assumed that the construction of the Greenway will also implement good practice construction measures and so the cumulative impacts are assessed to be not significant.</p> <p>Operation:</p> <p>There is potential for increased surface water runoff due to increased impermeable surfaces from the two schemes. The proposed development will ensure discharge at greenfield runoff rate and improved runoff quality using SUDs as required in the regulations. As such the cumulative impact during Operation: is imperceptible.</p>	Best practice construction methods recommended mitigate water quality impacts. It is also anticipated that potential impacts relating to hydrology will be managed through the implementation of the CEMP and associated SWMP prepared as part of the DART+ Coastal North Project. No additional measures required.	<p>Construction:</p> <p>Given that the other project will implement similar measures outlined in the CEMP, there will be no residual effect.</p> <p>Operation:</p> <p>No residual impacts</p>
312131	An Bord Pleanála	Greater Dublin Drainage Project consisting of a new wastewater treatment plant, sludge hub centre, orbital sewer, outfall pipeline and regional biosolids storage facility.	This is a significant infrastructural project that interacts with the proposed DART+ Coastal North Project with a potential for construction programmes to overlap. Given the scale and location of this project, there is a potential for increased erosion and sedimentation during construction. The silt load of the surface water runoff might increase as a result of construction activities and increased traffic and operations.	Best practice construction methods recommended mitigate water quality impacts. It is also anticipated that potential impacts relating to hydrology will be managed through the implementation of the CEMP and associated SWMP prepared as part of the DART+ Coastal North Project.	<p>Construction:</p> <p>Given that the other project will implement similar measures outlined in the CEMP, there will be no residual effect.</p> <p>Operation:</p> <p>No residual impacts</p>
PARTXI/004/19	Fingal County Council	Proposed construction of a new pedestrian and cycle bridge over the Dublin-Belfast Railway Line 220 metres south of Donabate Train Station.	<p>Construction:</p> <p>There is potential for overlap in the construction of Donabate Substation and PARTXI/004/19 which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances to River Pill and Malahide Estuary.</p> <p>Operation:</p> <p>There is potential for cumulative impacts on surface water runoff; the proposed development 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.</p>	Mitigation measures set out in the SWMP and SuDs for the proposed development are considered sufficient. No additional measures required.	Imperceptible.
PARTXI/006/20	Fingal County Council	The Bremore Regional Park Development Project, including The Balbriggan Sports and Recreational Hub, Central Zone Open Spaces, new Coastal Park, all ancillary infrastructure and Park Boundaries at Bremore Regional Park, Balbriggan, Co. Dublin.	<p>Construction:</p> <p>There is potential for overlap in the construction of Balbriggan Substation/construction compound and LRD00117/S3 which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances to sea.</p> <p>Operation:</p> <p>There is potential for cumulative impacts on surface water runoff; the proposed development 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.</p>	Mitigation measures set out in the SWMP and SuDs for the proposed development are considered sufficient. No additional measures required.	Imperceptible.

Stage 3 and 4: Water					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
LRD0030/S3	Fingal County Council	The proposed development comprises the retention of the existing expanded basement area (increased by c. 373 sq.m) beneath the consented apartment buildings, within the otherwise consented resident within the otherwise consented residential development scheme under ABP-305991-19. The expanded basement area accommodates 75no. remote residential storage units, ancillary louvred ventilation grille, minor encroachment to the communal open space area above, and is accessed via the existing, permitted basement car park. This application for Retention Permission for amendments to approved Strategic Housing Development (ABP. Ref. 305991-19), is a Large-scale Residential Development as defined under Section 2 of the Planning & Development Act 2000, as amended. This Large-Scale Residential Development (LRD) application and may also be inspected online at the following website set up by the applicant: www.seamountmalahideshdbasementrevision.com.	No hydrological connection between the two developments is detected.	No mitigation proposed.	Imperceptible.
LRD0017/S3	Fingal County Council	Construction: of 1,020 no. new residential dwellings on the Main Residential Development Site comprising: • 70 no. one-bed apartments (including 51 no. sheltered housing units), 64 no. two-bed apartments and 1 no. three-bed apartment arranged in 7 no. blocks. Apartment Blocks 1 to 6 range in height from 4 to 5 storeys and include balconies/terraces on all elevations. The Sheltered Housing Block is 3 stores in height and has balconies/terraces on all elevations. 30 no. two-bed and 9 no. three-bed, 2-storey apartments are proposed in terraced format throughout the scheme (Apartment M Type); 63 no. one-bed apartments, 119 no. two bed apartments and 174 no. three-bed apartments are proposed, arranged in duplex and triplex format in terraces and corner blocks, ranging in height from 2 to 4 storeys; and 38 no. two-bed houses, 300 no. three-bed houses, 141 no. four-bed houses and 11 no. five-bed houses (ranging in height from 2 to 3 story). 2. Provision of 2 no. childcare facilities (total GF approximately 1,243 sq.m) in stand-alone, 2 storey buildings, with capacity for in the order of 237 no. children.	Construction: There is potential for overlap in the construction of Donabate Substation and LRD00117/S3 which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances to River Pill and Malahide Estuary. Given that the proposed development implements good practice measures, including SWMP and SuDs, the impact is imperceptible. Operation: There is potential for cumulative impacts on surface water runoff; the proposed development 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 and SuDs for the proposed development are considered sufficient. No additional measures required.	Imperceptible.

Stage 3 and 4: Water					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
		<p>3. Provision of 3 no. retail units (total GFA approximately 342 sq.m), 2 no. café units (total GFA approximately 188 sq.m), a community use unit (approximately 91 sq.m) and a medical centre (approximately 200sq.m GFA) at the proposed local centre area (located at ground floor level of Apartment Blocks 1, 2, 3 and 5).</p> <p>4. A total of 902 no. car parking spaces are proposed (comprising 852 no. residential spaces; 11 no. childcare facility spaces (drop off only), 39 no. on-street visitor parking spaces (including 4 no. car-share spaces and 10 school drop off spaces), together with</p> <p>a total of 3,013 bicycle parking spaces (comprising 2,554 no. long stay spaces and 459 no. short stay spaces).</p> <p>5. A series of public parks, open spaces, pocket parks and communal open spaces are proposed throughout the Main Residential Development Site.</p> <p>6. Provision of the Corballis Nature Park (approximately 13.0ha) on lands to the south of the Donabate Distributor Road (DDR) to provide multifunctional natural amenity area including a cycle and pedestrian connection from the DDR to Corballis Cottages Road and Sustainable Drainage Systems (SuDS) features to serve the wider Corballis lands.</p> <p>7. Vehicular access to the Main Development Site will be via two existing junctions from the DDR to the south and a new vehicular entrance to the north-east at New Road. The proposed development also provides for the extension of the existing footpath incorporating a cycleway by approximately 215m from The Strand to the proposed new entrance on New Road to the west, and 85 m of footpath incorporating 73 m of cycleway to the east of the new entrance on New Road, along the southern side of New Road, together with all associated works.</p> <p>8. Modifications to Phase 1, permitted under FCC Reg. Ref. F20A/0204 (ABP-308446-20), to facilitate vehicular access to car parking associated with permitted Block 4 (34 no. units) via the proposed LRD Scheme together with all associated amendments to the Phase 1 layout, including minor reconfiguration of permitted Block 4 car parking spaces, and omission of vehicular access to Block 4 via the shared cycle street as originally permitted under FCC Reg. Ref. F20A/0204 (ABP-308446-20).</p>			

Stage 3 and 4: Water					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
		<p>Pedestrian and cycle connectivity will be facilitated between the proposed LRD Scheme and permitted Phase 1.</p> <p>9. Proposed development facilitates future potential pedestrian, cycle and vehicular links to existing and proposed adjoining developments including a connection to the proposed Nature Park via an existing pedestrian crossing on the DDR, and the approved Broadmeadow Way proposal (ABP Ref. ABP-304624-19) (via the Nature Park).</p> <p>10. All enabling and site development works, landscaping, boundary treatments, lighting, services and connections, including connection to permitted wastewater pumping station (FCC Reg. Ref. F19A/0472), omission/decommissioning of temporary pumping station and detention basin permitted under FCC Reg. Ref. F20A/0204 (ABP-308446-20), waste management, ESB substations, and all other ancillary works above and below ground on a site of approximately 41.9 ha.</p>			
310418	Fingal County Council	<p>Alterations of previously permitted Fingal County Council Register Reference number F16A/0412 (An Bord Pleanála Reference Number PL06F.248970) as amended by F20A/0258 and F221A0046) for 882 no. residential units (135 no. houses and 747 no. apartments), creche and associated site works. Amended application, refer to LRD0015/S3.</p>	<p>This is a mix of housing and commercial units with the construction period long enough to overlap with the DART+ Programme. Given the scale and location of this project, there is a potential for increased erosion and sedimentation during construction. The silt load of the surface water runoff might increase as a result of construction activities and increased traffic and operations.</p>	<p>Best practice construction methods recommended mitigate water quality impacts. It is also anticipated that potential impacts relating to hydrology will be managed through the implementation of the CEMP and associated SWMP prepared as part of the DART+ Coastal North Project.</p>	<p>Construction: Given that the other project will implement similar measures outlined in the CEMP, there will be no residual effect.</p> <p>Operation: No residual impacts</p>

Stage 3 and 4: Water					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
3024/24	Dublin City Council	<p>A proposed residential development of 45 aged living apartment units, designed to the requirements of Fold Housing Association, comprising two apartment blocks ranging in height from 4-6 storeys at 144 Harmonstown Road, Harmonstown, Dublin 5. The proposed development will comprise of: (a) the demolition of the existing 2 storey detached building; (b) construction of 45 apartments in 2 blocks as follows - Block A, a 4-storey building consisting of 15 one bedroom apartments with balconies to the northern elevation facing Harmonstown Road, a communal room at ground floor level, and communal roof terrace at 4 the floor level; Block B, a 6-storey building consisting of 30 no. 1- bedroom apartments with balconies to the southern elevation facing the railway line; Both blocks A & B will be linked by a 6 storey communal stair and lift core with store rooms, which forms the main entrance with entrance canopy over.</p> <p>This stair and lift core will provide the access to the external apartment walkways at first to fifth floor lewhichs; (c) brick wall enclosed open air bin store (d) landscaping and communal open space and boundary trwhichment; (e) provision of 10 car parking spaces, 3 no. mobility scooter parking spaces, and 10 no. bicycle parking spaces all at surface level; (f) plant; (g) and all ancillary site development works necessary to facilitate the development, including new vehicular access and egress from Harmonstown Road.</p>	<p>Construction:</p> <p>The proposed works only involve electrification of the line at Harmonstown Station which is unlikely to interface with the works at the proposed residential development at Harmonstown Road. Hence, the potential cumulative impact expected imperceptible.</p> <p>Operation:</p> <p>The potential for cumulative impacts during operation of the two schemes on surface water runoff imperceptible. It is assumed that the proposed housing development includes SUDs to ensure no net increase in runoff as required in the regulations. As such the cumulative impacts during operation is imperceptible.</p>	<p>Mitigation measures set out in the SWMP for the proposed development will be sufficient. No additional measures required.</p>	<p>Construction:</p> <p>Given that the other project will implement similar measures outlined in the CEMP, there will be no residual effect.</p> <p>Operation:</p> <p>No residual impacts</p>

Stage 3 and 4: Water					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
2460133	Meath County Council	<p>The proposed development includes the removal of interim accommodation permitted under Ref. No. LB190739 and Ref. 21/2336, and the construction of a new, 1,000 no pupil post-primary school (Roll No. 68348A), which will comprise of 43 no. classrooms, with associated laboratories and specialist classrooms, Multi-Purpose Hall, a Physical Education Suite including a Physical Education Hall, and all ancillary teacher and pupil facilities with a gross floor area of c. 11,302 sqm over 3 no. storeys. The proposal includes the removal of all interim accommodation on site, arranged across 12 no. blocks, with a cumulative GFA of c.4,203sq m (previously permitted under Reg. Ref. LB190739 and Reg. Ref. 21/2336) including the removal of 1 no. interim accommodation block, constructed under exempted development (c.249 sq. m). The proposal also includes the demolition of a single-storey c. 190 sqm derelict building, associated with the former agricultural use of the site.</p> <p>Vehicular access to the subject site is proposed via a new priority-controlled T-junction located on the new link road to the southwest of the site, with associated tie-in works to the existing road network; 2 no. pedestrian and cyclist access points and 2 no. pedestrian only access points to the southwest boundary of the site; staff and visitor parking spaces and designated drop-off and set down facilities. The development will also include the provision of 1 no. external storage building (c.50 sqm); 1 no. bin store; bicycle and scooter parking; vehicle and bus drop off/set down areas; internal access roads; hard and soft play areas including 6 no. hard play court areas; piped infrastructure and ducting; plant and plant room; LPG Tanks Compound; electrical switch room; landscaping and boundary treatments; PV panels; EV parking facilities; external courtyards; disabled car parking spaces; site clearance works, comprising of the partial removal of hedgerows and a number of trees; stepped access routes; street and security lighting; signage; 2 no. attenuation tanks; surface water drainage and SUDs measures (including green roof provision); 5 no. flagpoles; piped infrastructural services and connections, hard and soft landscaping, ESB Substation, changes in level and all associated site development and excavation works above and below ground. The total site area is 5.26Ha.</p>	<p>Construction:</p> <p>The proposed DART+ works are upstream of the proposed Mill Road school development and is unlikely to interface with the works. Hence, the potential cumulative impact expected is imperceptible.</p> <p>Operation:</p> <p>The potential for cumulative impacts during operation of the two schemes on surface water runoff imperceptible. It is assumed that the proposed school development includes SUDs to ensure no net increase in runoff as required in the regulations. As such the cumulative impacts during operation is imperceptible. "</p>	<p>Mitigation measures set out in the SWMP for the proposed development will be sufficient. No additional measures required.</p>	<p>Construction:</p> <p>Given that the other project will implement similar measures outlined in the CEMP, there will be no residual effect.</p> <p>Operation:</p> <p>No residual impacts</p>

1.7 Air Quality

Table 1-6 Stage 3 and 4: Air Quality

Stage 3 and 4: Air Quality					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
305319	An Bord Pleanála	500 no. apartments (235 no. residential, 265 no. build to rent), creche and all associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>
308552	An Bord Pleanála	Demolition of four no. existing dwellings, workshop and other ancillary structures, construction of 105 no. apartments and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>
305316	An Bord Pleanála	1,030 no. apartments (352 no. residential, 678 no. Build to Rent units), two no. creches, 10 no. retail units and all associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Air Quality					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
313177	An Bord Pleanála	1,007 no. apartments, childcare facilities and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>
305619	An Bord Pleanála	153 no. residential units (113 no. houses and 40 no. apartments), three no. rewhich units, cafe, restaurant, medical unit and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>
306102	An Bord Pleanála	Demolition of structures on site, construction of 512 no. apartments, childcare facility and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Air Quality					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
ABP-313268-22	An Bord Pleanála	345 no. residential units (39 no. houses, 306 no. apartments), creche and all associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>
SHD/014/20	An Bord Pleanála	<p>The development will consist of the following;</p> <ul style="list-style-type: none"> • Demolition of existing buildings (former supermarket building, car park, substation, and outbuildings (partially in retail use)). • Construction: of a Build to Rent (BTR) development comprising three no. apartment blocks (Blocks A - C) ranging in height from three to six storeys (with Block B over three no. lower courtyard floors) providing a total of 101 units (19 no. studios, 41 no. one-beds, 41 no. two-beds). • Provision of Resident Support Facilities/Resident Services and Amenities (c.217.03 sq.m) • Provision of two no. retail units (c.110.15 sq.m) • Provision of 25 no. car parking spaces (at ground floor and accessed from Quay Street), 182 no. cycle parking spaces. • Provision of ESB substation/switch room, plant areas, bin stores, telecoms areas. • Provision of open spaces, landscaping, boundary treatments, all associated site works and services provision. 	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Air Quality					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
SHD/012/19	An Bord Pleanála	<p>153 no. units (40 no. duplex/apartments and 113 no. houses), ranging between two and four storey in height comprising the following: 78 no. three-bed, two storey houses (House Type: A, B & C), 35 no. four-bed two storey houses (House Type: D & F), 26 no. two-bed duplex/apartments (House Type: G,K,L,M,N & O) and 14 no. three-bed duplex/apartments (House Type: H & J); the development will also provide a 'Local Centre' consisting of three no. retail/café/restaurant units (c. 440 sq.m. gross floor area overall) at ground floor with apartments above, all in a building comprising three to four storeys in height. A medical unit (c. 92 sq.m gross floor area) is proposed at ground floor level at the end of the terrace of duplexes (under Unit No. 14) adjoining the boundary to Portmarnock Train Station car park fronting onto the civic plaza; Private rear gardens are proposed for all houses. Private patios/terraces and balconies are provided for all duplexes and apartment units. Upper level balconies are proposed on elevations of all multi-aspect duplex and apartment buildings. And all associated and ancillary site development, infrastructural, landscaping and boundary treatment works including:- Vehicular access to serve the development will be provided from Station Road via an existing road serving St.'Marnock's'Bay ('The Drive') and two no. permitted roads serving St.'Marnock's 'ay ('The Avenue"& Monument View') permitted under ABP Ref. ABP-300514-17 (currently under construction); bin stores; two no. ESB Sub-stations; areas of public open space (c. 4,800 sq.m. in total) including the provision of a pocket park and a civic plaza adjoining the Local Centre; 315 no. car parking spaces (226 no. on-curtilage parking spaces for the housing and 89 no. surface level parking spaces serving the residential and commercial units at 'he Local Centre'); 64 no. bicycle parking spaces serving the residential and commercial units at the 'Local Centre' (covered bicycle storage and Sheffield Stands); all on a site of approximately 4.6 Ha. This development comprises amendments to permitted site development work' at St. Marnock's Bay (Reg. Ref. F13A/0248 and ABP Ref. ABP-300514-17).</p>	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Air Quality					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
SHD/009/19	An Bord Pleanála	Demolition of all structures on site (c8,162sq.m. GFA) and excavation of a basement. The proposed development comprises of the provision of a mixed-use development of residential/retail/restaurant/cafe uses and a creche in four no. blocks (A to D), over part basement Blocks A, B, C and D with a height up to a maximum of seven storeys of apartments over lower ground floor and basement car parking levels (a total of eight storeys over basement level). The residential component will consist of 512 no. residential units. The proposed development includes the provision of two vehicular entrances on to the Howth Road, excavation of basement to provide for car parking, plant, waste storage and ancillary use. Additional car parking spaces shall be provided at lower ground floor level. A total of 439 no. car parking spaces and 1,335 no. bicycle parking spaces, including 49 no. bicycle spaces to cater for the retail units and creche shall be provided.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>
ABP-309599-21	An Bord Pleanála	The proposed development consists of 1007 no. apartments, childcare facility and associated site works. Townland of Stapolin-Baldoyle, Coast Road, Baldoyle, Dublin 13.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>
310413	An Bord Pleanála	162 no. apartments and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Air Quality					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
311016	An Bord Pleanála	1,221 no. apartments, creche and associated site works. Application amended, refer to LRD0016/S3.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>
313361	An Bord Pleanála	Demolition of buildings, construction of 415 no. residential units (252 no houses, 163 no. apartments) creche and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>
311059	An Bord Pleanála	1,365 no. units (346 no. houses, 1,019 no. apartments), creche and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal off</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Air Quality					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
306794	An Bord Pleanála	144 no. apartments and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>
313268	An Bord Pleanála	345 no. residential units (39 no. houses, 306 no. apartments), creche and all associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are m minimal offsite</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>
311095	An Bord Pleanála	Demolition of existing buildings, construction of 101 no. Build to Rent apartments and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Air Quality					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
313210	An Bord Pleanála	10-year planning permission for construction of 817 no. residential units (377 no. houses, 440 no. apartments), childcare facilities and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>
309668	An Bord Pleanála	275 no. apartments, creche and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>
18610	An Bord Pleanála	SHD: STAGE 2 - Pre-application request - The proposed SHD will consist of 456 no. dwellings in terraced/townhouse, terraced/duplex, and apartment form and in buildings ranging in height from 2-5 storeys. The site has a density of 61.6 dwellings per hectare. Supporting employment uses include 8no. ground floor commercial units with an overall floor area of 1,278sq.m for uses such as shops, cafes and restaurants, an office building and creche. The total commercial floor space proposed amounts to four,100.4sq.m. The proposed development also includes alterations to site levels, open space areas, landscaping and boundary treatments including the construction of retaining walls and all site development works. The overall quantum of open space provided extends to 1.06 hectares. Open space takes the form of three separate amenity areas across the site in both 'green' landscaped and hard surfaced 'civic space' form. Approx. 779 no. car parking spaces are proposed to serve the development.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>

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313182	An Bord Pleanála	BusConnects Clongriffin to City Centre Core Bus Corridor Scheme.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>
304624	An Bord Pleanála	Greenway between Malahide Demesne and Newbridge Dem'sne to be known as 'Broadmeadow Way'.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>
LRD0008/S3	An Bord Pleanála	To view details of this application please visit www.BallymastoneLRD1.ie The proposed development comprises of a 10-year permission for a Large Scale Housing Development at Ballymastone, Donabate, Co. Dublin. The proposed development consist of 432 no. residential units comprising 93 no. apartment units (42 no. one bed units, 41 no. two-bed units and 10 no. three-bed units), 126 no. duplex units (2 to 3 storeys, 10 no. one-bed units, 55 no. two-bed units and 61 no. three-bed units) and 213 no. houses (75 no. two-bed units, 130 no. three-bed units and 8 no. four-bed units) ranging in height from two to six storeys.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation: T</p> <p>he operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Air Quality					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
LRD0006/S3	Fingal County Council	Dean Swift Property Holdings Unlimited Company, intend to apply for a ten-year planning permission for a Large-Scale Residential Development (LRD) on lands located off Flemington Lane, Balbriggan, Co. Dublin. The application site comprises an area of 22.62 ha, and is located to the south of Flemington Lane, to the east of Clonard Road (also known as Bridgefoot Road) (L1130 Local Road), to the west of Hamlet Lane and to the north and west of the Taylor Hill residential development. The subject site also includes a section of the existing Boulevard Road (also known as Taylor Hill Boulevard) and a section of the junction between Boulevard Road (also known as Taylor Hill Boulevard) and Naul Road (R122 Regional Road) to the south.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>
LRD0017/S3	Fingal County Council	<p>Construction: of 1,020 no. new residential dwellings on the Main Residential Development Site comprising:</p> <ul style="list-style-type: none"> • 70 no. one-bed apartments (including 51 no. sheltered housing units), 64 no. two-bed apartments and one no. three-bed apartment arranged in seven no. blocks. Apartment Blocks 1 to 6 range in height from four to five storeys and include balconies/terraces on all elevations. The Sheltered Housing Block is three storeys in height and has balconies/terraces on all elevations. • 30 no. two-bed and nine no. three-bed, two storey apartments are proposed in terraced format throughout the scheme (Apartment M Type); • 63 no. one-bed apartments, 119 no. two bed apartments and 174 no. three-bed apartments are proposed, arranged in duplex and triplex format in terraces and corner blocks, ranging in height from two to four storeys; and • 38 no. two-bed houses, 300 no. three-bed houses, 141 no. four-bed houses and 11 no. five-bed houses (ranging in height from two to three storeys). <p>2. Provision of two no. childcare facilities (total GF approximately 1,243 sq.m) in stand-alone, two storey buildings, with capacity for in the order of 237 no. children.</p> <p>3. Provision of three no. retail units (total GFA approximately 342 sq.m), two no. café units (total GFA approximately 188 sq.m), a community use unit (approximately 91 sq.m) and a medical centre (approximately 200sq.m GFA) at the proposed local centre area (located at ground floor level of Apartment Blocks 1, 2, 3 and 5).</p> <p>4. A total of 902 no. car parking spaces are proposed (comprising 852 no. residential spaces; 11 no. childcare facility spaces (drop off only), 39 no. on-street visitor parking spaces (including four no. car-share spaces and</p>	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Air Quality					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
		<p>10 school drop off spaces), together with a total of 3,013 bicycle parking spaces (comprising 2,554 no. long stay spaces and 459 no. short stay spaces).</p> <p>5. A series of public parks, open spaces, pocket parks and communal open spaces are proposed throughout the Main Residential Development Site.</p> <p>6. Provision of the Corballis Nature Park (approximately 13.0ha) on lands to the south of the Donabate Distributor Road (DDR) to provide multifunctional natural amenity area including a cycle and pedestrian connection from the DDR to Corballis Cottages Road and Sustainable Drainage Systems (SuDS) features to serve the wider Corballis lands.</p> <p>7. Vehicular access to the Main Development Site will be via two existing junctions from the DDR to the south and a new vehicular entrance to the north-east at New Road. The proposed development also provides for the extension of the existing footpath incorporating a cycleway by approximately 215m from The Strand to the proposed new entrance on New Road to the west, and 85 m of footpath incorporating 73 m of cycleway to the east of the new entrance on New Road, along the southern side of New Road, together with all associated works.</p> <p>8. Modifications to Phase 1, permitted under FCC Reg. Ref. F20A/0204 (ABP-308446-20), to facilitate vehicular access to car parking associated with permitted Block 4 (34 no. units) via the proposed LRD Scheme together with all associated amendments to the Phase 1 layout, including minor reconfiguration of permitted Block 4 car parking spaces, and omission of vehicular access to Block 4 via the shared cycle street as originally permitted under FCC Reg. Ref. F20A/0204 (ABP-308446-20). Pedestrian and cycle connectivity will be facilitated between the proposed LRD Scheme and permitted Phase 1.</p> <p>9. Proposed development facilitates future potential pedestrian, cycle and vehicular links to existing and proposed adjoining developments including a connection to the proposed Nature Park via an existing pedestrian crossing on the DDR, and the approved Broadmeadow Way proposal (ABP Ref. ABP-304624-19) (via the Nature Park).</p> <p>10. All enabling and site development works, landscaping, boundary treatments, lighting, services and connections, including connection to permitted wastewater pumping station (FCC Reg. Ref. F19A/0472), omission/decommissioning of temporary pumping station and detention basin permitted under FCC Reg. Ref. F20A/0204 (ABP-308446-20), waste management, ESB</p>			

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Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
		substations, and all other ancillary works above and below ground on a site of approximately 41.9 ha.			
LRD0030/S3	Fingal County Council	The proposed development comprises the retention of the existing expanded basement area (increased by c. 373 sq.m) beneath the consented apartment buildings, within the otherwise consented resident within the otherwise consented residential development scheme under ABP-305991-19. The expanded basement area accommodates 75no. remote residential storage units, ancillary louvred ventilation grille, minor encroachment to the communal open space area above, and is accessed via the existing, permitted basement car park. This application for Retention Permission for amendments to approved Strategic Housing Development (ABP. Ref. 305991-19), is a Large-scale Residential Development as defined under Section 2 of the Planning & Development Act 2000, as amended. This Large-Scale Residential Development (LRD) application and may also be inspected online at the following website set up by the applicant: www.seamountmalahideshdbasementrevision.com .	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>
PARTXI/006/20	Fingal County Council	The Brehmore Regional Park Development Project, including The Balbriggan Sports and Recreational Hub, Central Zone Open Spaces, new Coastal Park, all ancillary infrastructure and Park Boundaries at Brehmore Regional Park, Balbriggan, Co. Dublin.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>

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Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
PARTXI/004/19	Fingal County Council	Proposed construction of a new pedestrian and cycle bridge over the Dublin-Belfast Railway Line 220 metres south of Donabate Train Station.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>
ABP-308478-20	Fingal County Council	The development will consist of: 344 no. residential units (39 no. houses, 305 no. apartments), creche and associated site works. Hacketstown, in the townland of Milverton, to the east of the Golf Links Road, Skerries, Co. Dublin.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal off</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>
312112	Fingal County Council	172 no. residential units (150 no. houses, 22 no. apartments) and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>

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Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
310418	Fingal County Council	Alterations of previously permitted Fingal County Council Register Reference number F16A/0412 (An Bord Pleanála Reference Number PL06F.248970) as amended by F20A/0258 and F221A0046) for 882 no. residential units (135 no. houses and 747 no. apartments), creche and associated site works. Amended application, refer to LRD0015/S3.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>
LRD0010/S3	Fingal County Council	<p>The development will consist of:</p> <ul style="list-style-type: none"> - 33 no. houses (28 no. three-bedroom and five no. four-bedroom) House Types A, B, E and F (2 storey) House Types C and D (2.5 storey) in a mixture of semidetached, detached and terraced units; - 95 no. apartments (in a part three/part four storey building with Blocks A, B and C located over a basement) consisting of 31 no. one-bedroom apartments, 62 no. 2-bedroom apartments and two no. three-bedroom apartments and includes an ancillary gym as a separate structure within the courtyard (for residents 84.3 sq.m); - 16 no. duplex apartments in two no. three-storey blocks consisting of six no. one-bedroom simplex, eight no. two-bedroom duplex and two no. three-bedroom duplex units; (all apartments and duplex apartments to have terrace or balconies); - Open space comprising c. 2.89 hectares (which includes 1.24 hectares class 1 open space), two no. playing pitches to the south of Ballygossan Park, communal and private open space, and pedestrian path along western boundary to the north' ancillary children's play areas, as well as provision of two ESB substations; - The proposal includes the provision of 214 no. car parking spaces 100 no. spaces located at basement level under the apartment block and 114 no. spaces located at surface level) and 292 bicycle spaces (122 no. spaces located in the basement of the apartment block and 170 no. spaces located at surface level). - Provision of a creche (3 storeys) c. 355.4 sq. m to replace the creche permitted under Register Reference F11A/0309 & An Bord Pleanála Reference PL06F.240639, as extended by Register Reference F11A/0309/E1; - Access to the site will be from Ballygossan Park and Golf Links Road with temporary construction access from a haul road south of the existing junction of Golf Links 	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>

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Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
		<p>Road and Ballygossan Park, and a second haul road to the south;</p> <ul style="list-style-type: none"> - Provision of landscaping and infrastructure (surface water, foul and water supply) to facilitate the development of the application lands and lands to "he south including "Region"l Drainage Facility" (RDF) for the surface water management of the Hackettstown residential lands; - Planting & Landscaping of open space areas, including provision of footpaths and viewing point and diversion and undergrounding of existing overhead power lines, where required; - The proposal includes associated siting, boundary changes, boundary treatment and site lighting, all associated landscaping and drainage works [including attenuation], planting and boundary treatments, including regrading/re-profiling of site where required; 			
LRD0016/S3	Fingal County Council	<p>The proposed development seeks to amend SHD permitted under ABP Reg. Ref. 311016 resulting in an overall reduction of 97 no. units from 1,221 (as permitted) to 1,124 no. units (as proposed) within GA3 lands. The proposed amendments consist of: • Block G1 – reduction in height from 10-four no. storey building (as permitted) to seven-four no. storey building. • Block G2 – reduction in height from 10-four no. storey building (as permitted) to seven-four no. storey building. • Block G3 – reduction in height from 15-seven no. storey building (as permitted) to 10-six no. storey building. • Block G5 – reduction in height from 10-four no. storey building (as permitted) to seven-fou no. storey building.</p> <p>• Block E1 – reduction in height from eight-five no. storey building (as permitted) to seven-five no. storey building. Façade and building form enhancements are also proposed. This results in an overall 830 no. units within the application site. All other elements of the GA3 lands remain as permitted under SHD ABP Reg. Ref. 311016.</p>	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>

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LRD0007/S3	Fingal County Council	<p>A Large-scale Residential Development (LRD) for lands at Baldoyle (formerly known as The Coast), Dublin 13. The site is bounded to the north by undeveloped lands, to the east by residential development of Red Arches Drive, to the south by residential development of Red Arches Road and to the west by undeveloped land, with the Dublin-Belfast railway line further beyond.</p> <p>The proposed development will consist of amendments to Block B as permitted under FCC Reg. Ref. F16A/0412 (ABP Reg. Ref. PL06F.248970) and amended under FCC Reg. Ref. F20A/0258, F21A/0046 and F22A/0017.</p> <p>The proposed amendments will consist of:</p> <ul style="list-style-type: none"> - The reconfiguration of permitted units omitting 28 no. apartments as permitted under F16A/0412 (as amended) and the addition of 26 no. houses resulting in the provision of 88 no. apartments (three-five storey) and 54 no. houses (two-three storey). This results in an overall total of 142 no. units, an overall reduction of two no. units on that permitted; - The reconfiguration of the internal road layout as permitted under F16A/0412 (as amended); - The removal of permitted basement below Blocks B1 and B2 and the provision of 170 no. car parking spaces and 262 no. cycle spaces at ground floor and surface; and -The development of a linear park along Longfield Road. 	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>
LRD0015/S3	Fingal County Council	<p>The proposed development seeks to amend permitted SHD under ABP Reg. Ref. 310418 resulting in an overall reduction of 55 no. units from 882 (as permitted) to 827 no. units (as proposed) within GA1 lands. The proposed amendments consist of:</p> <ul style="list-style-type: none"> *Reduction in building height of Block A1 from an eight-six no. storey building (as permitted) to a seven-six no. storey building *Reduction in building height of Block D1 from an nine-six no. storey building (as permitted) to a seven-six no. storey building *Reduction in building height of Block D2 from an eight-six no. storey building (as permitted) to a seven-six no. storey building *Reduction in building height of Block D3 from an 15-five no. storey building (as permitted) to a 10-five storey building <p>Facade and building form enhancements are also proposed. This results in an overall 341 no. units within the application site. All other elements of the GA1 lands remain as permitted under SHD ABP Reg. Ref. 310418</p>	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minim offsite</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>

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LRD0014/S3	Fingal County Council	The proposed development comprises a change of use from permitted medical use to pharmacy use at Unit 1 (c. 92 sq. m), at the Ground Floor of the permitted "Local Centre" (now under construction) and all associated and ancillary works and services. The overall development already permitted here is 153 no. residential units (113no. houses and 40no. apartments), 2no. retail / cafe / restaurant units, medical unit (subject of this application) and associated site works all on a site of approximately 4.6 ha under ABP Ref. ABP-305619-19 (as amended by ABP Ref. ABP-311164-21 and ABP Ref. ABP-311472-21). This application is a modification to the above already permitted development.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>
F21A/0280	Fingal County Council	The construction of 99 houses comprising of 78 no. two storey semi-detached three-bed houses (Type H), three No. two storey detached three-bed houses (Type Hd) and 18 No. two-storey semi-detached four-bed houses (Type L), all on part of serviced lands, previous permissions Reg Ref F04A/0191 and F07A/1693/E2 on site Nos. 27-87 incl Castleland Park Avenue, 1-8 incl. Castleland Park Court, 1-14 incl. Castleland Park Walk, 1-8 incl. Castleland Park Lawn and 1-11 incl. Castleland Park Grove, in lieu of 102 No. 2 storey houses (Resulting in a reduction of three no. houses).	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>
5435/22	Dublin City Council	Large-Scale Residential Development (LRD) Application Belmayne Development Company Limited, intends to apply for planning permission to modify an existing planning permission for a permitted Strategic Housing Development granted under planning reference ABP-310077-21 and amended under reference planning ABP-312264-21, to include; the construction of roof plant infrastructure consisting of two no. Heat Pumps enclosed by Louvre Screening; a mechanical flue pipe encased in a rendered wall; and the relocation of the permitted Automatic Opening Vent (AOV) on the roof of the permitted four-story apartment block located at the north-western section of the site which fronts onto the Churchwell Road, all at Belmayne P4, adjacent Churchwell Road and Churchwell Crescent, Belmayne, Dublin 13.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Air Quality					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
2421/21	Dublin City Council	<p>Permission at a site (c. 1.51 Ha) at City Block 3 and Northbank House, Sheriff Street Upper, New Wapping Street and Mayor Street Upper, North Lotts, Dublin 1 and otherwise generally bounded by Nos. 7-10 Mayor Street Upper to the south, Nos. 1-14 New Wapping Street to the west, and existing Northbank House, Alexandra Terrace and Castleforbes Road to the east. The development will consist of: - The construction of 6 no. residential blocks, ranging from two to seven storeys over partial single level basement (gross floor area c. 36,834.2 sq.m excluding basement c. 5,369 sq.m), to accommodate 449 no. residential units comprising 59 no. one-bed studios, 166 no. one-bed apartments, 215 no. two-bed apartments, two no. three-bed apartments and seven no. three-bed houses. The development provides for Tenant Amenwhicharea (c. 766 sq.m gfa), a cafe (c. 109 sq.m gfa) within the proposed Block 3B and change of use and reconfiguration of an existing retail unit to provide a crèche (c. 343 sq.m gfa) and associated play area at Northbank House. The breakdown of accommodation is as follows: - Block 3A1 (c. 7,951.1 sq.m gross floor area) fronting Sheriff Street Upper and New Wapping Street, comprises a 7-storey apartment building accommodating 106 no. residential units (13 no. studios, 56 no. one-beds, 36 no. two-beds and 1 no. three-bed). Block 3A2 (c. 9,668.8 sq.m gross floor area) fronting Sheriff Street Upper, comprises a 7-storey apartment building accommodating 117 no. residential units (5 no. studios, 52 no. one-beds, 59 no. two-beds and 1 no. three-bed). Block 3B (c. 8,908.7 sq.m gross floor area) fronting Sheriff Street Upper and north of the proposed new civic park, comprises a six to seven storey apartment building accommodating 102 no. residential units (25 no. studios, 24 no. one-beds and 53 no two-beds). This building includes tenant amenities (c. 766 sq.m) at ground first floor levels, and a cafe (c.109 sq.m) at ground floor level. Blocks 3D2 / 3E2 (c. 9,484.4 sq.m gross floor area) fronting Mayor Street Upper and west of the proposed new civic park, comprises a 3 to 6 storey apartment building accommodating 117 no. residential units (16 no. studios, 34 no. one-beds and 67 no. two-beds). Block 3D1 (c. 821.2 sq.m gross floor area) located to the rear (east) of the existing houses fronting New Wapping Street and west of proposed Block 3D2/3E2, comprises seven no. two storey three-bed houses. Balconies are provided on all elevations of the apartment blocks (3A1, 3A2, 3B, 3D2 and 3E2). Private rear gardens are provided at ground floor level to the Block 3D1 houses. All associated and ancillary site development works, hard and soft landscape, boundary treatment works, including: - Demolition of remaining existing non-residential structures (c. 420 sq.m),</p>	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Air Quality					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
		<p>previously approved under DCC Reg. ref. DSDZ2242/16. New external residential courtyards and roof terrace amenity areas. New civic park located centrally within the city block (c. 2,259 sq.m) as previously permitted under DCC Reg. Ref. DSDZ3357/17. New internal east-west street and north-south (pedestrian/cycle) streets. 100 no. car parking spaces, including 94 no. spaces at basement level and six no. spaces at surface level. 552 no. bicycle parking spaces, including 494 no. at basement level and 58 no. at surface level. New vehicular access to the basement car park from New Wapping Street. Basement storage, service and plant areas. Provision of a bin store (c. 39.2 sq.m gfa) between Blocks 3D1 and 3D2 / 3E2. Provision of 2 no. ESB sub-stations. Public Realm works along Sheriff Street Upper, New Wapping Street and Mayor Street Upper, including revised treatment to the boundary with Northbank House Fire Tender Route previously approved under DCC Reg. Ref. DSDZ2642/16. This application relates to a proposed development within the North Lotts & Grand Canal Dock Strategic Development Scheme area.</p>			
4137/23	Dublin City Council	<p>Permission for the proposed development will consist of demolition of the existing residential property and existing derelict residential property. The construction of a residential development consisting of two blocks with a total of 79 residential apartments. Block A is located to the east of the site and includes 24no. two-bed apartments and 12 no. one-bed apartments. Block B is on the west side of the site and includes 30 no. 3-bed apartments; and 13 no one-bed apartments. All apartments have private space in the form of balconies/terraces.</p> <p>Block A ranges from 6-8 to storeys in height and Block B is seven-eight storey in height excluding basement. The proposed development including communal amenity spaces located centrally at ground level and on the roofs of Block A and in Block B. The basement contains parking for 56 spaces including four no disabled spaces and motorcycle parking along with electric vehicle parking and is accessed via a new vehicle entrance and ramp from Malahide Road. New boundary treatments and communal bike stores' bin stores are proposed. A children's play area and crèche is included. Associated groundworks, landscaping, drainage including SUDS measures, lighting engineering and ancillary works necessary to facilitate the development. This application is accompanied by a Natura Impact Assessment.</p>	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite..</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Air Quality					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
WEB1379/23	Dublin City Council	<p>PROTECTED STRUCTURE; The application relates to a proposed development within the North Lotts and Grand Canal Dock Strategic Development Zone Planning Scheme area. The proposed development will consist of; The demolition of existing structures on site on a phased basis which includes the red brick single storey building on Sir John Rogerson's Quay (nos.20 - 24), warehouse and annexes to the rear of the three storey original office building on Sir John Rogerson's Quay (25 - 27); 8 -.10 Hanover Street East, 11 & 11a and 14 Lime Street; provision of 134 no. residential units over ground to set back seventh floor level comprising 20 no. one-bedroom apartments, 102 no. two-bedroom apartments, and 12 no three-bedroom apartments; Balconies on west (Lime Street) and south (Hanover St. East) elevations at all levels and also on the east elevation facing into internal courtyard at all levels; Retail/Retail Services/Offices on Hanover St. East measuring 470 sq.m; Basement to extend the full length of Lime Street and will include gym + changing facilities, a community room, 238 no. residential bicycle parking and 200 commercial bicycle parking spaces, staff facilities, storage and waste storage, residents storage space; Provision of 73 no. car parking spaces, including 54 no. spaces for residential use (to include 6 no. car club spaces) and 19 no. spaces for commercial use and plant rooms at basement level. This basement plan is an amendment proposed to supersede the basement plan of the approved adjacent commercial building as per Reg. Ref. DSDZ2252/18; Vehicular entrance to the basement from Lime Street; All other ancillary site development works, site services, a sub-station, plant at basement, boundary treatments & landscaping including a new west-east pedestrian route linking Lime St to Whitaker Square, roof garden of 185 sq.m on eastern block facing the internal courtyard, 112 no. surface level bicycle parking spaces; Ancillary signage (c. 100 sq.m). The site will be developed over two phases as follows: Phase 1: Demolition of existing warehouse excluding warehouse along Lots 3,5 and 7 on the eastern boundary. Phase 1 building works will include Lime Street block and partial build of Hanover Street East block including ground floor commercial units. Basement, landscaping, vehicular access and separate pedestrian ramp to access from Lime Street. Phase 2: Demolition of warehouse along Lot's 3,5 and 7. Phase 2 building works will include completion of Hanover Street East block including ground floor commercial units and Whitaker Lane Block. Landscaping work will be completed and pedestrian ramp access will be extended to link Lime Street and Whitaker Lane.</p>	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>

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Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
3159/21	Dublin City Co151roject	Planning permission at a site (approx. 0.19 Ha) at a site which joins the former Columban Missionary's site and which is located at the junction of the R139 Road and Hole in the Wall Road, Donaghmede, Dublin 13. The proposed development comprises of the construction of a seven to 13 storey building, accommodating 72 no. apartments (total GFA c. 7,550sq.m) all with private balconies / terraces as follows: 30 no. one-bedroom apartments, 38 no. two-bedroom apartments and four no. three-bedroom apartments. All associated and ancillary site development landscaping and boundary treatment works including demolition of existing single storey structure on site (c. 37.65 sq.m) (previously used a pump house) and existing site boundary. Formation of new pedestrian and vehicular entrance to R139 Road and new pedestrian entrance to Hole in the Wall Road. 44 no. ground level car parking spaces (of which two no. are accessible spaces); some of which are undercroft. 162 no. and level cycle parking spaces (of which two no. are cargo bicycle spaces) some of which are undercroft. Bin storage area at ground level.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>
212412	Meath County Council	<p>A residential development comprising 95 no. residential units, a childcare facility and associated outdoor play area, road infrastructure, all associated open space, cycle and pedestrian infrastructure, services and all other associated development on a site of c. 6.138 hectares. The 95 no. residential units proposed consist of 49 no. houses (comprising 31 no. three-bedroom units, and 18 no. four-bedroom units), six no. duplex apartments (all three-bedroom) and 40 no. apartments (seven no. one-bedroom units, 30 no. two-bedroom units, and three no. three-bedroom units) in one no. apartment building and above the proposed childcare facility.</p> <p>The proposed childcare facility with a GFA of 532 sq.m is located within a two-storey building with apartments above. The proposed houses are two to three storeys in height and the duplex/apartment blocks are three to four storeys in height (with the apartment building including a five storey corner element).</p>	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>
LB181385	Meath County Council	Development in the townlands of Sevitsland, Betaghstown, and Ministown in Bettystown, Co. Meath, located west of the narrowways road and to the south of the woodside residential development. the development will consist of construction of 98 no. housing units comprising; 44 no. two storey three-bed semi-detached dwellings with optional attic conversion and sunroom space; two no. two storey three-bed detached dwellings with optional attic conversion and sunroom space; 10 no. two storey four-bed semi-detached dwellings with optional attic conversion and sunroom space.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite.</p> <p>Operation:</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Air Quality					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
		Two no. two storey four-bed detached dwellings with optional attic conversion and sunroom space; 40 no apartment units in 10 no. two and a half storey maisonette blocks containing the two no. two-bed apartment units and two no. one-bed apartment units in each block. Permission is also sought for a two storey creche with 20 no. children places and ancillary carparking, an ESB Substation for the housing scheme, drainage works, water connections, provision of an access to the public road from the Narrowways Road, pedestrian links to adjoining lands, landscaping and boundary treatments and all associated site works.		No project specific mitigation measures are proposed during the operational phase of the project.	
2360261	Louth County Council	<p>Permission for (a) the construction of 98 no. dwellings comprising a mix of house-types including: (i) 58 no. two-storey, three-bedroom, terraced units with roof lights on rear roof slope (House Type D2); (ii) 16 no. two-storey, three-bedroom semi-detached dwellings (House Type C & C1); (iii) eight no. two-storey, two-bedroom terraced houses (House Type E); and (iv) 16 no. two-storey, four-bedroom semi-detached houses (House Type G & G1). All dwellings will contain 2 no. on-curtilage car parking spaces; (b) Access provided via Phase 1 development which connects with Termonfeckin Road (R166); (c) The proposed development will also include the provision of cycle lanes, roads, private open space, public open space, provision of foul drainage, surface water attenuation and connection to mains water supply including pump station, ESB substation, street lighting, landscaping, boundary treatments and all ancillary site development works necessary to facilitate the development. This application relates to Phase 2 on the overall landholding. Phase 1 was recently granted under Reg. Ref. 22877.</p> <p>Planning permission for a residential development exists on site under Reg. Ref. 07/1791 as extended by Reg. Ref. 18/560</p>	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Air Quality					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
19643	Louth County Council	<p>SHD Stage 3: Application lodged with An Bord Pleanála for a strategic housing development at Newtown, Marsh Road (R150) and McGrath's Lane/Railway Terrace, Drogheda, Co. Louth on a site extending to c.9.68 hectares including lands under the control of Louth County Council and lands associated with the access road permitted under P.A. Ref. 17-387 for which LIHAF funding has been granted. The applicant seeks a ten-year planning permission.</p> <p>The development will consist of 450 no. dwellings in terraced/townhouse, terraced/duplex and apartment form and in buildings ranging in height from 3-5 storeys. All houses have the option for the installation of photovoltaic/solar panels on roof slopes. The development will also provide for supporting neighbourhood and employment uses include eight no. ground floor neighbourhood units with an overall floor area of 1,277.8sq.m for uses such as shops, cafes and restaurants, a standalone office building (four storey) (1,902.87sq.m) and a standalone crèche (three storey) (919.8sq.m with potential capacity for c.120 children). The total non-residential floor space proposed amounts to four,100.4sq.m. The overall quantum of public open space provided to serve the development extends to c13,349sq.m. Open space takes the form of both 'green' landscaped and hard surfaced 'civic space' form in addition to c2,556sq.m of communal space. Car parking is provided by way of 296 no. on street car parking spaces and 282 no. spaces at underground/undercroft level, in addition to 162 on curtilage parking spaces for the housing. 853 no. bicycle spaces are proposed across the site at surface and underground/undercroft level. Vehicular access is provided from an access roadway onto the Marsh Road permitted under P.A. Ref. 17-387 for which LIHAF funding has been granted. An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared in respect of the proposed development and will be included with the application. ABP Opinion 01.10.18</p>	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>
308116	Louth County Council	<p>357 no. residential units (169 no. houses, 188 no. apartments), childcare facilities and associated site works.</p>	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs).</p> <p>The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality;</p>

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Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
				Operation: No project specific mitigation measures are proposed during the operational phase of the project.	therefore no significant adverse cumulative impacts are likely to arise.
19135	Louth County Council	Permission for development on a site measuring approx. 2.5 acres. The development will consist of (i) Construction: of a single storey Community Nursing Unit (CNU) (2,258sq.m gross internal floor area) with associated external signage. The constituent elements of the new CNU comprise (a) three no. residential households consisting of 10 no. bedrooms per house. Each bedroom is provided with accessible en-suite facilities. Households also have assisted bathrooms, quiet rooms and support accommodation; (b) Communal entrance area with reception and shared facilities; (c) Large living/dining/kitchen areas located at centre of each household; (d) Multi-purpose room; (e) Dedicated staff hub with rest/meeting room, changing areas and associated toilets; (f) Covered ambulatory/walkway and landscaped courtyards. (ii) Site development works include revisions to existing vehicular and pedestrian arrangements to provide eight no. universally accessible parking spaces, 64 no. standard car parking spaces and drop off zones. A separate internal road has also been proposed for servicing/deliveries to the new CNU. The proposed development also includes hard and soft landscaping (including courtyards, external site works and site attenuation) and associated site development and services works.	Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently. Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.	Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite. Operation: No project specific mitigation measures are proposed during the operational phase of the project.	Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised. Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.
211333	Louth County Council	Permission for 68 no. dwellings consisting of 28 no. two storey three-bed house type A, 21 no. two storey three-bed house type B, 11 no. two storey two-bed house type C, two no. two storey three-bed house type D and six no. two storey three-bed house type E in a layout of a variety of detached, semi-detached and terraces of three, four or six dwellings with ancillary site development works, including roads, footpaths, public open space, landscaping and boundary treatments with access from the Marsh Road (R150) via a new access road previously permitted Reg. Ref. 17/387 **Significant further information including a Natura Impact Statement (NIS) received on 22/09/2022**	Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently. Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.	Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite. Operation: No project specific mitigation measures are proposed during the operational phase of the project.	Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised. Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.

Stage 3 and 4: Air Quality					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
22629	Louth County Council	Extension of Duration for planning ref. no. 17 387 Permission for development to consist of the construction of a total of 133 no. two storey residential dwellings in a mix of detached, semi-detached and terraced form. Vehicular access is from the Marsh Road (R150). The development also provides for all associated site development works including alterations to ground levels, internal roads, car-parking, footpaths, open space, public lighting, landscaping and boundary treatments. The application site was previously granted planning permission under ref. no. 06/52 for 260 no. residential units.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>
3024/24	Dublin City Council	A proposed residential development of 45 aged living apartment units, the demolition of the existing 2 storey detached building and all associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>
2460133	Meath County Council	The proposed development includes the removal of interim accommodation, and the construction of a new, 1,000 no pupil post-primary school with a gross floor area of c. 11,302 sqm over 3 no. storeys. The proposal also includes the demolition of a single-storey c. 190 sqm derelict building and all associated site works	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>

1.8 Climate

Table 1-7 Stage 3 and 4: Climate.

Stage 3 and 4: Climate					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
305319	An Bord Pleanála	500 no. apartments (235 no. residential, 265 no. build to rent), creche and all associated site works.	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate; therefore no significant adverse cumulative impacts are likely to arise.</p>
308552	An Bord Pleanála	Demolition of 4 no. existing dwellings, workshop and other ancillary structures, construction of 105 no. apartments and associated site works.	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>
305316	An Bord Pleanála	1,030 no. apartments (352 no. residential, 678 no. Build to Rent units), two no. creches, 10 no. retail units and all associated site works.	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Climate					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
313177	An Bord Pleanála	1,007 no. apartments, childcare facilities and associated site works.	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>
305619	An Bord Pleanála	153 no. residential units (113 no. houses and 40 no. apartments), three no. retail units, cafe, restaurant, medical unit and associated site works.	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>
306102	An Bord Pleanála	Demolition of structures on site, construction of 512 no. apartments, childcare facility and associated site works.	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>
ABP-313268-22	An Bord Pleanála	345 no. residential units (39 no. houses, 306 no. apartments), creche and all associated site works.	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation:</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Climate					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
				No project specific mitigation measures are proposed during the operational phase of the project.	
SHD/014/20	An Bord Pleanála	<p>The development will consist of the following;</p> <ul style="list-style-type: none"> • Demolition of existing buildings (former supermarket building, car park, substation, and outbuildings (partially in retail use)). • Construction: of a Build to Rent (BTR) development comprising three no. apartment blocks (Blocks A - C) ranging in height from three to six storeys (with Block B over three no. lower courtyard floors) providing a total of 101 units (19 no. studios, 41 no. one-beds, 41 no. two-beds). • Provision of Resident Support Facilities/Resident Services and Amenities (c.217.03 sq.m) • Provision of two no. retail units (c.110.15 sq.m) • Provision of 25 no. car parking spaces (at ground floor and accessed from Quay Street), 182 no. cycle parking spaces. • Provision of ESB substation/switch room, plant areas, bin stores, telecoms areas. • Provision of open spaces, landscaping, boundary treatments, all associated site works and services provision. 	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>
SHD/012/19	An Bord Pleanála	<p>153 no. units (40 no. duplex/apartments and 113 no. houses), ranging between two and four storey in height comprising the following: 78 no. three-bed, two storey houses (House Type: A, B & C), 35 no. 4-bed two storey houses (House Type: D & F), 26 no. two-bed duplex/apartments (House Type: G,K,L,M,N & O) and 14 no. three-bed duplex/apartments (House Type: H & J); the development will also provide a 'Local Centre' consisting of three no. retail/café/restaurant units (c. 440 sq.m. gross floor area overall) at ground floor with apartments above, all in a building comprising three to four storeys in height. A medical unit (c. 92 sq.m gross floor area) is proposed at ground floor level at the end of the terrace of duplexes (under Unit No. 14) adjoining the boundary to Portmarnock Train Station car park fronting onto the civic plaza; Private rear gardens are proposed for all houses. Private patios/terraces and balconies are provided for all duplexes and apartment units. Upper level balconies are proposed on elevations of all multi-aspect duplex and apartment buildings. And all associated and ancillary site development, infrastructural, landscaping and boundary treatment works including:</p>	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Climate					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
		- Vehicular access to serve the development will be provided from Station Road via an existing road serving St. Marnock's Bay ('The Drive') and 2 no. permitted roads serving St. Marnock's Bay ('The Avenue' & Monument View') permitted under ABP Ref. ABP-300514-17 (currently under construction); bin stores; 2 no. ESB Sub-stations; areas of public open space (c. 4,800 sq.m. in total) including the provision of a pocket park and a civic plaza adjoining the Local Centre; 315 no. car parking spaces (226 no. on-curtilage parking spaces for the housing and 89 no. surface level parking spaces serving the residential and commercial units at the Local Centre'); 64 no. bicycle parking spaces serving the residential and commercial units at the 'Local Centre' (covered bicycle storage and Sheffield Stands); all on a site of approximately 4.6 Ha. This development comprises amendments to permitted site development works at St. Marnock's Bay (Reg. Ref. F13A/0248 and ABP Ref. ABP-300514-17).			
SHD/009/19	An Bord Pleanála	Demolition of all structures on site (c8,162sq.m. GFA) and excavation of a basement. The proposed development comprises of the provision of a mixed use development of residential/retail/restaurant/cafe uses and a creche in 4 no. blocks (A to D), over part basement Blocks A, B, C and D with a height up to a maximum of seven storeys of apartments over lower ground floor and basement car parking levels (a total of eight storeys over basement level).. The residential component will consist of 512 no. residential units. The proposed development includes the provision of two vehicular entrances on to the Howth Road, excavation of basement to provide for car parking , plant, waste storage and ancillary use. Additional car parking spaces shall be provided at lower ground floor level. A total of 439 no. car parking spaces and 1,335 no. bicycle parking spaces, including 49 no. bicycle spaces to cater for the retail units and creche shall be provided.	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Climate					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
ABP-309599-21	An Bord Pleanála	The proposed development consists of 1007 no. apartments, childcare facility, and associated site works. Townland of Stapolin-Baldoyle, Coast Road, Baldoyle, Dublin 13.	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>
310413	An Bord Pleanála	162 no. apartments and associated site works.	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>
311016	An Bord Pleanála	1,221 no. apartments, creche and associated site works. Application amended, refer to LRD0016/S3.	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Climate					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
313361	An Bord Pleanála	Demolition of buildings, construction of 415 no. residential units (252 no houses, 163 no. apartments) creche and associated site works.	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>
311059	An Bord Pleanála	1,365 no. units (346 no. houses, 1,019 no. apartments), creche and associated site works.	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>
306794	An Bord Pleanála	144 no. apartments and associated site works.	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Climate					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
313268	An Bord Pleanála	345 no. residential units (39 no. houses, 306 no. apartments), creche and all associated site works.	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>
311095	An Bord Pleanála	Demolition of existing buildings, construction of 101 no. Build to Rent apartments and associated site works.	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>
313210	An Bord Pleanála	10-year planning permission for construction of 817 no. residential units (377 no. houses, 440 no. apartments), childcare facilities and associated site works.	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Climate					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
309668	An Bord Pleanála	275 no. apartments, creche and associated site works.	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>
18610	An Bord Pleanála	SHD: STAGE 2 - Pre-Application request - The proposed SHD will consist of 456 no. dwellings in terraced/townhouse, terraced/duplex, and apartment form and in buildings ranging in height from 2-5 storeys. The site has a density of 61.6 dwellings per hectare. Supporting employment uses include 8no. ground floor commercial units with an overall floor area of 1,278sq.m for uses such as shops, cafes and restaurants, an office building and creche. The total commercial floor space proposed amounts to 4,100.4sq.m. The proposed development also includes alterations to site levels, open space areas, landscaping and boundary treatments including the construction of retaining walls and all site development works. The overall quantum of open space provided extends to 1.06 hectares. Open space takes the form of 3 separate amenity areas across the site in both 'green' landscaped and hard surfaced 'civic space' form. Approx. 779 no. car parking spaces are proposed to serve the development.	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>
313182	An Bord Pleanála	BusConnects Clongriffin to City Centre Core Bus Corridor Scheme.	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate; therefore no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Climate					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
304624	An Bord Pleanála	Greenway between Malahide Demesne and Newbridge Demesne to be known as 'Broadmeadow Way'.	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>
LRD0008/S3	An Bord Pleanála	The proposed development comprises of a 10-year permission for a Large Scale Housing Development at Ballymastone, Donabate, Co. Dublin. The proposed development consist of 432 no. residential units comprising 93 no. apartment units (42 no. one bed units, 41 no. two-bed units and 10 no. three-bed units), 126 no. duplex units (2 to 3 storeys, 10 no. one-bed units, 55 no. two-bed units and 61 no. three-bed units) and 213 no. houses (75 no. two-bed units, 130 no. three-bed units and 8 no. four-bed units) ranging in height from two to six storeys.	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>
LRD0010/S3	Fingal County Council	The development will consist of: - 33 no. houses (28 no. 3 bedroom and 5 no. 4 bedroom) House Types A, B, E and F (2 storey) House Types C and D (2.5 storey) in a mixture of semidetached, detached and terraced units; - 95 no. apartments (in a part 3/part 4 storey building with Blocks A, B and C located over a basement) consisting of 31 no. 1 bedroom apartments, 62 no. 2 bedroom apartments and 2 no. 3 bedroom apartments and includes an ancillary gym as a separate structure within the courtyard (for residents 84.3 sq.m); - 16 no. duplex apartments in 2 no. 3 storey blocks consisting of 6 no. 1 bedroom simplex, 8 no. 2 bedroom duplex and 2 no. 3 bedroom duplex units; (all apartments and duplex apartments to have terrace or balconies);	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>

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Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
		<ul style="list-style-type: none"> - Open space comprising c. 2.89 hectares (which includes 1.24 hectares class 1 open space), 2 no. playing pitches to the south of Ballygossan Park, communal and private open space, and pedestrian path along western boundary to the north, ancillary children's play areas, as well as provision of 2 ESB substations; - The proposal includes the provision of 214 no. car parking spaces 100 no. spaces located at basement level under the apartment block and 114 no. spaces located at surface level) and 292 bicycle spaces (122 no. spaces located in the basement of the apartment block and 170 no. spaces located at surface level). - Provision of a creche (3 storeys) c. 355.4 sq. m to replace the creche permitted under Register Reference F11A/0309 & An Bord Pleanála Reference PL06F.240639, as extended by Register Reference F11A/0309/E1; - Access to the site will be from Ballygossan Park and Golf Links Road with temporary construction access from a haul road south of the existing junction of Golf Links Road and Ballygossan Park, and a second haul road to the south; - Provision of landscaping and infrastructure (surface water, foul and water supply) to facilitate the development of the application lands and lands to the south including "Regional Drainage Facility" (RDF) for the surface water management of the Hackettstown residential lands; - Planting & Landscaping of open space areas, including provision of footpaths and viewing point and diversion and undergrounding of existing overhead power lines, where required; - The proposal includes associated siting, boundary changes, boundary treatment and site lighting, all associated landscaping and drainage works [including attenuation], planting and boundary treatments, including regrading/re-profiling of site where required; 			

Stage 3 and 4: Climate					
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PARTXI/004/19	Fingal County Council	Proposed construction of a new pedestrian and cycle bridge over the Dublin-Belfast Railway Line 220 metres south of Donabate Train Station.	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate; therefore no significant adverse cumulative impacts are likely to arise.</p>
PARTXI/006/20	Fingal County Council	The Bremore Regional Park Development Project, including The Balbriggan Sports and Recreational Hub, Central Zone Open Spaces, new Coastal Park, all ancillary infrastructure and Park Boundaries at Bremore Regional Park, Balbriggan, Co. Dublin.	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate; therefore no significant adverse cumulative impacts are likely to arise.</p>

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LRD0030/S3	Fingal County Council	The proposed development comprises the retention of the existing expanded basement area (increased by c. 373 sq.m) beneath the consented apartment buildings, within the otherwise consented resident within the otherwise consented residential development scheme under ABP-305991-19. The expanded basement area accommodates 75no. remote residential storage units, ancillary louvred ventilation grille, minor encroachment to the communal open space area above, and is accessed via the existing, permitted basement car park. This application for Retention Permission for amendments to approved Strategic Housing Development (ABP. Ref. 305991-19), is a Large-scale Residential Development as defined under Section 2 of the Planning & Development Act 2000, as amended. This Large-Scale Residential Development (LRD) application and may also be inspected online at the following website set up by the applicant: www.seamountmalahideshdbasementrevision.com .	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate; therefore no significant adverse cumulative impacts are likely to arise.</p>
LRD0017/S3	Fingal County Council	<p>Construction: of 1,020 no. new residential dwellings on the Main Residential Development Site comprising:</p> <ul style="list-style-type: none"> • 70 no. one-bed apartments (including 51 no. sheltered housing units), 64 no. two-bed apartments and 1 no. three-bed apartment arranged in 7 no. blocks. Apartment Blocks 1 to 6 range in height from 4 to 5 storeys and include balconies/terraces on all elevations. The Sheltered Housing Block is 3 stores in height and has balconies/terraces on all elevations. ? 30 no. two-bed and 9 no. three-bed, 2-storey apartments are proposed in terraced format throughout the scheme (Apartment M Type); ? 63 no. one-bed apartments, 119 no. two bed apartments and 174 no. three-bed apartments are proposed, arranged in duplex and triplex format in terraces and corner blocks, ranging in height from 2 to 4 storeys; and 38 no. two-bed houses, 300 no. three-bed houses, 141 no. four-bed houses and 11 no. five-bed houses (ranging in height from 2 to 3 storeys). 2. Provision of 2 no. childcare facilities (total GFapproximately 1,243 sq.m) in stand-alone, 2 storey buildings, with capacity for in the order of 237 no. children. 3. Provision of 3 no. retail units (total GFA approximately 342 sq.m), 2 no. café units (total GFA approximately 188 sq.m), a community use unit (approximately 91 sq.m) and a medical centre 	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: Il major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate; therefore no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Climate					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
		<p>(approximately 200sq.m GFA) at the proposed local centre area (located at ground floor level of Apartment Blocks 1, 2, 3 and 5).</p> <p>4. A total of 902 no. car parking spaces are proposed (comprising 852 no. residential spaces; 11 no. childcare facility spaces (drop off only), 39 no. on-street visitor parking spaces (including 4 no. car-share spaces and 10 school drop off spaces), together with a total of 3,013 bicycle parking spaces (comprising 2,554 no. long stay spaces and 459 no. short stay spaces).</p> <p>5. A series of public parks, open spaces, pocket parks and communal open spaces are proposed throughout the Main Residential Development Site.</p> <p>6. Provision of the Corballis Nature Park (approximately 13.0ha) on lands to the south of the Donabate Distributor Road (DDR) to provide multifunctional natural amenity area including a cycle and pedestrian connection from the DDR to Corballis Cottages Road and Sustainable Drainage Systems (SuDS) features to serve the wider Corballis lands.</p> <p>7. Vehicular access to the Main Development Site will be via two existing junctions from the DDR to the south and a new vehicular entrance to the north-east at New Road. The proposed development also provides for the extension of the existing footpath incorporating a cycleway by approximately 215m from The Strand to the proposed new entrance on New Road to the west, and 85 m of footpath incorporating 73 m of cycleway to the east of the new entrance on New Road, along the southern side of New Road, together with all associated works.</p> <p>8. Modifications to Phase 1, permitted under FCC Reg. Ref. F20A/0204 (ABP-308446-20), to facilitate vehicular access to car parking associated with permitted Block 4 (34 no. units) via the proposed LRD Scheme together with all associated amendments to the Phase 1 layout, including minor reconfiguration of permitted Block 4 car parking spaces, and omission of vehicular access to Block 4 via the shared cycle street as originally permitted under FCC Reg. Ref. F20A/0204 (ABP-308446-20). Pedestrian and cycle connectivity will be facilitated between the proposed LRD Scheme and permitted Phase 1.</p> <p>9. Proposed development facilitates future potential pedestrian, cycle and vehicular links to existing and proposed adjoining developments including a connection to the proposed Nature Park via an</p>			

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		existing pedestrian crossing on the DDR, and the approved Broadmeadow Way proposal (ABP Ref. ABP-304624-19) (via the Nature Park). 10. All enabling and site development works, landscaping, boundary treatments, lighting, services and connections, including connection to permitted wastewater pumping station (FCC Reg. Ref. F19A/0472), omission/decommissioning of temporary pumping station and detention basin permitted under FCC Reg. Ref. F20A/0204 (ABP-308446-20), waste management, ESB substations, and all other ancillary works above and below ground on a site of approximately 41.9 ha.			
LRD0016/S3	Fingal County Council	The proposed development seeks to amend SHD permitted under ABP Reg. Ref. 311016 resulting in an overall reduction of 97 no. units from 1,221 (as permitted) to 1,124 no. units (as proposed) within GA3 lands. The proposed amendments consist of: • Block G1 – reduction in height from 10-4 no. storey building (as permitted) to 7-4 no. storey building. • Block G2 – reduction in height from 10-4 no. storey building (as permitted) to 7-4 no. storey building. • Block G3 – reduction in height from 15-7 no. storey building (as permitted) to 10-6 no. storey building. • Block G5 – reduction in height from 10-4 no. storey building (as permitted) to 7-4 no. storey building. • Block E1 – reduction in height from 8-5 no. storey building (as permitted) to 7-5 no. storey building. Façade and building form enhancements are also proposed. This results in an overall 830 no. units within the application site. All other elements of the GA3 lands remain as permitted under SHD ABP Reg. Ref. 311016.	Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently. Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.	Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised. Operation: No project specific mitigation measures are proposed during the operational phase of the project.	Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised. Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.

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LRD0007/S3	Fingal County Council	<p>A Large-scale Residential Development (LRD) for lands at Baldoyle (formerly known as The Coast), Dublin 13. The site is bounded to the north by undeveloped lands, to the east by residential development of Red Arches Drive, to the south by residential development of Red Arches Road and to the west by undeveloped land, with the Dublin-Belfast railway line further beyond.</p> <p>The proposed development will consist of amendments to Block B as permitted under FCC Reg. Ref. F16A/0412 (ABP Reg. Ref. PL06F.248970) and amended under FCC Reg. Ref. F20A/0258, F21A/0046 and F22A/0017.</p> <p>The proposed amendments will consist of:</p> <ul style="list-style-type: none"> - The reconfiguration of permitted units omitting 28 no. apartments as permitted under F16A/0412 (as amended) and the addition of 26 no. houses resulting in the provision of 88 no. apartments (3-5 storey) and 54 no. houses (2-3 storey). This results in an overall total of 142 no. units, an overall reduction of 2 no. units on that permitted; - The reconfiguration of the internal road layout as permitted under F16A/0412 (as amended); - The removal of permitted basement below Blocks B1 and B2 and the provision of 170 no. car parking spaces and 262 no. cycle spaces at ground floor and surface; and -The development of a linear park along Longfield Road. 	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>

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LRD0015/S3	Fingal County Council	<p>The proposed development seeks to amend permitted SHD under ABP Reg. Ref. 310418 resulting in an overall reduction of 55 no. units from 882 (as permitted) to 827 no. units (as proposed) within GA1 lands. The proposed amendments consist of:</p> <ul style="list-style-type: none"> *Reduction in building height of Block A1 from an 8-6 no. storey building (as permitted) to a 7-6 no. storey building *Reduction in building height of Block D1 from an 9-6 no. storey building (as permitted) to a 7-6 no. storey building *Reduction in building height of Block D2 from an 8-6 no. storey building (as permitted) to a 7-6 no. storey building *Reduction in building height of Block D3 from an 15-5 no. storey building (as permitted) to a 10-5 no. storey building <p>Facade and building form enhancements are also proposed. This results in an overall 341 no. units within the application site. All other elements of the GA1 lands remain as permitted under SHD ABP Reg. Ref. 310418</p>	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>
LRD0014/S3	Fingal County Council	<p>The proposed development comprises a change of use from permitted medical use to pharmacy use at Unit 1 (c. 92 sq. m), at the Ground Floor of the permitted "Local Centre" (now under construction) and all associated and ancillary works and services. The overall development already permitted here is 153no. residential units (113no. houses and 40no. apartments), 2no. retail / cafe / restaurant units, medical unit (subject of this application) and associated site works all on a site of approximately 4.6 ha under ABP Ref. ABP-305619-19 (as amended by ABP Ref. ABP-311164-21 and ABP Ref. ABP-311472-21). This application is a modification to the above already permitted development.</p>	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate; therefore no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Climate					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
ABP-308478-20	Fingal County Council	The development will consist of: 344 no. residential units (39 no. houses, 305 no. apartments), creche and associated site works. Hacketstown, in the townland of Milverton, to the east of the Golf Links Road, Skerries, Co. Dublin.	Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently. Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.	Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised. Operation: No project specific mitigation measures are proposed during the operational phase of the project.	Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised. Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.
LRD0006/S3	Fingal County Council	Dean Swift Property Holdings Unlimited Company, intend to apply for a ten-year planning permission for a Large-Scale Residential Development (LRD) on lands located off Flemington Lane, Balbriggan, Co. Dublin. The application site comprises an area of 22.62 ha, and is located to the south of Flemington Lane, to the east of Clonard Road (also known as Bridgefoot Road) (L1130 Local Road), to the west of Hamlet Lane and to the north and west of the Taylor Hill residential development. The subject site also includes a section of the existing Boulevard Road (also known as Taylor Hill Boulevard) and a section of the junction between Boulevard Road (also known as Taylor Hill Boulevard) and Naul Road (R122 Regional Road) to the south.	Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently. Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.	Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised. Operation: No project specific mitigation measures are proposed during the operational phase of the project.	Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised. Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.
312112	Fingal County Council	172 no. residential units (150 no. houses, 22 no. apartments) and associated site works.	Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently. Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.	Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised. Operation: No project specific mitigation measures are proposed during the operational phase of the project.	Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised. Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.

Stage 3 and 4: Climate					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
310418	Fingal County Council	Alterations of previously permitted Fingal County Council Register Reference number F16A/0412 (An Bord Pleanála Reference Number PL06F.248970) as amended by F20A/0258 and F221A0046) for 882 no. residential units (135 no. houses and 747 no. apartments), creche and associated site works. Amended application, refer to LRD0015/S3.	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>
F21A/0280	Fingal County Council	The construction of 99 houses comprising of 78 No. 2 storey semi-detached 3 bed houses (Type H), 3 No. 2 storey detached 3 bed houses (Type Hd) and 18 No. 2 storey semi-detached 4 bed houses (Type L), all on part of serviced lands, previous permissions Reg Ref F04A/0191 and F07A/1693/E2 on site Nos. 27-87 incl Castleland Park Avenue, 1-8 incl. Castleland Park Court, 1-14 incl. Castleland Park Walk, 1-8 incl. Castleland Park Lawn and 1-11 incl. Castleland Park Grove, in lieu of 102 No. 2 storey houses (Resulting in a reduction of 3 no. houses).	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>
5435/22	Dublin City Council	Large-Scale Residential Development (LRD) Application Belmayne Development Company Limited, intends to apply for planning permission to modify an existing planning permission for a permitted Strategic Housing Development granted under planning reference ABP-310077-21 and amended under reference planning ABP-312264-21, to include; the construction of roof plant infrastructure consisting of 2 no. Heat Pumps enclosed by Louvre Screening; a mechanical flue pipe encased in a rendered wall; and the relocation of the permitted Automatic Opening Vent (AOV) on the roof of the permitted four-story apartment block located at the north- western section of the site which fronts onto the Churchwell Road, all at Belmayne P4, adjacent Churchwell Road and Churchwell Crescent, Belmayne, Dublin 13.	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate; therefore no significant adverse cumulative impacts are likely to arise.</p>

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4137/23	Dublin City Council	Permission for the proposed development will consist of demolition of the existing residential property and existing derelict residential property. The construction of a residential development consisting of two blocks with a total of 79 residential apartments. Block A is located to the east of the site and includes 24no. 2 bed apartments and 12no. 1 bed apartments. Block B is on the west side of the site and includes 30 no 3 bed apartments; and 13 no 1 bed apartments. All apartments have private space in the form of balconies/terraces. Block A ranges from 6-8 to storeys in height and Block B is 7-8 storey in height excluding basement. The proposed development including communal amenity spaces located centrally at ground level and on the roofs of Block A and in Block B. The basement contains parking for 56 spaces including 4 no disabled spaces and motorcycle parking along with electric vehicle parking and is accessed via a new vehicle entrance and ramp from Malahide Road. New boundary treatments and communal bike stores, bin stores are proposed. A children's play area and crèche is included. Associated groundworks, landscaping, drainage including SUDS measures, lighting engineering and ancillary works necessary to facilitate the development. This application is accompanied by a Natura Impact Assessment.	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>
2421/21	Dublin City Council	Permission at a site (c. 1.51 Ha) at City Block 3 and Northbank House, Sheriff Street Upper, New Wapping Street and Mayor Street Upper, North Lotts, Dublin 1 and otherwise generally bounded by Nos. 7-10 Mayor Street Upper to the south, Nos. 1-14 New Wapping Street to the west, and existing Northbank House, Alexandra Terrace and Castleforbes Road to the east. The development will consist of: - The construction of 6 no. residential blocks, ranging from 2 to 7 storeys over partial single level basement (gross floor area c. 36,834.2 sq.m excluding basement c. 5,369 sq.m), to accommodate 449 no. residential units comprising 59 no. 1-bedone-bed studios, 166 no. one-bed apartments, 215 no. two-bed apartments, 2 no. three-bed apartments and 7 no. 3-bedthree-bed houses. The development provides for Tenant Amenity area (c. 766 sq.m gfa), a cafe (c. 109 sq.m gfa) within the proposed Block 3B and change of use and reconfiguration of an existing retail unit to provide a crèche (c. 343 sq.m gfa) and associated play area at Northbank House.	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate; therefore no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Climate					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
		<p>The breakdown of accommodation is as follows: -</p> <p>Block 3A1 (c. 7,951.1 sq.m gross floor area) fronting Sheriff Street Upper and New Wapping Street, comprises a 7 storey apartment building accommodating 106 no. residential units (13 no. studios, 56 no. 1-bedone-beds, 36 no. bedtwo-beds and 1 no. three-bed). Block 3A2 (c. 9,668.8 sq.m gross floor area) fronting Sheriff Street Upper, comprises a 7 storey apartment building accommodating 117 no. residential units (5 no. studios, 52 no. 1-bedone-beds, 59 no. two-beds and 1 no. three-bed).</p> <p>Block 3B (c. 8,908.7 sq.m gross floor area) fronting Sheriff Street Upper and north of the proposed new civic park, comprises a 6 to 7 storey apartment building accommodating 102 no. residential units (25 no. studios, 24 no. 1-bedone-beds and 53 no bed two-beds).</p> <p>This building includes tenant amenities (c. 766 sq.m) at ground and first floor levels, and a cafe (c.109 sq.m) at ground floor level. Blocks 3D2 / 3E2 (c. 9,484.4 sq.m gross floor area) fronting Mayor Street Upper and west of the proposed new civic park, comprises a 3 to 6 storey apartment building accommodating 117 no. residential units (16 no. studios, 34 no. one-beds and 67 no. two-beds).</p> <p>Block 3D1 (c. 821.2 sq.m gross floor area) located to the rear (east) of the existing houses fronting New Wapping Street and west of proposed Block 3D2/3E2, comprises 7 no. 2 storey three-bed houses.</p> <p>Balconies are provided on all elevations of the apartment blocks (3A1, 3A2, 3B, 3D2 and 3E2). Private rear gardens are provided at ground floor level to the Block 3D1 houses. All associated and ancillary site development works, hard and soft landscape, boundary treatment works, including: -</p> <p>Demolition of remaining existing non-residential structures (c. 420 sq.m), previously approved under DCC Reg. ref. DSDZ2242/16. New external residential courtyards and roof terrace amenity areas. New civic park located centrally within the city block (c. 2,259 sq.m) as previously permitted under DCC Reg. Ref. DSDZ3357/17. New internal east-west street and north-south (pedestrian / cycle) streets.</p> <p>100 no. car parking spaces, including 94 no. spaces at basement level and 6 no. spaces at surface level. 552 no. bicycle parking spaces, including 494 no. at basement level and 58 no. at</p>			

Stage 3 and 4: Climate					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
		surface level. New vehicular access to the basement car park from New Wapping Street. Basement storage, service and plant areas. Provision of a bin store (c. 39.2 sq.m gfa) between Blocks 3D1 and 3D2 / 3E2. Provision of 2 no. ESB sub-stations. Public Realm works along Sheriff Street Upper, New Wapping Street and Mayor Street Upper, including revised treatment to the boundary with Northbank House Fire Tender Route previously approved under DCC Reg. Ref. DSDZ2642/16. This application relates to a proposed development within the North Lotts & Grand Canal Dock Strategic Development Scheme area.			
WEB1379/23	Dublin City Council	<p>PROTECTED STRUCTURE; The application relates to a proposed development within the North Lotts and Grand Canal Dock Strategic Development Zone Planning Scheme area. The proposed development will consist of; The demolition of existing structures on site on a phased basis which includes the red brick single storey building fronting Sir John Rogerson's Quay (nos.20 - 24), warehouse and annexes to the rear of the 3 storey original office building fronting Sir John Rogerson's Quay (25 - 27); 8 -.10 Hanover Street East, 11 & 11a and 14 Lime Street; provision of 134 no. residential units over ground to set back seventh floor level comprising 20 no. 1 bedroom apartments, 102 no. 2 bedroom apartments, and 12 no 3 bedroom apartments; Balconies on west (Lime Street) and south (Hanover St. East) elevations at all levels and also on the east elevation facing into internal courtyard at all levels; Retail/Retail Services/Offices on Hanover St. East measuring 470 sq.m; Basement to extend the full length of Lime Street and will include gym + changing facilities, a community room, 238 no. residential bicycle parking and 200 commercial bicycle parking spaces, staff facilities, storage and waste storage, residents storage space; Provision of 73 no. car parking spaces, including 54 no. spaces for residential use (to include 6 no. car club spaces) and 19 no. spaces for commercial use & plant rooms at basement level. This basement plan is an amendment proposed to supersede the basement plan of the approved adjacent commercial building as per Reg. Ref. DSDZ2252/18; Vehicular entrance to the basement from Lime Street;</p>	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate; therefore no significant adverse cumulative impacts are likely to arise.</p>

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		<p>All other ancillary site development works, site services, a sub-station, plant at basement, boundary treatments & landscaping including a new west-east pedestrian route linking Lime St to Whitaker Square, roof garden of 185 sq.m on eastern block facing the internal courtyard, 112 no. surface level bicycle parking spaces; Ancillary signage (c. 100 sq.m). The site will be developed over two phases as follows:</p> <p>Phase 1: Demolition of existing warehouse excluding warehouse along Lots 3,5 and 7 on the eastern boundary. Phase 1 building works will include Lime Street block and partial build of Hanover Street East block including ground floor commercial units. Basement, landscaping, vehicular access and separate pedestrian ramp to access from Lime Street. Phase 2: Demolition of warehouse along Lot's 3,5 and 7. Phase 2 building works will include completion of Hanover Street East block including ground floor commercial units and Whitaker Lane Block. Landscaping work will be completed, and pedestrian ramp access will be extended to link Lime Street and Whitaker Lane.</p>			
3159/21	Dublin City Council	<p>Planning permission at a site (approx. 0.19 Ha) at a site which adjoins the former Columban Missionary's site and which is located at the junction of the R139 Road and Hole in the Wall Road, Donaghmede, Dublin 13. The proposed development comprises of the construction of a 7 to 13 storey building, accommodating 72 no. apartments (total GFA c. 7,550sq.m) all with private balconies / terraces as follows: 30 no. 1 bedroom apartments, 38 no. 2 bedroom apartments and 4 no. 3 bedroom apartments. All associated and ancillary site development landscaping and boundary treatment works including: demolition of existing single storey structure on site (c. 37.65 sq.m) (previously used a pump house) and existing site boundary. Formation of new pedestrian and vehicular entrance to R139 Road and new pedestrian entrance to Hole in the Wall Road. 44 no. ground level car parking spaces (of which 2 no. are accessible spaces); some of which are undercroft. 162 no. ground level cycle parking spaces (of which 2 no. are cargo bicycle spaces) some of which are undercroft. Bin storage area at ground level.</p>	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>

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212412	Meath County Council	A residential development comprising 95 no. residential units, a childcare facility and associated outdoor play area, road infrastructure, all associated open space, cycle and pedestrian infrastructure, services and all other associated development on a site of c. 6.138 hectares. The 95 no. residential units proposed consist of 49 no. houses (comprising 31 no. 3 bedroom units, and 18 no. 4 bedroom units), 6 no. duplex apartments (all 3 bedroom) and 40 no. apartments (7 no. 1 bedroom units, 30 no. 2 bedroom units, and 3 no. 3 bedroom units) in 1 no. apartment building and above the proposed childcare facility. The proposed childcare facility with a GFA of 532 sq. m is located within a two storey building with apartments above. The proposed houses are 2 to 3 storeys in height and the duplex/apartment blocks are 3 to 4 storeys in height (with the apartment building including a 5 storey corner element).	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>

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LB181385	Meath County Council	Development in the townlands of sevitsland, betaghstown, and ministown in bettystown co. meath, located west of the narrowways road and to the south of the woodside residential development. the development will consist of construction of 98 no. housing units comprising; 44 no. two storey 3 bed semi-detached dwellings with optional attic conversion and sunroom space; 2 no. two storey 3 bed detached dwellings with optional attic conversion and sunroom space; 10 no. two storey 4 bed semi-detached dwellings with optional attic conversion and sunroom space. Two no. two storey 4 bed detached dwellings with optional attic conversion and sunroom space; 40 no apartment units in 10 no. two and a half storey maisonette blocks containing the two no. two-bed apartment units and 2 no. one-bed apartment units in each block. Permission is also sought for a 2 storey creche with 20 no. children places and ancillary carparking, an ESB Substation for the housing scheme, drainage works, water connections, provision of an access to the public road from the Narrowways Road, pedestrian links to adjoining lands, landscaping and boundary treatments and all associated site works.	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>

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2360261	Louth County Council	Permission for (a) the construction of 98 no. dwellings comprising a mix of house-types including: (i) 58 no. two-storey, three-bedroom, terraced units with roof lights on rear roof slope (House Type D2); (ii) 16 no. two-storey, three-bedroom semi-detached dwellings (House Type C & C1); (iii) 8 no. two-storey, two-bedroom terraced houses (House Type E); and (iv) 16 no. two-storey, four-bedroom semi-detached houses (House Type G & G1). All dwellings will contain 2 no. on-curtilage car parking spaces; (b) Access provided via Phase 1 development which connects with Termonfeckin Road (R166); (c) The proposed development will also include the provision of cycle lanes, roads, private open space, public open space, provision of foul drainage, surface water attenuation and connection to mains water supply including pump station, ESB substation, street lighting, landscaping, boundary treatments and all ancillary site development works necessary to facilitate the development. This application relates to Phase 2 on the overall landholding. Phase 1 was recently granted under Reg. Ref. 22877. Planning permission for a residential development exists on site under Reg. Ref. 07/1791 as extended by Reg. Ref. 18/560	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>
308116	Louth County Council	357 no. residential units (169 no. houses, 188 no. apartments), childcare facilities and associated site works.	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>

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211333	Louth County Council	Permission for 68 no. dwellings consisting of 28 no. 2 storey 3 bed house type A, 21 no. 2 storey 3 bed house type B, 11 no. 2 storey 2 bed house type C, 2 no. 2 storey 3 bed house type D and 6 no. 2 storey 3 bed house type E in a layout of a variety of detached, semi-detached and terraces of 3, 4 or 6 dwellings with ancillary site development works, including roads, footpaths, public open space, landscaping and boundary treatments with access from the Marsh Road (R150) via a new access road previously permitted Reg. Ref. 17/387 **Significant further information including a Natura Impact Statement (NIS) received on 22/09/2022**	Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently. Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.	Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised. Operation: No project specific mitigation measures are proposed during the operational phase of the project.	Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised. Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.
22629	Louth County Council	Extension of Duration for planning ref. no. 17 387 Permission for development to consist of the construction of a total of 133 no. two storey residential dwellings in a mix of detached, semi-detached and terraced form. Vehicular access is from the Marsh Road (R150). The development also provides for all associated site development works including alterations to ground levels, internal roads, car-parking, footpaths, open space, public lighting, landscaping and boundary treatments. The application site was previously granted planning permission under ref. no. 06/52 for 260 no. residential units.	Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently. Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.	Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised. Operation: No project specific mitigation measures are proposed during the operational phase of the project.	Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised. Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.

Stage 3 and 4: Climate					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
19135	Louth County Council	<p>Permission for development on a site measuring approx. 2.5 acres. The development will consist of (i) Construction: of a single storey Community Nursing Unit (CNU) (2,258sq.m gross internal floor area) with associated external signage. The constituent elements of the new CNU comprise (a) 3 no. residential households consisting of 10 no. bedrooms per house. Each bedroom is provided with accessible en-suite facilities. Households also have assisted bathrooms, quiet rooms and support accommodation; (b) Communal entrance area with reception and shared facilities; (c) Large living/dining/kitchen areas located at centre of each household; (d) Multi-purpose room; (e) Dedicated staff hub with rest/meeting room, changing areas and associated toilets; (f) Covered ambulatory/walkway and landscaped courtyards. (ii) Site development works include revisions to existing vehicular and pedestrian arrangements to provide 8 no. universally accessible parking spaces, 64 no. standard car parking spaces and drop off zones. A separate internal road has also been proposed for servicing/deliveries to the new CNU. The proposed development also includes hard and soft landscaping (including courtyards, external site works and site attenuation) and associated site development and services works.</p>	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>
19643	Louth County Council	<p>SHD Stage 3: Application lodged with An Bord Pleanála for a strategic housing development at Newtown, Marsh Road (R150) and McGrath's Lane/Railway Terrace, Drogheda, Co. Louth on a site extending to c.9.68 hectares including lands under the control of Louth County Council and lands associated with the access road permitted under P.A. Ref. 17-387 for which LIHAF funding has been granted. The applicant seeks a ten-year planning permission.</p> <p>The development will consist of 450no. dwellings in terraced/townhouse, terraced/duplex and apartment form and in buildings ranging in height from 3-5 storeys. All houses have the option for the installation of photovoltaic/solar panels on roof slopes. The development will also provide for supporting neighbourhood and employment uses include 8no. ground floor neighbourhood units with an overall floor area of 1,277.8sq.m for uses such as shops, cafes and restaurants, a standalone office building (4-storey)(1,902.87sq.m) and a standalone crèche (3-storey)(919.8sq.m with potential capacity for c.120 children).</p>	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects on climate when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative climate effects associated with those schemes are minimised.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a neutral impact and long-term impact on climate, therefore no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Climate					
Application Reference	Authority	Other Development and Brief Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation	Residual Cumulative Effect
		<p>The total non-residential floor space proposed amounts to 4,100.4sq.m. The overall quantum of public open space provided to serve the development extends to c13,349sq.m. Open space takes the form of both 'green' landscaped and hard surfaced 'civic space' form in addition to c2,556sq.m of communal space. Car parking is provided by way of 296no. on street car parking spaces and 282no. spaces at underground/undercroft level, in addition to 162 on curtilage parking spaces for the housing. 853no. bicycle spaces are proposed across the site at surface and underground/undercroft level. Vehicular access is provided from an access roadway onto the Marsh Road permitted under P.A. Ref. 17-387 for which LIHAF funding has been granted.</p> <p>An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared in respect of the proposed development and will be included with the application. ABP Opinion 01.10.18</p>			

1.9 Noise and Vibration

Table 1-8 Stage 3 and 4: Noise and Vibration

Stage 3 and 4: Noise and Vibration					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
305319	An Bord Pleanála	500 no. apartments (235 no. residential, 265 no. build to rent), creche and all associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>
308552	An Bord Pleanála	Demolition of 4 no. existing dwellings, workshop and other ancillary structures, construction of 105 no. apartments and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>

Stage 3 and 4: Noise and Vibration					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
305316	An Bord Pleanála	1,030 no. apartments (352 no. residential, 678 no. Build to Rent units), 2 no. creches, 10 no. retail units and all associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>
313177	An Bord Pleanála	1,007 no. apartments, childcare facilities and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>
305619	An Bord Pleanála	153 no. residential units (113 no. houses and 40 no. apartments), 3 no. retail units, cafe, restaurant, medical unit and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>

Stage 3 and 4: Noise and Vibration					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
				Operation: The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.	
306102	An Bord Pleanála	Demolition of structures on site, construction of 512 no. apartments, childcare facility and associated site works.	Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently. Operation: The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.	Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite. Operation: The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.	Construction: With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised. Operation: Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place
ABP-313268-22	An Bord Pleanála	345 no. residential units (39 no. houses, 306 no. apartments), creche and all associated site works.	Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently. Operation: The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.	Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite. Operation: The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.	Construction: With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised. Operation: Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place

Stage 3 and 4: Noise and Vibration					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
SHD/014/20	An Bord Pleanála	<p>The development will consist of the following;</p> <ul style="list-style-type: none"> • Demolition of existing buildings (former supermarket building, car park, substation, and outbuildings (partially in retail use)). • Construction: of a Build to Rent (BTR) development comprising 3 no. apartment blocks (Blocks A - C) ranging in height from 3 to 6 storeys (with Block B over 3 no. lower courtyard floors) providing a total of 101 units (19 no. studios, 41 no. one-beds, 41 no. two-beds). • Provision of Resident Support Facilities/Resident Services and Amenities (c.217.03 sq.m) • Provision of 2 no. retail units (c.110.15 sq.m) • Provision of 25 no. car parking spaces (at ground floor and accessed from Quay Street), 182 no. cycle parking spaces. • Provision of ESB substation/switch room, plant areas, bin stores, telecoms areas. • Provision of open spaces, landscaping, boundary treatments, all associated site works and services provision. 	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>
SHD/012/19	An Bord Pleanála	<p>153 no. units (40 no. duplex/apartments and 113 no. houses), ranging between 2 and 4 storey in height comprising the following: 78 no. three-bed, 2 storey houses (House Type: A, B & C), 35 no. 4-bed 2 storey houses (House Type: D & F), 26 no. two-bed duplex/apartments (House Type: G,K,L,M,N & O) and 14 no. three-bed duplex/apartments (House Type: H & J); the development will also provide a 'Local Centre' consisting of 3 no. retail/café/restaurant units (c. 440 sq.m. gross floor area overall) at ground floor with apartments above, all in a building comprising 3 to 4 storeys in height. A medical unit (c. 92 sq.m gross floor area) is proposed at ground floor level at the end of the terrace of duplexes (under Unit No. 14) adjoining the boundary to Portmarnock Train Station car park fronting onto the civic plaza; Private rear gardens are proposed for all houses. Private patios/terraces and balconies are provided for all duplexes and apartment units. Upper level balconies are proposed on elevations of all multi-aspect duplex and apartment buildings. And all associated and ancillary site development, infrastructural, landscaping and boundary treatment works including:- Vehicular access to serve the development will be provided from Station Road via an existing road serving St. Marnock's Bay ('The Drive') and 2 no. permitted roads serving St. Marnock's Bay ('The Avenue' &</p>	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources.</p> <p>Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>

Stage 3 and 4: Noise and Vibration					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
		Monument View') permitted under ABP Ref. ABP-300514-17 (currently under construction); bin stores; 2 no. ESB Sub-stations; areas of public open space (c. 4,800 sq.m. in total) including the provision of a pocket park and a civic plaza adjoining the Local Centre; 315 no. car parking spaces (226 no. on-curtilage parking spaces for the housing and 89 no. surface level parking spaces serving the residential and commercial units at the Local Centre'); 64 no. bicycle parking spaces serving the residential and commercial units at the 'Local Centre' (covered bicycle storage and Sheffield Stands); all on a site of approximately 4.6 Ha. This development comprises amendments to permitted site development works at St. Marnock's Bay (Reg. Ref. F13A/0248 and ABP Ref. ABP-300514-17).			
SHD/009/19	An Bord Pleanála	Demolition of all structures on site (c8,162sq.m. GFA) and excavation of a basement. The proposed development comprises of the provision of a mixed-use development of residential/retail/restaurant/cafe uses and a creche in 4 no. blocks (A to D), over part basement Blocks A, B, C and D with a height up to a maximum of seven storeys of apartments over lower ground floor and basement car parking levels (a total of eight storeys over basement level). The residential component will consist of 512 no. residential units. The proposed development includes the provision of two vehicular entrances on to the Howth Road, excavation of basement to provide for car parking , plant, waste storage and ancillary use. Additional car parking spaces shall be provided at lower ground floor level. A total of 439 no. car parking spaces and 1,335 no. bicycle parking spaces, including 49 no. bicycle spaces to cater for the retail units and creche shall be provided.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>
ABP-309599-21	An Bord Pleanála	The proposed development consists of 1007 no. apartments, childcare facility and associated site works. Townland of Stapolin-Baldoyle, Coast Road, Baldoyle, Dublin 13.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>

Stage 3 and 4: Noise and Vibration					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
				Operation: The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.	
310413	An Bord Pleanála	162 no. apartments and associated site works.	Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently. Operation: The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.	Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite. Operation: The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.	Construction: With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised. Operation: Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place
311016	An Bord Pleanála	1,221 no. apartments, creche and associated site works. Application amended, refer to LRD0016/S3.	Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently. Operation: The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.	Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite. Operation: The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.	Construction: With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised. Operation: Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place

Stage 3 and 4: Noise and Vibration					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
313361	An Bord Pleanála	Demolition of buildings, construction of 415 no. residential units (252 no houses, 163 no. apartments) creche and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>
311059	An Bord Pleanála	1,365 no. units (346 no. houses, 1,019 no. apartments), creche and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>

Stage 3 and 4: Noise and Vibration					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
306794	An Bord Pleanála	144 no. apartments and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>
313268	An Bord Pleanála	345 no. residential units (39 no. houses, 306 no. apartments), creche and all associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>
311095	An Bord Pleanála	Demolition of existing buildings, construction of 101 no. Build to Rent apartments and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>

Stage 3 and 4: Noise and Vibration					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
				Operation: The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.	
313210	An Bord Pleanála	10-year planning permission for construction of 817 no. residential units (377 no. houses, 440 no. apartments), childcare facilities and associated site works.	Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently. Operation: The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.	Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite. Operation: The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.	Construction: With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised. Operation: Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place
309668	An Bord Pleanála	275 no. apartments, creche and associated site works.	Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently. Operation: The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.	Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite. Operation: The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.	Construction: With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised. Operation: Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place

Stage 3 and 4: Noise and Vibration					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
18610	An Bord Pleanála	SHD: STAGE 2 - Pre-Application request - The proposed SHD will consist of 456 no. dwellings in terraced/townhouse, terraced/duplex, and apartment form and in buildings ranging in height from 2-5 storeys. The site has a density of 61.6 dwellings per hectare. Supporting employment uses include 8no. ground floor commercial units with an overall floor area of 1,278sq.m for uses such as shops, cafes and restaurants, an office building and creche. The total commercial floor space proposed amounts to 4,100.4sq.m. The proposed development also includes alterations to site levels, open space areas, landscaping and boundary treatments including the construction of retaining walls and all site development works. The overall quantum of open space provided extends to 1.06 hectares. Open space takes the form of 3 separate amenity areas across the site in both 'green' landscaped and hard surfaced 'civic space' form. Approx. 779 no. car parking spaces are proposed to serve the development.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs).</p> <p>The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>
313182	An Bord Pleanála	BusConnects Clongriffin to City Centre Core Bus Corridor Scheme.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>
304624	An Bord Pleanála	Greenway between Malahide Demesne and Newbridge Demesne to be known as 'Broadmeadow Way'.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>

Stage 3 and 4: Noise and Vibration					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
				Operation: The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.	
LRD0008/S3	An Bord Pleanála	The proposed development comprises of a 10-year permission for a Large Scale Housing Development at Ballymastone, Donabate, Co. Dublin. The proposed development consist of 432 no. residential units comprising 93 no. apartment units (42 no. one bed units, 41 no. two-bed units and 10 no. three-bed units), 126 no. duplex units (2 to 3 storeys, 10 no. one-bed units, 55 no. two-bed units and 61 no. three-bed units) and 213 no. houses (75 no. two-bed units, 130 no. three-bed units and 8 no. four-bed units) ranging in height from two to six storeys.	Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently. Operation: The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.	Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite. Operation: The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.	Construction: With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised. Operation: Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place
312112	Fingal County Council	172 no. residential units (150 no. houses, 22 no. apartments) and associated site works.	Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently. Operation: The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.	Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite. Operation: The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.	Construction: With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised. Operation: Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place
PARTXI/004/19	Fingal County Council	Proposed construction of a new pedestrian and cycle bridge over the Dublin-Belfast Railway Line 220 metres south of Donabate Train Station.	Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects upon	Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a	Construction: With the implementation of an appropriate CEMP for the local development and the

Stage 3 and 4: Noise and Vibration					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
			<p>nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place.</p>
PARTXI/006/20	Fingal County Council	The Bremore Regional Park Development Project, including The Balbriggan Sports and Recreational Hub, Central Zone Open Spaces, new Coastal Park, all ancillary infrastructure and Park Boundaries at Bremore Regional Park, Balbriggan, Co. Dublin.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place.</p>

Stage 3 and 4: Noise and Vibration					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
LRD0030/S3	Fingal County Council	<p>The proposed development comprises the retention of the existing expanded basement area (increased by c. 373 sq.m) beneath the consented apartment buildings, within the otherwise consented resident within the otherwise consented residential development scheme under ABP-305991-19. The expanded basement area accommodates 75no. remote residential storage units, ancillary louvred ventilation grille, minor encroachment to the communal open space area above, and is accessed via the existing, permitted basement car park. This application for Retention Permission for amendments to approved Strategic Housing Development (ABP. Ref. 305991-19), is a Large-scale Residential Development as defined under Section 2 of the Planning & Development Act 2000, as amended.</p> <p>This Large-Scale Residential Development (LRD) application and may also be inspected online at the following website set up by the applicant: www.seamountmalahideshdbasementrevision.com.</p>	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources.</p> <p>Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place.</p>
310418	Fingal County Council	<p>Alterations of previously permitted Fingal County Council Register Reference number F16A/0412 (An Bord Pleanála Reference Number PL06F.248970) as amended by F20A/0258 and F221A0046) for 882 no. residential units (135 no. houses and 747 no. apartments), creche and associated site works. Amended application, refer to LRD0015/S3.</p>	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources.</p> <p>Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>

Stage 3 and 4: Noise and Vibration					
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LRD0006/S3	Fingal County Council	Dean Swift Property Holdings Unlimited Company, intend to apply for a ten-year planning permission for a Large-Scale Residential Development (LRD) on lands located off Flemington Lane, Balbriggan, Co. Dublin. The application site comprises an area of 22.62 ha, and is located to the south of Flemington Lane, to the east of Clonard Road (also known as Bridgefoot Road) (L1130 Local Road), to the west of Hamlet Lane and to the north and west of the Taylor Hill residential development. The subject site also includes a section of the existing Boulevard Road (also known as Taylor Hill Boulevard) and a section of the junction between Boulevard Road (also known as Taylor Hill Boulevard) and Naul Road (R122 Regional Road) to the south.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>
ABP-308478-20	Fingal County Council	The development will consist of: 344 no. residential units (39 no. houses, 305 no. apartments), creche and associated site works. Hacketstown, in the townland of Milverton, to the east of the Golf Links Road, Skerries, Co. Dublin.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources.</p> <p>Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>
LRD0010/S3	Fingal County Council	The development will consist of: - 33 no. houses (28 no. 3 bedroom and 5 no. 4 bedroom) House Types A, B, E and F (2 storey) House Types C and D (2.5 storey) in a mixture of semidetached, detached and terraced units; - 95 no. apartments (in a part 3/part 4 storey building with Blocks A, B and C located over a basement) consisting of 31 no. 1 bedroom apartments, 62 no. 2 bedroom apartments and 2 no. 3 bedroom apartments and includes an ancillary gym as a separate structure within the courtyard (for residents 84.3 sq.m);	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>

Stage 3 and 4: Noise and Vibration					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
		<ul style="list-style-type: none"> - 16 no. duplex apartments in 2 no. 3 storey blocks consisting of 6 no. 1 bedroom simplex, 8 no. 2 bedroom duplex and 2 no. 3 bedroom duplex units; (all apartments and duplex apartments to have terrace or balconies); - Open space comprising c. 2.89 hectares (which includes 1.24 hectares class 1 open space), 2 no. playing pitches to the south of Ballygossan Park, communal and private open space, and pedestrian path along western boundary to the north, ancillary children's play areas, as well as provision of 2 ESB substations; - The proposal includes the provision of 214 no. car parking spaces 100 no. spaces located at basement level under the apartment block and 114 no. spaces located at surface level) and 292 bicycle spaces (122 no. spaces located in the basement of the apartment block and 170 no. spaces located at surface level). - Provision of a creche (3 storeys) c. 355.4 sq. m to replace the creche permitted under Register Reference F11A/0309 & An Bord Pleanála Reference PL06F.240639, as extended by Register Reference F11A/0309/E1; - Access to the site will be from Ballygossan Park and Golf Links Road with temporary construction access from a haul road south of the existing junction of Golf Links Road and Ballygossan Park, and a second haul road to the south; - Provision of landscaping and infrastructure (surface water, foul and water supply) to facilitate the development of the application lands and lands to the south including "Regional Drainage Facility" (RDF) for the surface water management of the Hackettstown residential lands; - Planting & Landscaping of open space areas, including provision of footpaths and viewing point and diversion and undergrounding of existing overhead power lines, where required; - The proposal includes associated siting, boundary changes, boundary treatment and site lighting, all associated landscaping and drainage works [including attenuation], planting and boundary treatments, including regrading/re-profiling of site where required; 		<p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	
LRD0016/S3	Fingal County Council	The proposed development seeks to amend SHD permitted under ABP Reg. Ref. 311016 resulting in	Construction:	Construction:	Construction:

Stage 3 and 4: Noise and Vibration					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
		<p>an overall reduction of 97 no. units from 1,221 (as permitted) to 1,124 no. units (as proposed) within GA3 lands. The proposed amendments consist of:</p> <ul style="list-style-type: none"> • Block G1 – reduction in height from 10-4 no. storey building (as permitted) to 7-4 no. storey building. • Block G2 – reduction in height from 10-4 no. storey building (as permitted) to 7-4 no. storey building. • Block G3 – reduction in height from 15-7 no. storey building (as permitted) to 10-6 no. storey building. • Block G5 – reduction in height from 10-4 no. storey building (as permitted) to 7-4 no. storey building. • Block E1 – reduction in height from 8-5 no. storey building (as permitted) to 7-5 no. storey building. <p>Façade and building form enhancements are also proposed. This results in an overall 830 no. units within the application site. All other elements of the GA3 lands remain as permitted under SHD ABP Reg. Ref. 311016.</p>	<p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>
F21A/0280	Fingal County Council	<p>The construction of 99 houses comprising of 78 No. 2 storey semi-detached 3 bed houses (Type H), 3 No. 2 storey detached 3 bed houses (Type Hd) and 18 No. 2 storey semi-detached 4 bed houses (Type L), all on part of serviced lands, previous permissions Reg Ref F04A/0191 and F07A/1693/E2 on site Nos. 27-87 incl Castleland Park Avenue, 1-8 incl. Castleland Park Court, 1-14 incl. Castleland Park Walk, 1-8 incl. Castleland Park Lawn and 1-11 incl. Castleland Park Grove, in lieu of 102 No. 2 storey houses (Resulting in a reduction of 3 no. houses).</p>	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>

Stage 3 and 4: Noise and Vibration					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
LRD0007/S3	Fingal County Council	<p>A Large-scale Residential Development (LRD) for lands at Baldoyle (formerly known as The Coast), Dublin 13. The site is bounded to the north by undeveloped lands, to the east by residential development of Red Arches Drive, to the south by residential development of Red Arches Road and to the west by undeveloped land, with the Dublin-Belfast railway line further beyond.</p> <p>The proposed development will consist of amendments to Block B as permitted under FCC Reg. Ref. F16A/0412 (ABP Reg. Ref. PL06F.248970) and amended under FCC Reg. Ref. F20A/0258, F21A/0046 and F22A/0017.</p> <p>The proposed amendments will consist of:</p> <ul style="list-style-type: none"> - The reconfiguration of permitted units omitting 28 no. apartments as permitted under F16A/0412 (as amended) and the addition of 26 no. houses resulting in the provision of 88 no. apartments (3-5 storey) and 54 no. houses (2-3 storey). This results in an overall total of 142 no. units, an overall reduction of 2 no. units on that permitted; - The reconfiguration of the internal road layout as permitted under F16A/0412 (as amended); - The removal of permitted basement below Blocks B1 and B2 and the provision of 170 no. car parking spaces and 262 no. cycle spaces at ground floor and surface; and -The development of a linear park along Longfield Road. 	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>

Stage 3 and 4: Noise and Vibration					
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LRD0015/S3	Fingal County Council	<p>The proposed development seeks to amend permitted SHD under ABP Reg. Ref. 310418 resulting in an overall reduction of 55 no. units from 882 (as permitted) to 827 no. units (as proposed) within GA1 lands. The proposed amendments consist of:</p> <p>*Reduction in building height of Block A1 from an 8-6 no. storey building (as permitted) to a 7-6 no. storey building</p> <p>*Reduction in building height of Block D1 from an 9-6 no. storey building (as permitted) to a 7-6 no. storey building</p> <p>*Reduction in building height of Block D2 from an 8-6 no. storey building (as permitted) to a 7-6 no. storey building</p> <p>*Reduction in building height of Block D3 from an 15-5 no. storey building (as permitted) to a 10-5 no. storey building</p> <p>Facade and building form enhancements are also proposed. This results in an overall 341 no. units within the application site. All other elements of the GA1 lands remain as permitted under SHD ABP Reg. Ref. 310418</p>	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>
LRD0014/S3	Fingal County Council	<p>The proposed development comprises a change of use from permitted medical use to pharmacy use at Unit 1 (c. 92 sq. m), at the Ground Floor of the permitted "Local Centre" (now under construction) and all associated and ancillary works and services. The overall development already permitted here is 153no. residential units (113no. houses and 40no. apartments), 2no. retail / cafe / restaurant units, medical unit (subject of this application) and associated site works all on a site of approximately 4.6 ha under ABP Ref. ABP-305619-19 (as amended by ABP Ref. ABP-311164-21 and ABP Ref. ABP-311472-21). This application is a modification to the above already permitted development.</p>	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation: The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>

Stage 3 and 4: Noise and Vibration					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
5435/22	Dublin City Council	Large-Scale Residential Development (LRD) Application Belmayne Development Company Limited, intends to apply for planning permission to modify an existing planning permission for a permitted Strategic Housing Development granted under planning reference ABP-310077-21 and amended under reference planning ABP-312264-21, to include; the construction of roof plant infrastructure consisting of 2 no. Heat Pumps enclosed by Louvre Screening; a mechanical flue pipe encased in a rendered wall; and the relocation of the permitted Automatic Opening Vent (AOV) on the roof of the permitted four-story apartment block located at the north- western section of the site which fronts onto the Churchwell Road, all at Belmayne P4, adjacent Churchwell Road and Churchwell Crescent, Belmayne, Dublin 13.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources.</p> <p>Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>
2421/21	Dublin City Council	Permission at a site (c. 1.51 Ha) at City Block 3 and Northbank House, Sheriff Street Upper, New Wapping Street and Mayor Street Upper, North Lotts, Dublin 1 and otherwise generally bounded by Nos. 7-10 Mayor Street Upper to the south, Nos. 1-14 New Wapping Street to the west, and existing Northbank House, Alexandra Terrace and Castleforbes Road to the east. The development will consist of: - The construction of 6 no. residential blocks, ranging from 2 to 7 storeys over partial single level basement (gross floor area c. 36,834.2 sq.m excluding basement c. 5,369 sq.m), to accommodate 449 no. residential units comprising 59 no. one-bed studios, 166 no. one-bed apartments, 215 no. two-bed apartments, 2 no. three-bed apartments and 7 no. three-bed houses. The development provides for Tenant Amenity area (c. 766 sq.m gfa), a cafe (c. 109 sq.m gfa) within the proposed Block 3B, and change of use and reconfiguration of an existing retail unit to provide a crèche (c. 343 sq.m gfa) and associated play area at Northbank House. The breakdown of accommodation is as follows: - Block 3A1 (c. 7,951.1 sq.m gross floor area) fronting Sheriff Street Upper and New Wapping Street, comprises a 7 storey apartment building accommodating 106 no. residential units (13 no. studios, 56 no. one-beds, 36 no. two-beds and 1 no. three-bed). Block 3A2 (c. 9,668.8 sq.m gross floor area) fronting Sheriff Street Upper, comprises a 7 storey apartment building accommodating 117 no.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>

Stage 3 and 4: Noise and Vibration					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
		<p>residential units (5 no. studios, 52 no. one-beds, 59 no. two-beds and 1 no. three-bed). Block 3B (c. 8,908.7 sq.m gross floor area) fronting Sheriff Street Upper and north of the proposed new civic park, comprises a 6 to 7 storey apartment building accommodating 102 no. residential units (25 no. studios, 24 no. one-beds and 53 no two-beds).</p> <p>This building includes tenant amenities (c. 766 sq.m) at ground and first floor levels, and a café (c.109 sq.m) at ground floor level. Blocks 3D2 / 3E2 (c. 9,484.4 sq.m gross floor area) fronting Mayor Street Upper and west of the proposed new civic park, comprises a 3 to 6 storey apartment building accommodating 117 no. residential units (16 no. studios, 34 no. one-beds and 67 no. two-beds). Block 3D1 (c. 821.2 sq.m gross floor area) located to the rear (east) of the existing houses fronting New Wapping Street and west of proposed Block 3D2/3E2, comprises 7 no. 2 storey three-bed houses. Balconies are provided on all elevations of the apartment blocks (3A1, 3A2, 3B, 3D2 and 3E2). Private rear gardens are provided at ground floor level to the Block 3D1 houses. All associated and ancillary site development works, hard and soft landscape, boundary treatment works, including: - Demolition of remaining existing non-residential structures (c. 420 sq.m), previously approved under DCC Reg. ref. DSDZ2242/16. New external residential courtyards and roof terrace amenity areas. New civic park located centrally within the city block (c. 2,259 sq.m) as previously permitted under DCC Reg. Ref. DSDZ3357/17. New internal east-west street and north-south (pedestrian / cycle) streets. 100 no. car parking spaces, including 94 no. spaces at basement level and 6 no. spaces at surface level. 552 no. bicycle parking spaces, including 494 no. at basement level and 58 no. at surface level. New vehicular access to the basement car park from New Wapping Street. Basement storage, service and plant areas. Provision of a bin store (c. 39.2 sq.m gfa) between Blocks 3D1 and 3D2 / 3E2. Provision of 2 no. ESB sub-stations. Public Realm works along Sheriff Street Upper, New Wapping Street and Mayor Street Upper, including revised treatment to the boundary with Northbank House Fire Tender Route previously approved under DCC Reg. Ref. DSDZ2642/16. This application relates to a proposed development within the North Lotts & Grand Canal Dock Strategic Development Scheme area.</p>			

Stage 3 and 4: Noise and Vibration					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
WEB1379/23	Dublin City Council	<p>PROTECTED STRUCTURE; The application relates to a proposed development within the North Lotts and Grand Canal Dock Strategic Development Zone Planning Scheme area. The proposed development will consist of; The demolition of existing structures on site on a phased basis which includes the red brick single storey building fronting Sir John Roge'son's Quay (nos.20 - 24), warehouse and annexes to the rear of the 3 storey original office building fronting Sir John Rogerson's Quay (25 - 27); 8 -.10 Hanover Street East, 11 & 11a and 14 Lime Street; provision of 134 no. residential units over ground to set back seventh floor level comprising 20 no. 1 bedroom apartments, 102 no. 2 bedroom apartments, and 12 no 3 bedroom apartments; Balconies on west (Lime Street) and south (Hanover St. East) elevations at all levels and also on the east elevation facing into internal courtyard at all levels; Retail/Retail Services/Offices on Hanover St. East measuring 470 sq.m; Basement to extend the full length of Lime Street and will include gym + changing facilities, a community room, 238 no. residential bicycle parking and 200 commercial bicycle parking spaces, staff facilities, storage and waste storage, residents storage space; Provision of 73 no. car parking spaces, including 54 no. spaces for residential use (to include 6 no. car club spaces) and 19 no. spaces for commercial use & plant rooms at basement level. This basement plan is an amendment proposed to supersede the basement plan of the approved adjacent commercial building as per Reg. Ref. DSDZ2252/18; Vehicular entrance to the basement from Lime Street; All other ancillary site development works, site services, a sub-station, plant at basement, boundary treatments & landscaping including a new west-east pedestrian route linking Lime St to Whitaker Square, roof garden of 185 sq.m on eastern block facing the internal courtyard, 112 no. surface level bicycle parking spaces; Ancillary signage (c. 100 sq.m). The site will be developed over two phases as follows: Phase 1: Demolition of existing warehouse excluding warehouse along Lots 3,5 and 7 on the eastern boundary. Phase 1 building works will include Lime Street block and partial build of Hanover Street East block including ground floor commercial units. Basement, landscaping, vehicular access and separate pedestrian ramp to access from Lime Street.</p>	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>

Stage 3 and 4: Noise and Vibration					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
		Phase 2: Demolition of warehouse along Lot's 3, 5 and 7. Phase 2 building works will include completion of Hanover Street East block including ground floor commercial units and Whitaker Lane Block. Landscaping work will be completed and pedestrian ramp access will be extended to link Lime Street and Whitaker Lane.			
4137/23	Dublin City Council	<p>Permission for the proposed development will consist of demolition of the existing residential property and existing derelict residential property. The construction of a residential development consisting of two blocks with a total of 79 residential apartments. Block A is located to the east of the site and includes 24 no. 2 bed apartments and 12 no. 1 bed apartments. Block B is on the west side of the site and includes 30 no 3 bed apartments; and 13 no 1 bed apartments. All apartments have private space in the form of balconies/terraces. Block A ranges from 6-8 to storeys in height and Block B is 7-8 storey in height excluding basement. The proposed development including communal amenity spaces located centrally at ground level and on the roofs of Block A and in Block B. The basement contains parking for 56 spaces including 4 no disabled spaces and motorcycle parking along with electric vehicle parking and is accessed via a new vehicle entrance and ramp from Malahide Road. New boundary treatments and communal bike stores, bin stores are proposed. A children's play area and crèche is included. Associated groundworks, landscaping, drainage including SUDS measures, lighting engineering and ancillary works necessary to facilitate the development. This application is accompanied by a Natura Impact Assessment.</p>	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>

Stage 3 and 4: Noise and Vibration					
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3159/21	Dublin City Council	Planning permission at a site (approx. 0.19 Ha) at a site which adjoins the former Columban Missionary's site and which is located at the junction of the R139 Road and Hole in the Wall Road, Donaghmede, Dublin 13. The proposed development comprises of the construction of a 7 to 13 storey building, accommodating 72 no. apartments (total GFA c. 7,550sq.m) all with private balconies / terraces as follows: 30 no. 1 bedroom apartments, 38 no. 2 bedroom apartments and 4 no. 3 bedroom apartments. All associated and ancillary site development landscaping and boundary treatment works including: demolition of existing single storey structure on site (c. 37.65 sq.m) (previously used a pump house) and existing site boundary. Formation of new pedestrian and vehicular entrance to R139 Road and new pedestrian entrance to Hole in the Wall Road. 44 no. ground level car parking spaces (of which 2 no. are accessible spaces); some of which are undercroft. 162 no. ground level cycle parking spaces (of which 2 no. are cargo bicycle spaces) some of which are undercroft. Bin storage area at ground level.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>
212412	Meath County Council	A residential development comprising 95 no. residential units, a childcare facility and associated outdoor play area, road infrastructure, all associated open space, cycle and pedestrian infrastructure, services and all other associated development on a site of c. 6.138 hectares. The 95 no. residential units proposed consist of 49 no. houses (comprising 31 no. 3 bedroom units, and 18 no. 4 bedroom units), 6 no. duplex apartments (all 3 bedroom) and 40 no. apartments (7 no. 1 bedroom units, 30 no. 2 bedroom units, and 3 no. 3 bedroom units) in 1 no. apartment building and above the proposed childcare facility. The proposed childcare facility with a GFA of 532 sq. m is located within a two storey building with apartments above. The proposed houses are 2 to 3 storeys in height and the duplex/apartment blocks are 3 to 4 storeys in height (with the apartment building including a 5 storey corner element).	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation: The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>

Stage 3 and 4: Noise and Vibration					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
LB181385	Meath County Council	Development in the townlands of Sevitsland, Betaghstown, and Ministown in Bettystown co. Meath, located west of the Narrowways road and to the south of the woodside residential development. the development will consist of construction of 98 no. housing units comprising; 44 no. two storey 3 bed semi-detached dwellings with optional attic conversion and sunroom space; 2 no. two storey 3 bed detached dwellings with optional attic conversion and sunroom space; 10 no. two storey 4 bed semi-detached dwellings with optional attic conversion and sunroom space. Two no. two storey 4 bed detached dwellings with optional attic conversion and sunroom space; 40 no apartment units in 10 no. two and a half storey maisonette blocks containing the two no. two-bed apartment units and 2 no. one-bed apartment units in each block. Permission is also sought for a 2 storey creche with 20 no. children places and ancillary carparking, an ESB Substation for the housing scheme, drainage works, water connections, provision of an access to the public road from the Narrowways Road, pedestrian links to adjoining lands, landscaping and boundary treatments and all associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>
19643	Louth County Council	SHD Stage 3: Application lodged with An Bord Pleanála for a strategic housing development at Newtown, Marsh Road (R150) and McGrath's Lane/Railway Terrace, Drogheda, Co. Louth on a site extending to c.9.68 hectares including lands under the control of Louth County Council and lands associated with the access road permitted under P.A. Ref. 17-387 for which LIHAF funding has been granted. The applicant seeks a ten-year planning permission. The development will consist of 450no. dwellings in terraced/townhouse, terraced/duplex and apartment form and in buildings ranging in height from 3-5 storeys. All houses have the option for the installation of photovoltaic/solar panels on roof slopes. The development will also provide for supporting neighbourhood and employment uses include 8no. ground floor neighbourhood units with an overall floor area of 1,277.8sq.m for uses such as shops, cafes and restaurants, a standalone office building (4-storey)(1,902.87sq.m) and a standalone crèche (3-storey)(919.8sq.m with potential capacity for c.120 children). The total non-residential floor space proposed amounts to 4,100.4sq.m.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>

Stage 3 and 4: Noise and Vibration					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
		<p>The overall quantum of public open space provided to serve the development extends to c13,349sq.m. Open space takes the form of both 'green' landscaped and hard surfaced 'civic space' form in addition to c2,556sq.m of communal space. Car parking is provided by way of 296no. on street car parking spaces and 282no. spaces at underground/undercroft level, in addition to 162 on curtilage parking spaces for the housing. 853no. bicycle spaces are proposed across the site at surface and underground/undercroft level. Vehicular access is provided from an access roadway onto the Marsh Road permitted under P.A. Ref. 17-387 for which LIHAF funding has been granted. An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared in respect of the proposed development and will be included with the application. ABP Opinion 01.10.18</p>			
308116	Louth County Council	<p>357 no. residential units (169 no. houses, 188 no. apartments), childcare facilities and associated site works.</p>	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation: The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation: The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation: Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>

Stage 3 and 4: Noise and Vibration					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
19135	Louth County Council	Permission for development on a site measuring approx. 2.5 acres. The development will consist of (i) Construction: of a single storey Community Nursing Unit (CNU) (2,258sq.m gross internal floor area) with associated external signage. The constituent elements of the new CNU comprise (a) 3 no. residential households consisting of 10 no. bedrooms per house. Each bedroom is provided with accessible en-suite facilities. Households also have assisted bathrooms, quiet rooms and support accommodation; (b) Communal entrance area with reception and shared facilities; (c) Large living/dining/kitchen areas located at centre of each household; (d) Multi-purpose room; (e) Dedicated staff hub with rest/meeting room, changing areas and associated toilets; (f) Covered ambulatory/walkway and landscaped courtyards. (ii) Site development works include revisions to existing vehicular and pedestrian arrangements to provide 8 no. universally accessible parking spaces, 64 no. standard car parking spaces and drop off zones. A separate internal road has also been proposed for servicing/deliveries to the new CNU. The proposed development also includes hard and soft landscaping (including courtyards, external site works and site attenuation) and associated site development and services works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>
22629	Louth County Council	Extension of Duration for planning ref. no. 17 387 Permission for development to consist of the construction of a total of 133 no. two storey residential dwellings in a mix of detached, semi-detached and terraced form. Vehicular access is from the Marsh Road (R150). The development also provides for all associated site development works including alterations to ground levels, internal roads, car-parking, footpaths, open space, public lighting, landscaping and boundary treatments. The application site was previously granted planning permission under ref. no. 06/52 for 260 no. residential units.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place</p>
211333	Louth County Council	permission for 68 no. dwellings consisting of 28 no. 2 storey 3 bed house type A, 21 no. 2 storey 3 bed	Construction:	Construction:	Construction:

Stage 3 and 4: Noise and Vibration					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
		house type B, 11 no. 2 storey 2 bed house type C, 2 no. 2 storey 3 bed house type D and 6 no. 2 storey 3 bed house type E in a layout of a variety of detached, semi-detached and terraces of 3, 4 or 6 dwellings with ancillary site development works, including roads, footpaths, public open space, landscaping and boundary treatments with access from the Marsh Road (R150) via a new access road previously permitted Reg. Ref. 17/387 **Significant further information including a Natura Impact Statement (NIS) received on 22/09/2022**	The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently. Operation: The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.	All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite. Operation: The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.	With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised. Operation: Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place
2360261	Louth County Council	Permission for (a) the construction of 98 no. dwellings comprising a mix of house-types including: (i) 58 no. two-storey, three-bedroom, terraced units with roof lights on rear roof slope (House Type D2); (ii) 16 no. two-storey, three-bedroom semi-detached dwellings (House Type C & C1); (iii) 8 no. two-storey, two-bedroom terraced houses (House Type E); and (iv) 16 no. two-storey, four-bedroom semi-detached houses (House Type G & G1). All dwellings will contain 2 no. on-curtilage car parking spaces; (b) Access provided via Phase 1 development which connects with Termonfeckin Road (R166); (c) The proposed development will also include the provision of cycle lanes, roads, private open space, public open space, provision of foul drainage, surface water attenuation and connection to mains water supply including pump station, ESB substation, street lighting, landscaping, boundary treatments and all ancillary site development works necessary to facilitate the development. This application relates to Phase 2 on the overall landholding. Phase 1 was recently granted under Reg. Ref. 22877. Planning permission for a residential development exists on site under Reg. Ref. 07/1791 as extended by Reg. Ref. 18/560	Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently. Operation: The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.	Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite. Operation: The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.	Construction: With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised. Operation: Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place

Stage 3 and 4: Noise and Vibration					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
3024/24	Dublin City Council	A proposed residential development of 45 aged living apartment units, designed to the requirements of Fold Housing Association, comprising two apartment blocks ranging in height from 4-6 storeys at 144 Harmonstown Road, Harmonstown, Dublin 5. The proposed development will comprise of: (a) the demolition of the existing 2 storey detached building; (b) construction of 45 apartments in 2 blocks as follows - Block A, a 4-storey building consisting of 15 one bedroom apartments with balconies to the northern elevation facing Harmonstown Road, a communal room at ground floor level, and communal roof terrace at 4th floor level; Block B, a 6-storey building consisting of 30 no. 1- bedroom apartments with balconies to the southern elevation facing the railway line; Both blocks A & B will be linked by a 6 storey communal stair and lift core with store rooms, which forms the main entrance with entrance canopy over. This stair and lift core will provide the access to the external apartment walkways at first to fifth floor levels; (c) brick wall enclosed open air bin store (d) landscaping and communal open space and boundary treatment; (e) provision of 10 car parking spaces, 3 no. mobility scooter parking spaces, and 10 no. bicycle parking spaces all at surface level; (f) plant; (g) and all ancillary site development works necessary to facilitate the development, including new vehicular access and egress from Harmonstown Road.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place.</p>
2460133	Meath County Council	The proposed development includes the removal of interim accommodation permitted under Ref. No. LB190739 and Ref. 21/2336, and the construction of a new, 1,000 no pupil post-primary school (Roll No. 68348A), which will comprise of 43 no. classrooms, with associated laboratories and specialist classrooms, Multi-Purpose Hall, a Physical Education Suite including a Physical Education Hall, and all ancillary teacher and pupil facilities with a gross floor area of c. 11,302 sqm over 3 no. storeys. The proposal includes the removal of all interim accommodation on site, arranged across 12 no. blocks, with a cumulative GFA of c.4,203sq m (previously permitted under Reg. Ref. LB190739 and Reg. Ref. 21/2336) including the removal of 1 no. interim accommodation block, constructed under exempted development (c.249 sq m).	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the project has the potential to result in cumulative effects upon nearby sensitive receptors, due to the combination of the increase in road traffic noise; and the increase in rail noise associated with the proposed development.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>The projects are expected to include noise control required by the local authorities, including planning conditions to reduce adverse impacts from operational noise sources. Therefore, noise emissions associated with nearby projects are unlikely to result in a significant cumulative effect with the Proposed Development.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development, it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>Residual cumulative effects are unlikely to result in a significant effect with appropriate noise controls in place.</p>

Stage 3 and 4: Noise and Vibration					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
		<p>The proposal also includes the demolition of a single-storey c. 190 sqm derelict building, associated with the former agricultural use of the site.</p> <p>Vehicular access to the subject site is proposed via a new priority-controlled T-junction located on the new link road to the southwest of the site, with associated tie-in works to the existing road network; 2 no. pedestrian and cyclist access points and 2 no. pedestrian only access points to the southwest boundary of the site; staff and visitor parking spaces and designated drop-off and set down facilities. The development will also include the provision of 1 no. external storage building (c.50 sqm); 1 no. bin store; bicycle and scooter parking; vehicle and bus drop off/set down areas; internal access roads; hard and soft play areas including 6 no. hard play court areas; piped infrastructure and ducting; plant and plant room; LPG Tanks Compound; electrical switch room; landscaping and boundary treatments; PV panels; EV parking facilities; external courtyards;</p> <p>disabled car parking spaces; site clearance works, comprising of the partial removal of hedgerows and a number of trees; stepped access routes; street and security lighting; signage; 2 no. attenuation tanks; surface water drainage and SUDs measures (including green roof provision); 5 no. flagpoles; piped infrastructural services and connections, hard and soft landscaping, ESB Substation, changes in level and all associated site development and excavation works above and below ground. The total site area is 5.26Ha.</p>			

1.10 Landscape and Visual

Table 1-9 Stage 3 and 4: Landscape and Visual Amenity.

Stage 3 and 4: Landscape and Visual Amenity					
Application Reference	Authority	Other development* and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
311315	An Bord Pleanála	Park development project at the Racecourse Park	<p>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 extend into the peri-urban areas between Portmarnock and Stapolin. Potential for moderate temporary / short-term cumulative construction effects in local area.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting. The operational effect of the park development is likely to be positive and the cumulative effect in combination with DART+ Coastal North will be neutral.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: Cumulative effects are predicted to be neutral.</p>
305316	An Bord Pleanála	1,030 no. apartments (352 no. residential, 678 no. Build to Rent units), 2 no. creches, 10 no. retail units and all associated site works.	<p>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, but also extend into the peri-urban areas between Portmarnock and Stapolin. Potential for moderate / significant temporary / short-term cumulative construction effects in local area.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting. However, this is in keeping with the peri-urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for localised moderate / significant temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.</p>

Stage 3 and 4: Landscape and Visual Amenity					
Application Reference	Authority	Other development* and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
ABP-313268-22	An Bord Pleanála	345 no. residential units (39 no. houses, 306 no. apartments), creche and all associated site works.	<p>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 moderate / significant temporary / short-term cumulative construction effects in local area particularly where there may be cumulative loss of trees.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting, as well as potential for cumulative loss of trees/hedgerows. Potential for localised moderate / significant long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for moderate / significant temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative moderate / significant short-term effects. Medium and long-term cumulative effects are predicted to be neutral with establishment of replacement planting.</p>
312112	An Bord Pleanála	172 no. residential units (150 no. houses, 22 no. apartments) and associated site works.	<p>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, but also extend into the peri-urban areas between Portmarnock and Stapolin. Potential for moderate temporary / short-term cumulative construction effects in local area.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting. However, this is in keeping with the peri-urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.</p>

Stage 3 and 4: Landscape and Visual Amenity					
Application Reference	Authority	Other development* and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
311059	An Bord Pleanála	1,365 no. units (346 no. houses, 1,019 no. apartments), creche and associated site works.	<p>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.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.</p>
313268	An Bord Pleanála	345 no. residential units (39 no. houses, 306 no. apartments), creche and all associated site works.	<p>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 moderate/significant temporary/short-term cumulative construction effects in local area.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting and loss of vegetation and trees. Potential for localised moderate / significant long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for moderate / significant temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative moderate / significant short-term effects. Medium and long-term cumulative effects are predicted to be neutral with establishment of mitigation planting.</p>

Stage 3 and 4: Landscape and Visual Amenity					
Application Reference	Authority	Other development* and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
313210	An Bord Pleanála	10-year planning permission for construction of 817 no. residential units (377 no. houses, 440 no. apartments), childcare facilities and associated site works.	<p>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.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.</p>
308116	An Bord Pleanála	357 no. residential units (169 no. houses, 188 no. apartments), childcare facilities and associated site works.	<p>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. The most significant are likely to be contained in the local townscape by surrounding built form, but effects may extend into rural areas to the north / east. Potential for moderate / significant temporary / short-term cumulative construction effects in local area particularly where there may be cumulative loss of trees.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting, as well as potential for cumulative loss of trees/hedgerows. Potential for localised moderate / significant long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for moderate / significant temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative moderate / significant short-term effects. Medium and long-term cumulative effects are predicted to be neutral with establishment of replacement planting.</p>

Stage 3 and 4: Landscape and Visual Amenity					
Application Reference	Authority	Other development* and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
304624	An Bord Pleanála	Greenway between Malahide Demesne and Newbridge Demesne to be known as 'Broadmeadow Way'.	<p>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 will extend along the length of the project where it runs parallel to the DART+ Coastal North project and will indirectly affect areas of the surrounding Broadmeadow Estuary. Potential for moderate temporary / short-term cumulative construction effects.</p> <p>Operation: Landscape and visual: There may be some cumulative increase in the intensity of built form in the landscape / townscape setting. However, this is likely to be minimal given the low-level interventions of the greenway. Potential for localised slight long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative slight long-term effects.</p>
301908	An Bord Pleanála	Greater Dublin Drainage Project consisting of a new wastewater treatment plant, sludge hub centre, orbital sewer, outfall pipeline and regional biosolids storage facility.	<p>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 moderate / significant temporary / short-term cumulative construction effects in local area of intersection.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for moderate / significant temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.</p>

Stage 3 and 4: Landscape and Visual Amenity					
Application Reference	Authority	Other development* and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
311095	An Bord Pleanála	Demolition of existing buildings, construction of 101 no. Build to Rent apartments and associated site works.	<p>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 moderate / significant temporary / short-term cumulative construction effects in local area.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. . Potential for localised slight long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for moderate / significant temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral with establishment of replacement planting.</p>
312131	An Bord Pleanála	Greater Dublin Drainage Project consisting of a new wastewater treatment plant, sludge hub centre, orbital sewer, outfall pipeline and regional biosolids storage facility.	<p>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 moderate / significant temporary / short-term cumulative construction effects in local area of intersection.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for moderate / significant temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.</p>

Stage 3 and 4: Landscape and Visual Amenity					
Application Reference	Authority	Other development* and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
309668	An Bord Pleanála	275 no. apartments, creche and associated site works.	<p>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.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.</p>
305319	An Bord Pleanála	500 no. apartments (235 no. residential, 265 no. build to rent), creche and all associated site works.	<p>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.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.</p>

Stage 3 and 4: Landscape and Visual Amenity					
Application Reference	Authority	Other development* and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
313177	An Bord Pleanála	1,007 no. apartments, childcare facilities and associated site works.	<p>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.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.</p>
ABP-313222-22	An Bord Pleanála	The development will consist of the construction of 1,007 no. apartments, creche and associated site works in the townland of Stapolin, Baldoyle, Dublin 13.	<p>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.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.</p>

Stage 3 and 4: Landscape and Visual Amenity					
Application Reference	Authority	Other development* and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
313182	An Bord Pleanála	BusConnects Clongriffin to City Centre Core Bus Corridor Scheme.	<p>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 slight temporary / short-term cumulative construction effects in local area.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for localised slight temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.</p>
305619	An Bord Pleanála	153 no. residential units (113 no. houses and 40 no. apartments), 3 no. retail units, cafe, restaurant, medical unit and associated site works.	<p>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.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.</p>

Stage 3 and 4: Landscape and Visual Amenity					
Application Reference	Authority	Other development* and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
SHD/012/19	An Bord Pleanála	<p>153 no. units (40 no. duplex/apartments and 113 no. houses), ranging between 2 and 4 storey in height comprising the following: 78 no. three-bed, 2 storey houses (House Type: A, B & C), 35 no. 4-bed 2 storey houses (House Type: D & F), 26 no. two-bed duplex/apartments (House Type: G,K,L,M,N & O) and 14 no. three-bed duplex/apartments (House Type: H & J); the development will also provide a 'Local Centre' consisting of 3 no. retail/café/restaurant units (c. 440 sq.m. gross floor area overall) at ground floor with apartments above, all in a building comprising 3 to 4 storeys in height. A medical unit (c. 92 sq.m gross floor area) is proposed at ground floor level at the end of the terrace of duplexes (under Unit No. 14) adjoining the boundary to Portmarnock Train Station car park fronting onto the civic plaza; Private rear gardens are proposed for all houses. Private patios/terraces and balconies are provided for all duplexes and apartment units.</p> <p>Upper-level balconies are proposed on elevations of all multi-aspect duplex and apartment buildings. And all associated and ancillary site development, infrastructural, landscaping and boundary treatment works including:- Vehicular access to serve the development will be provided from Station Road via an existing road serving St. Marnock's Bay ('The Drive') and 2 no. permitted roads serving St. Marnock's Bay ('The Avenue' & Monument View') permitted under ABP Ref. ABP-300514-17 (currently under construction); bin stores; 2 no. ESB Sub-stations; areas of public open space (c. 4,800 sq.m. in total) including the provision of a pocket park and a civic plaza adjoining the Local Centre; 315 no. car parking spaces (226 no. on-curtilage parking spaces for the housing and 89 no. surface level parking spaces serving the residential and commercial units at the Local Centre'); 64 no. bicycle parking spaces serving the residential and commercial units at the 'Local Centre' (covered bicycle storage and Sheffield Stands); all on a site of approximately 4.6 Ha. This development comprises amendments to permitted site development works at St. Marnock's Bay (Reg. Ref. F13A/0248 and ABP Ref. ABP-300514-17).</p>	<p>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.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.</p>

Stage 3 and 4: Landscape and Visual Amenity					
Application Reference	Authority	Other development* and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
306794	An Bord Pleanála	144 no. apartments and associated site works.	<p>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.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.</p>
3669/18	Dublin City Council	<p>Planning permission at a site (approx. 0.19 Ha) at a site which adjoins the former Columban Missionary's site and which is located at the junction of the R139 Road and Hole in the Wall Road, Donaghmede, Dublin 13. The proposed development comprises of the construction of a 7 to 13 storey building, accommodating 72 no. apartments (total GFA c. 7,550sq.m) all with private balconies / terraces as follows: 30 no. 1 bedroom apartments, 38 no. 2 bedroom apartments and 4 no. 3 bedroom apartments. All associated and ancillary site development landscaping and boundary treatment works including: demolition of existing single storey structure on site (c. 37.65 sq.m) (previously used a pump house) and existing site boundary. Formation of new pedestrian and vehicular entrance to R139 Road and new pedestrian entrance to Hole in the Wall Road. 44 no. ground level car parking spaces (of which 2 no. are accessible spaces); some of which are undercroft.</p> <p>162 no. ground level cycle parking spaces (of which 2 no. are cargo bicycle spaces) some of which are undercroft. Bin storage area at ground level.</p>	<p>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.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.</p>

Stage 3 and 4: Landscape and Visual Amenity					
Application Reference	Authority	Other development* and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
212412	Meath County Council	A residential development comprising 95 no. residential units, a childcare facility and associated outdoor play area, road infrastructure, all associated open space, cycle and pedestrian infrastructure, services and all other associated development on a site of c. 6.138 hectares. The 95 no. residential units proposed consist of 49 no. houses (comprising 31 no. 3 bedroom units, and 18 no. 4 bedroom units), 6 no. duplex apartments (all 3 bedroom) and 40 no. apartments (7 no. 1 bedroom units, 30 no. 2 bedroom units, and 3 no. 3 bedroom units) in 1 no. apartment building and above the proposed childcare facility. The proposed childcare facility with a GFA of 532 sq. m is located within a two storey building with apartments above. The proposed houses are 2 to 3 storeys in height and the duplex/apartment blocks are 3 to 4 storeys in height (with the apartment building including a 5 storey corner element).	<p>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 localised moderate temporary / short-term cumulative construction effects in local area.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised moderate long-term effects, particularly from loss of trees.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative moderate short-term effects. Medium and long-term cumulative effects are predicted to be neutral with establishment of planting.</p>

Stage 3 and 4: Landscape and Visual Amenity					
Application Reference	Authority	Other development* and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
LB181385	Meath County Council	Development in the townlands of sevitsland, betaghstown, and ministown in bettystown co. meath, located west of the narrowways road and to the south of the woodside residential development. the development will consist of construction of 98 no. housing units comprising; 44 no. two storey 3 bed semi-detached dwellings with optional attic conversion and sunroom space; 2 no. two storey 3 bed detached dwellings with optional attic conversion and sunroom space; 10 no. two storey 4 bed semi-detached dwellings with optional attic conversion and sunroom space. Two no. two storey 4 bed detached dwellings with optional attic conversion and sunroom space; 40 no apartment units in 10 no. two and a half storey maisonette blocks containing the two no. two-bed apartment units and 2 no. one-bed apartment units in each block. Permission is also sought for a 2 storey creche with 20 no. children places and ancillary carparking, an ESB Substation for the housing scheme, drainage works, water connections, provision of an access to the public road from the Narrowways Road, pedestrian links to adjoining lands, landscaping and boundary treatments and all associated site works.	<p>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, but may extend to the south into rural areas. Potential for localised moderate temporary / short-term cumulative construction effects in local area.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting. However, this is in keeping with the peri-urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.</p>

Stage 3 and 4: Landscape and Visual Amenity					
Application Reference	Authority	Other development* and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
19135	Louth County Council	Permission for development on a site measuring approx. 2.5 acres. The development will consist of (i) Construction: of a single storey Community Nursing Unit (CNU) (2,258sq.m gross internal floor area) with associated external signage. The constituent elements of the new CNU comprise (a) 3 no. residential households consisting of 10 no. bedrooms per house. Each bedroom is provided with accessible en-suite facilities. Households also have assisted bathrooms, quiet rooms and support accommodation; (b) Communal entrance area with reception and shared facilities; (c) Large living/dining/kitchen areas located at centre of each household; (d) Multi-purpose room; (e) Dedicated staff hub with rest/meeting room, changing areas and associated toilets; (f) Covered ambulatory/walkway and landscaped courtyards. (ii) Site development works include revisions to existing vehicular and pedestrian arrangements to provide 8 no. universally accessible parking spaces, 64 no. standard car parking spaces and drop off zones. A separate internal road has also been proposed for servicing/deliveries to the new CNU. The proposed development also includes hard and soft landscaping (including courtyards, external site works and site attenuation) and associated site development and services works.	Construction: Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight long-term effects.	Mitigation as proposed in Chapter 15 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. The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.	Construction: If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case. Operation: No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.
18610	Louth County Council	SHD: STAGE 2 - Pre-Application request - The proposed SHD will consist of 456 no. dwellings in terraced/townhouse, terraced/duplex, and apartment form and in buildings ranging in height from 2-5 storeys. The site has a density of 61.6 dwellings per hectare. Supporting employment uses include 8no. ground floor commercial units with an overall floor area of 1,278sq.m for uses such as shops, cafes and restaurants, an office building and creche. The total commercial floor space proposed amounts to 4,100.4sq.m. The proposed development also includes alterations to site levels, open space areas, landscaping and boundary treatments including the construction of retaining walls and all site development works. The overall quantum of open space provided extends to 1.06 hectares. Open space takes the form of 3 separate amenity areas across the site in both 'green' landscaped and hard surfaced 'civic space' form. Approx. 779 no. car parking spaces are proposed to serve the development.	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 may extend over the peri-urban / rural area to the north-east of Drogheda MacBride. Potential for moderate / significant temporary / short-term cumulative construction effects in local area. Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting, as well as potential for cumulative loss of trees/hedgerows. Potential for localised moderate / significant long-term effects.	Mitigation as proposed in Chapter 15 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. The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.	Construction: If construction periods overlap / are successive, there remains potential for moderate / significant temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case. Operation: No significant cumulative effects expected. There remains potential for localised negative moderate / significant short-term effects. Medium and long-term cumulative effects are predicted to be neutral with establishment of replacement planting.

Stage 3 and 4: Landscape and Visual Amenity					
Application Reference	Authority	Other development* and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
19643	Louth County Council	<p>SHD Stage 3: Application lodged with An Bord Pleanála for a strategic housing development at Newtown, Marsh Road (R150) and McGrath's Lane/Railway Terrace, Drogheda, Co. Louth on a site extending to c.9.68 hectares including lands under the control of Louth County Council and lands associated with the access road permitted under P.A. Ref. 17-387 for which LIHAF funding has been granted. The applicant seeks a ten-year planning permission.</p> <p>The development will consist of 450no. dwellings in terraced/ townhouse, terraced/duplex and apartment form and in buildings ranging in height from 3-5 storeys. All houses have the option for the installation of photovoltaic/solar panels on roof slopes. The development will also provide for supporting neighbourhood and employment uses include 8no. ground floor neighbourhood units with an overall floor area of 1,277.8sq.m for uses such as shops, cafes and restaurants, a standalone office building (4-storey) (1,902.87sq.m) and a standalone crèche (3-storey)(919.8sq.m with potential capacity for c.120 children). The total non-residential floor space proposed amounts to 4,100.4sq.m. The overall quantum of public open space provided to serve the development extends to c13,349sq.m. Open space takes the form of both 'green' landscaped and hard surfaced 'civic space' form in addition to c2,556sq.m of communal space. Car parking is provided by way of 296no. on street car parking spaces and 282no. spaces at underground/undercroft level, in addition to 162 on curtilage parking spaces for the housing. 853no. bicycle spaces are proposed across the site at surface and underground/ undercroft level. Vehicular access is provided from an access roadway onto the Marsh Road permitted under P.A. Ref. 17-387 for which LIHAF funding has been granted.</p> <p>An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared in respect of the proposed development and will be included with the application. ABP Opinion 01.10.18</p>	<p>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 may extend over the peri-urban / rural area to the north-east of Drogheda MacBride. Potential for moderate / significant temporary / short-term cumulative construction effects in local area.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting, as well as potential for cumulative loss of trees/hedgerows. Potential for localised moderate / significant long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for moderate / significant temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative moderate / significant short-term effects. Medium and long-term cumulative effects are predicted to be neutral with establishment of replacement planting.</p>

Stage 3 and 4: Landscape and Visual Amenity					
Application Reference	Authority	Other development* and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
211333	Louth County Council	Permission for 68 no. dwellings consisting of 28 no. 2 storey 3 bed house type A, 21 no. 2 storey 3 bed house type B, 11 no. 2 storey 2 bed house type C, 2 no. 2 storey 3 bed house type D and 6 no. 2 storey 3 bed house type E in a layout of a variety of detached, semi-detached and terraces of 3, 4 or 6 dwellings with ancillary site development works, including roads, footpaths, public open space, landscaping and boundary treatments with access from the Marsh Road (R150) via a new access road previously permitted Reg. Ref. 17/387 **Significant further information including a Natura Impact Statement (NIS) received on 22/09/2022**	<p>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 may extend over the peri-urban / rural area to the north-east of Drogheda MacBride. Potential for moderate / significant temporary / short-term cumulative construction effects in local area.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting, as well as potential for cumulative loss of trees/hedgerows. Potential for localised moderate / significant long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for moderate / significant temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative moderate / significant short-term effects. Medium and long-term cumulative effects are predicted to be neutral with establishment of replacement planting.</p>
22629	Louth County Council	Extension of Duration for planning ref. no. 17 387 Permission for development to consist of the construction of a total of 133 no. two storey residential dwellings in a mix of detached, semi-detached and terraced form. Vehicular access is from the Marsh Road (R150). The development also provides for all associated site development works including alterations to ground levels, internal roads, car-parking, footpaths, open space, public lighting, landscaping and boundary treatments. The application site was previously granted planning permission under ref. no. 06/52 for 260 no. residential units.	<p>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 may extend over the peri-urban / rural area to the north-east of Drogheda MacBride. Potential for moderate / significant temporary / short-term cumulative construction effects in local area.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting, as well as potential for cumulative loss of trees/hedgerows. Potential for localised moderate / significant long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for moderate / significant temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative moderate / significant short-term effects. Medium and long-term cumulative effects are predicted to be neutral with establishment of replacement planting.</p>

Stage 3 and 4: Landscape and Visual Amenity					
Application Reference	Authority	Other development* and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
21258	Louth County Council	<p>SHD Stage 3 Application has been lodged to An Bord Pleanála (Stage 2 Ref. 19/560) 275 no. apartments accommodated in 4no. buildings ranging in height from 5 to 12 storeys 219 no. of the apartments are 2 bed and 56 no. are 1 bed. apartment blocks are provided with bicycle and bin stores at ground floor level. Block A is 8 storeys and will comprise 59 no. apartments, with 2 no.retail/café/restaurant units (c. 292 sq.m Gross Floor Area at ground floor level. Block B is 8 storeys and will comprise 63 no. apartments. Block C comprises two elements that are 8 and 12 storeys and will comprise 98 no. apartments, with a residential management area (c. 355 sq.m GFA) at ground floor level. Block D is 5 storeys and will comprise 55 no. apartments, with Childcare Facility (c. 300 sq.m GFA) and outdoor play area at ground floor level.</p> <p>All apartments are provided with balconies or outdoor private areas. 94 no. car parking spaces are provided for residential, childcare, commercial, visitor/drop-off and GoCar/Car Sharing (2 no. spaces). This includes 84 no. parking spaces at surface level and 10 no. spaces at third floor level within the multi-storey car park serving Scotch Hall centre. 301 no. bicycle parking spaces are provided in total, consisting of 90 no. spaces at surface level and 211 no. spaces in dedicated secure facilities in the apartment blocks. Primary vehicular and pedestrian access is provided from the existing access road to the west of the site.</p> <p>New public pedestrian and bicycle access is provided from the existing waterfront promenade and from Marsh Road. Marsh Road will also be used for occasional vehicular access to existing warehouse units adjacent to the southern site boundary. All ancillary site development works, including boundary treatments, demolition of structures on site, provision of cycleway along waterfront, upgrades to pedestrian access along Poorhouse Lane, site infrastructure, utilities, services and plant. Public open space of c. 1,998 sq.m is provided, including a new public square and waterfront promenade. communal amenity space of c. 2,154 sq.m is provided at surface level and in the form of external roof terraces on Blocks C and D. The development consists of the carrying out of works on a site containing 2 no. Protected Structures: a Limestone Marker (RPS DB-366) and an Arched Road Bridge (RPS DB-367).</p>	<p>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.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.</p>

Stage 3 and 4: Landscape and Visual Amenity					
Application Reference	Authority	Other development* and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
		A Natura Impact Statement accompanies this application. The application may also be inspected online at www.scotchhallshd.com			
LRD0010/S3	Fingal County Council	<p>The development will consist of:</p> <ul style="list-style-type: none"> - 33 no. houses (28 no. 3 bedroom and 5 no. 4 bedroom) House Types A, B, E and F (2 storey) House Types C and D (2.5 storey) in a mixture of semidetached, detached and terraced units; - 95 no. apartments (in a part 3/part 4 storey building with Blocks A, B and C located over a basement) consisting of 31 no. 1 bedroom apartments, 62 no. 2 bedroom apartments and 2 no. 3 bedroom apartments and includes an ancillary gym as a separate structure within the courtyard (for residents 84.3 sq.m); - 16 no. duplex apartments in 2 no. 3 storey blocks consisting of 6 no. 1 bedroom simplex, 8 no. 2 bedroom duplex and 2 no. 3 bedroom duplex units; (all apartments and duplex apartments to have terrace or balconies); - Open space comprising c. 2.89 hectares (which includes 1.24 hectares class 1 open space), 2 no. playing pitches to the south of Ballygossan Park, communal and private open space, and pedestrian path along western boundary to the north, ancillary children's play areas, as well as provision of 2 ESB substations; - The proposal includes the provision of 214 no. car parking spaces 100 no. spaces located at basement level under the apartment block and 114 no. spaces located at surface level) and 292 bicycle spaces (122 no. spaces located in the basement of the apartment block and 170 no. spaces located at surface level). - Provision of a creche (3 storeys) c. 355.4 sq. m to replace the creche permitted under Register Reference F11A/0309 & An Bord Pleanála Reference PL06F.240639, as extended by Register Reference F11A/0309/E1; - Access to the site will be from Ballygossan Park and Golf Links Road with temporary construction access from a haul road south of the existing junction of Golf Links Road and Ballygossan Park, and a second haul road to the south; 	<p>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 moderate / significant temporary / short-term cumulative construction effects in local area.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting and loss of vegetation and trees. Potential for localised moderate long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for moderate / significant temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative moderate short-term effects. Medium and long-term cumulative effects are predicted to be neutral with establishment of mitigation planting.</p>

Stage 3 and 4: Landscape and Visual Amenity					
Application Reference	Authority	Other development* and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
		<ul style="list-style-type: none"> - Provision of landscaping and infrastructure (surface water, foul and water supply) to facilitate the development of the application lands and lands to the south including "Regional Drainage Facility" (RDF) for the surface water management of the Hackettstown residential lands; - Planting & Landscaping of open space areas, including provision of footpaths and viewing point and diversion and undergrounding of existing overhead power lines, where required; - The proposal includes associated siting, boundary changes, boundary treatment and site lighting, all associated landscaping and drainage works [including attenuation], planting and boundary treatments, including regrading/re-profiling of site where required; 			
LRD0016/S3	Fingal County Council	<p>The proposed development seeks to amend SHD permitted under ABP Reg. Ref. 311016 resulting in an overall reduction of 97 no. units from 1,221 (as permitted) to 1,124 no. units (as proposed) within GA3 lands. The proposed amendments consist of:</p> <ul style="list-style-type: none"> • Block G1 – reduction in height from 10-4 no. storey building (as permitted) to 7-4 no. storey building. • Block G2 – reduction in height from 10-4 no. storey building (as permitted) to 7-4 no. storey building. • Block G3 – reduction in height from 15-7 no. storey building (as permitted) to 10-6 no. storey building. • Block G5 – reduction in height from 10-4 no. storey building (as permitted) to 7-4 no. storey building. • Block E1 – reduction in height from 8-5 no. storey building (as permitted) to 7-5 no. storey building. <p>Façade and building form enhancements are also proposed. This results in an overall 830 no. units within the application site. All other elements of the GA3 lands remain as permitted under SHD ABP Reg. Ref. 311016.</p>	<p>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 moderate / significant temporary / short-term cumulative construction effects in local area.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. . Potential for localised slight long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for moderate / significant temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.</p>

Stage 3 and 4: Landscape and Visual Amenity					
Application Reference	Authority	Other development* and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
LRD0015/S3	Fingal County Council	<p>The proposed development seeks to amend permitted SHD under ABP Reg. Ref. 310418 resulting in an overall reduction of 55 no. units from 882 (as permitted) to 827 no. units (as proposed) within GA1 lands. The proposed amendments consist of:</p> <p>*Reduction in building height of Block A1 from an 8-6 no. storey building (as permitted) to a 7-6 no. storey building</p> <p>*Reduction in building height of Block D1 from an 9-6 no. storey building (as permitted) to a 7-6 no. storey building</p> <p>*Reduction in building height of Block D2 from an 8-6 no. storey building (as permitted) to a 7-6 no. storey building</p> <p>*Reduction in building height of Block D3 from an 15-5 no. storey building (as permitted) to a 10-5 no. storey building</p> <p>Facade and building form enhancements are also proposed. This results in an overall 341 no. units within the application site. All other elements of the GA1 lands remain as permitted under SHD ABP Reg. Ref. 310418</p>	<p>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 moderate / significant temporary / short-term cumulative construction effects in local area.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. . Potential for localised slight long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for moderate / significant temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.</p>
F20A/0204	Fingal County Council	<p>Development will consist of 55 no residential units, 3 no. retail units, public open spaces, upgrades to the public road, reconstruction of the existing car park serving Smyths Bridge House (a Protected Structure), upgrade of the existing entrance onto Main Street, internal access roads, water services including a pumping station, surface water attenuation tank and detention basin, public lighting, 1 no. ESB substation and utilities.</p>	<p>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.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.</p>

Stage 3 and 4: Landscape and Visual Amenity					
Application Reference	Authority	Other development* and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
LRD0007/S3	Fingal County Council	<p>A Large-scale Residential Development (LRD) for lands at Baldoyle (formerly known as The Coast), Dublin 13. The site is bounded to the north by undeveloped lands, to the east by residential development of Red Arches Drive, to the south by residential development of Red Arches Road and to the west by undeveloped land, with the Dublin-Belfast railway line further beyond.</p> <p>The proposed development will consist of amendments to Block B as permitted under FCC Reg. Ref. F16A/0412 (ABP Reg. Ref. PL06F.248970) and amended under FCC Reg. Ref. F20A/0258, F21A/0046 and F22A/0017.</p> <p>The proposed amendments will consist of:</p> <ul style="list-style-type: none"> - The reconfiguration of permitted units omitting 28 no. apartments as permitted under F16A/0412 (as amended) and the addition of 26 no. houses resulting in the provision of 88 no. apartments (3-5 storey) and 54 no. houses (2-3 storey). This results in an overall total of 142 no. units, an overall reduction of 2 no. units on that permitted; - The reconfiguration of the internal road layout as permitted under F16A/0412 (as amended); - The removal of permitted basement below Blocks B1 and B2 and the provision of 170 no. car parking spaces and 262 no. cycle spaces at ground floor and surface; and -The development of a linear park along Longfield Road. 	<p>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.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.</p>

Stage 3 and 4: Landscape and Visual Amenity					
Application Reference	Authority	Other development* and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
LRD0008/S3	Fingal County Council	The proposed development comprises of a 10-year permission for a Large-Scale Housing Development at Ballymastone, Donabate, Co. Dublin. The proposed development consist of 432 no. residential units comprising 93 no. apartment units (42 no. one bed units, 41 no. two-bed units and 10 no. three-bed units), 126 no. duplex units (2 to 3 storeys, 10 no. one-bed units, 55 no. two-bed units and 61 no. three-bed units) and 213 no. houses (75 no. two-bed units, 130 no. three-bed units and 8 no. four-bed units) ranging in height from two to six storeys.	<p>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.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.</p>
F21A/0280	Fingal County Council	The construction of 99 houses comprising of 78 No. 2 storey semi-detached 3 bed houses (Type H), 3 No. 2 storey detached 3 bed houses (Type Hd) and 18 No. 2 storey semi-detached 4 bed houses (Type L), all on part of serviced lands, previous permissions Reg Ref F04A/0191 and F07A/1693/E2 on site Nos. 27-87 incl Castleland Park Avenue, 1-8 incl. Castleland Park Court, 1-14 incl. Castleland Park Walk, 1-8 incl. Castleland Park Lawn and 1-11 incl. Castleland Park Grove, in lieu of 102 No. 2 storey houses (Resulting in a reduction of 3 no. houses).	<p>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 minimal for the townscape area, due to enclosing effect of surrounding built form but views from rural areas to the south will be more expansive, taking in a wider cumulative impact. Potential for localised moderate temporary / short-term cumulative construction effects in local area.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting. However, this is in keeping with the context of ongoing peri-urban development and no significant cumulative effects are expected. Potential for slight long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.</p>

Stage 3 and 4: Landscape and Visual Amenity					
Application Reference	Authority	Other development* and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
LRD0006/S3	Fingal County Council	Dean Swift Property Holdings Unlimited Company, intend to apply for a ten-year planning permission for a Large-Scale Residential Development (LRD) on lands located off Flemington Lane, Balbriggan, Co. Dublin. The application site comprises an area of 22.62 ha, and is located to the south of Flemington Lane, to the east of Clonard Road (also known as Bridgefoot Road) (L1130 Local Road), to the west of Hamlet Lane and to the north and west of the Taylor Hill residential development. The subject site also includes a section of the existing Boulevard Road (also known as Taylor Hill Boulevard) and a section of the junction between Boulevard Road (also known as Taylor Hill Boulevard) and Naul Road (R122 Regional Road) to the south.	<p>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 minimal for the townscape area, due to enclosing effect of surrounding built form but views from rural areas to the north will be more expansive, taking in a wider cumulative impact. Potential for localised moderate temporary / short-term cumulative construction effects in local area.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting. However, this is in keeping with the context of ongoing peri-urban development and no significant cumulative effects are expected. Potential for slight long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral as mitigation planting establishes.</p>
PARTXI/006/20	Fingal County Council	The Bremore Regional Park Development Project, including The Balbriggan Sports and Recreational Hub, Central Zone Open Spaces, new Coastal Park, all ancillary infrastructure and Park Boundaries at Bremore Regional Park, Balbriggan, Co. Dublin.	<p>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 moderate temporary / short-term cumulative construction effects in local area.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting. The operational effect of the park development is likely to be positive and the cumulative effect in combination with DART+ Coastal North will be neutral.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of any replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: Cumulative effects are predicted to be neutral.</p>

Stage 3 and 4: Landscape and Visual Amenity					
Application Reference	Authority	Other development* and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
PARTXI/003/22	Fingal County Council	Proposed Public Realm Redevelopment & Associated Works including Open spaces, Car parking, Roads, Pedestrian footpaths and a section of the Bracken River at Quay St & Environs, Balbriggan, Co. Dublin.	<p>Construction: Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be contained within the urban area by surrounding built form, but with some effects extending out along the seafront. Potential for moderate temporary / short-term cumulative construction effects in local area.</p> <p>Operation: Landscape and visual: The operational effect of the urban realm redevelopment is likely to be positive and the cumulative effect in combination with DART+ Coastal North will be neutral. There is potential for DART+ Coastal North to impact on this project if it is constructed prior to the Construction: Phase.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of any replacement / additional planting and reinstatement of the urban realm will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: Cumulative effects are predicted to be neutral.</p>
PARTXI/004/19	Fingal County Council	Proposed construction of a new pedestrian and cycle bridge over the Dublin-Belfast Railway Line 220 metres south of Donabate Train Station.	<p>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 localised moderate temporary / short-term cumulative construction effects in local area.</p> <p>Operation: Landscape and visual: there may be some cumulative increase in the intensity of built form in the landscape / townscape setting but no significant cumulative effects are expected. Potential for localised slight long-term effects.</p>	<p>Mitigation as proposed in Chapter 15 of EIAR may aid in reducing cumulative effects and protecting retained features of value.</p> <p>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.</p> <p>The provision Operational Phase mitigation, particularly the provision of replacement / additional tree planting will likely reduce cumulative effects over time.</p>	<p>Construction: If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the landscape / townscape. Effects would be imperceptible if this is not the case.</p> <p>Operation: No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.</p>

Stage 3 and 4: Landscape and Visual Amenity					
Application Reference	Authority	Other development* and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
3024/24	Dublin City Council	A proposed residential development of 45 aged living apartment units, designed to the requirements of Fold Housing Association, comprising two apartment blocks ranging in height from 4-6 storeys at 144 Harmonstown Road, Harmonstown, Dublin 5. The proposed development will comprise of: (a) the demolition of the existing 2 storey detached building; (b) construction of 45 apartments in 2 blocks as follows - Block A, a 4-storey building consisting of 15 one bedroom apartments with balconies to the northern elevation facing Harmonstown Road, a communal room at ground floor level, and communal roof terrace at 4 th floor level; Block B, a 6-storey building consisting of 30 no. 1- bedroom apartments with balconies to the southern elevation facing the railway line; Both blocks A & B will be linked by a 6 storey communal stair and lift core with store rooms, which forms the main entrance with entrance canopy over. This stair and lift core will provide the access to the external apartment walkways at first to fifth floor levels; (c) brick wall enclosed open air bin store (d) landscaping and communal open space and boundary treatment; (e) provision of 10 car parking spaces, 3 no. mobility scooter parking spaces, and 10 no. bicycle parking spaces all at surface level; (f) plant; (g) and all ancillary site development works necessary to facilitate the development, including new vehicular access and egress from Harmonstown Road.	There are negligible changes to the section of railway in the vicinity of this development and therefore there will be no perceivable cumulative effects in combination with this development.	None required	No perceivable cumulative effects predicted.

Stage 3 and 4: Landscape and Visual Amenity					
Application Reference	Authority	Other development* and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
2460133	Meath County Council	<p>The proposed development includes the removal of interim accommodation permitted under Ref. No. LB190739 and Ref. 21/2336, and the construction of a new, 1,000 no pupil post-primary school (Roll No. 68348A), which will comprise of 43 no. classrooms, with associated laboratories and specialist classrooms, Multi-Purpose Hall, a Physical Education Suite including a Physical Education Hall, and all ancillary teacher and pupil facilities with a gross floor area of c. 11,302 sqm over 3 no. storeys. The proposal includes the removal of all interim accommodation on site, arranged across 12 no. blocks, with a cumulative GFA of c.4,203sq m (previously permitted under Reg. Ref. LB190739 and Reg. Ref. 21/2336) including the removal of 1 no. interim accommodation block, constructed under exempted development (c.249 sq m). The proposal also includes the demolition of a single-storey c. 190 sqm derelict building, associated with the former agricultural use of the site.</p> <p>Vehicular access to the subject site is proposed via a new priority-controlled T-junction located on the new link road to the southwest of the site, with associated tie-in works to the existing road network; 2 no. pedestrian and cyclist access points and 2 no. pedestrian only access points to the southwest boundary of the site; staff and visitor parking spaces and designated drop-off and set down facilities.</p> <p>The development will also include the provision of 1 no. external storage building (c.50 sqm); 1 no. bin store; bicycle and scooter parking; vehicle and bus drop off/set down areas; internal access roads; hard and soft play areas including 6 no. hard play court areas; piped infrastructure and ducting; plant and plant room; LPG Tanks Compound; electrical switch room; landscaping and boundary treatments; PV panels; EV parking facilities; external courtyards; disabled car parking spaces; site clearance works, comprising of the partial removal of hedgerows and a number of trees; stepped access routes; street and security lighting; signage; 2 no. attenuation tanks; surface water drainage and SUDs measures (including green roof provision); 5 no. flagpoles; piped infrastructural services and connections, hard and soft landscaping, ESB Substation, changes in level and all associated site development and excavation works above and below ground. The total site area is 5.26Ha."</p>	<p>Construction:</p> <p>If the construction phases of both DART + Coastal North and this project occurs simultaneously, adverse cumulative effects are predicted to arise. The presence of the Colpe Road works and 238ion compounds within the vicinity is likely to result in cumulative effects on landscape character. Due to the short term nature of these effects and the minimal intervisibility effects are not considered to be slight at most.</p> <p>Operation:</p> <p>The permanent DART+ Coastal changes in the vicinity will be located within the cutting of the railway and no perceivable cumulative effects are expected.</p>	<p>Construction:</p> <p>Mitigation measures set out in the Landscape & Visual Chapter of the DART+ Coastal North Project's EIAR and the CEMP will be implemented.</p> <p>Operation:</p> <p>No mitigation or monitoring required.</p>	<p>Construction:</p> <p>Due to the short term nature of these effects and the minimal intervisibility effects are considered to be slight at most.</p> <p>Operation:</p> <p>No perceivable cumulative effects are predicted.</p>

1.11 Material Assets: Agricultural

Table 1-10 Stage 3 and 4: MA Agriculture.

Stage 3 and 4: MA Agriculture					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
ABP-313268-22	An Bord Pleanála	345 no. residential units (39 no. houses, 306 no. apartments), creche and all associated site works.	The effect of the proposed housing development is significant adverse because the land take is permanent and 100% of the area of the land parcel. Therefore, the cumulative effect is significant adverse.	Standard mitigation during the Construction: Phase - maintain access to the land and follow best practice protocols for the stripping of top soil and the re-instatement of the land.	Significant adverse
311059	An Bord Pleanála	1,365 no. units (346 no. houses, 1,019 no. apartments), creche and associated site works.	The effect of the proposed housing development is significant adverse because the land take is 100% of the area of the land parcel. However there is no effect from the DART development at this location therefore a cumulative effect does not arise	Not mitigation required	Not significant
313210	An Bord Pleanála	10-year planning permission for construction of 817 no. residential units (377 no. houses, 440 no. apartments), childcare facilities and associated site works.	The effect of the proposed housing development is significant adverse where the land take is nearly 100% of the area of land parcel Ref No 37 (see Appendix A16.1 and Figure 16.1) and moderate adverse where the land take is 50% of the area of land parcel Ref No 38. The effect of the DART at this location is not significant on both land parcels.	Standard mitigation during the construction phase - maintain access to the land and follow best practice protocols for the stripping of top soil and the re-instatement of the land.	Significant adverse on land parcel on west side of railway line and moderate adverse on land parcel on east side of railway line.
18610	Louth County Council	SHD: STAGE 2 - Pre-Application request - The proposed SHD will consist of 456 no. dwellings in terraced/townhouse, terraced/duplex, and apartment form and in buildings ranging in height from 2-5 storeys. The site has a density of 61.6 dwellings per hectare. Supporting employment uses include 8no. ground floor commercial units with an overall floor area of 1,278sq.m for uses such as shops, cafes and restaurants, an office building and creche. The total commercial floor space proposed amounts to 4,100.4sq.m. The proposed development also includes alterations to site levels, open space areas, landscaping and boundary treatments including the construction of retaining walls and all site development works. The overall quantum of open space provided extends to 1.06 hectares. Open space takes the form of 3 separate amenity areas across the site in both 'green' landscaped and hard surfaced 'civic space' form. Approx. 779 no. car parking spaces are proposed to serve the development.	The effect of the proposed housing development is significant adverse because the land take is approximately 60% of the area of the land parcel Ref No 62 (see Appendix A16.1 and Figure 16.1). Therefore the cumulative effect is significant adverse.	Standard mitigation during the construction phase - maintain access to the land and follow best practice protocols for the stripping of top soil and the re-instatement of the land.	Significant adverse effect

Stage 3 and 4: MA Agriculture					
19643	Louth County Council	<p>SHD Stage 3: Application lodged with An Bord Pleanála for a strategic housing development at Newtown, Marsh Road (R150) and McGrath's Lane/Railway Terrace, Drogheda, Co. Louth on a site extending to c.9.68 hectares including lands under the control of Louth County Council and lands associated with the access road permitted under P.A. Ref. 17-387 for which LIHAF funding has been granted. The applicant seeks a ten-year planning permission. The development will consist of 450no. dwellings in terraced/townhouse, terraced/duplex and apartment form and in buildings ranging in height from 3-5 storeys. All houses have the option for the installation of photovoltaic/solar panels on roof slopes. The development will also provide for supporting neighbourhood and employment uses include 8no. ground floor neighbourhood units with an overall floor area of 1,277.8sq.m for uses such as shops, cafes and restaurants, a standalone office building (4-storey)(1,902.87sq.m) and a standalone crèche (3-storey)(919.8sq.m with potential capacity for c.120 children). The total non-residential floor space proposed amounts to 4,100.4sq.m. The overall quantum of public open space provided to serve the development extends to c13,349sq.m. Open space takes the form of both 'green' landscaped and hard surfaced 'civic space' form in addition to c2,556sq.m of communal space. Car parking is provided by way of 296no. on street car parking spaces and 282no. spaces at underground/undercroft level, in addition to 162 on curtilage parking spaces for the housing. 853no. bicycle spaces are proposed across the site at surface and underground/undercroft level. Vehicular access is provided from an access roadway onto the Marsh Road permitted under P.A. Ref. 17-387 for which LIHAF funding has been granted.</p> <p>An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared in respect of the proposed development and will be included with the application. ABP Opinion 01.10.18</p>	<p>The effect of the proposed housing development is significant adverse because the land take is 100% of the area of the land parcel Ref No 62 (see Appendix A16.1 and Figure 16.1). Therefore the cumulative effect is significant adverse.</p>	<p>Standard mitigation during the construction phase - maintain access to the land and follow best practice protocols for the stripping of top soil and the re-instatement of the land.</p>	Significant adverse
304624	An Bord Pleanála	<p>Greenway between Malahide Demesne and Newbridge Demesne to be known as 'Broadmeadow Way'.</p>	<p>This greenway has a slight adverse effect on a beef land parcel on the west side of the railway line but this land parcel is not in the study area for DART.</p>	None required	Not significant

Stage 3 and 4: MA Agriculture					
LB181385	Meath County Council	Development in the townlands of sevitsland, betaghstown, and ministown in bettystown co. meath, located west of the narrowways road and to the south of the woodside residential development. the development will consist of construction of 98 no. housing units comprising; 44 no. two storey 3 bed semi-detached dwellings with optional attic conversion and sunroom space; 2 no. two storey 3 bed detached dwellings with optional attic conversion and sunroom space; 10 no. two storey 4 bed semi-detached dwellings with optional attic conversion and sunroom space. Two no. two storey 4 bed detached dwellings with optional attic conversion and sunroom space; 40 no apartment units in 10 no. two and a half storey maisonette blocks containing the two no. two-bed apartment units and 2 no. one-bed apartment units in each block. Permission is also sought for a 2 storey creche with 20 no. children places and ancillary carparking, an ESB Substation for the housing scheme, drainage works, water connections, provision of an access to the public road from the Narrowways Road, pedestrian links to adjoining lands, landscaping and boundary treatments and all associated site works.	The effect of the proposed housing development is significant adverse because the land take is 100% of the area of the land parcel - which is low sensitivity. The effect of the DART development is not significant on this land parcel. Therefore the cumulative effect is significant adverse.	Standard mitigation during the construction phase - maintain access to the land and follow best practice protocols for the stripping of top soil and the re-instatement of the land.	Significant adverse
318458	South Dublin County Council	Demolition of existing 1-3 storey industrial/commercial structures and small cafe. Construction: of 123 residential units arranged in 2 no. blocks, commercial floor space located at ground floor level and all associated site development works.	There are no agricultural receptors at the site of this development and therefore No potential cumulative effects on Agriculture	None	Imperceptible/not significant
318829	Dun Laoghaire-Rathdown County Council	Construction: of 138 no. residential apartment units and commercial and retail units at ground floor level and all associated site works. All application documentation and information is available for public viewing at the following website set up by the applicant: www.glenagearygateIrd.ie .	There are no agricultural receptors at the site of this development and therefore No potential cumulative effects on Agriculture	None	Imperceptible/not significant

Stage 3 and 4: MA Agriculture					
318952	Dun Laoghaire-Rathdown County Council	Large scale residential development (LRD): Construction: of 200 residential units along with creche, gym and all associated site works. Details of the current application are available on: www.lisieuxpark-lrd3.ie	There are no agricultural receptors at the site of this development and therefore No potential cumulative effects on Agriculture	None	Imperceptible/not significant
318573	Meath County Council	A proposed Road Development comprising of the N2 Slane By-Pass and Public Realm Enhancement Scheme	The proposed road development will affect 25 landowners and the landtake will be 36 hectares. The proposed road project will be approximately 13.5km from the nearest agricultural land parcel affected by the DART project. The level of landtake (36ha) is not significant at a county level (being less than 0.05% of the land area of County Meath) and therefore will not result in a significant impact in combination with DART.	None	Imperceptible/not significant
318758	Louth County Council	Proposed public realm improvement works known as the 'Westgate 2040 Project'	There are no agricultural receptors at the site of this development and therefore No potential cumulative effects on Agriculture	None	Imperceptible/not significant
3024/24	Dublin City Council	A proposed residential development of 45 aged living apartment units, designed to the requirements of Fold Housing Association, comprising two apartment blocks ranging in height from 4-6 storeys at 144 Harmonstown Road, Harmonstown, Dublin 5. The proposed development will comprise of: (a) the demolition of the existing 2 storey detached building; (b) construction of 45 apartments in 2 blocks as follows - Block A, a 4-storey building consisting of 15 one bedroom apartments with balconies to the northern elevation facing Harmonstown Road, a communal room at ground floor level, and communal roof terrace at 4 th floor level; Block B, a 6-storey building consisting of 30 no. 1- bedroom apartments with balconies to the southern elevation facing the railway line; Both blocks A & B will be linked by a 6 storey communal stair and lift core with store rooms, which forms the main entrance with entrance canopy over. This stair and lift core will provide the access to the external apartment walkways at first to fifth floor levels; (c) brick wall enclosed open air bin store (d) landscaping and communal open space and boundary treatment; (e) provision of 10 car parking spaces, 3 no. mobility scooter parking spaces, and 10 no. bicycle parking spaces all at surface level; (f) plant; (g) and all ancillary site development works necessary to facilitate the development, including new vehicular access and egress from Harmonstown Road.	There are no agricultural receptors at the site of this development and therefore no potential cumulative effects on Agriculture	None	Imperceptible/not significant

Stage 3 and 4: MA Agriculture					
2460133	Meath County Council	<p>The proposed development includes the removal of interim accommodation permitted under Ref. No. LB190739 and Ref. 21/2336, and the construction of a new, 1,000 no pupil post-primary school (Roll No. 68348A), which will comprise of 43 no. classrooms, with associated laboratories and specialist classrooms, Multi-Purpose Hall, a Physical Education Suite including a Physical Education Hall, and all ancillary teacher and pupil facilities with a gross floor area of c. 11,302 sqm over 3 no. storeys. The proposal includes the removal of all interim accommodation on site, arranged across 12 no. blocks, with a cumulative GFA of c.4,203sq m (previously permitted under Reg. Ref. LB190739 and Reg. Ref. 21/2336) including the removal of 1 no. interim accommodation block, constructed under exempted development (c.249 sq m). The proposal also includes the demolition of a single-storey c. 190 sqm derelict building, associated with the former agricultural use of the site.</p> <p>Vehicular access to the subject site is proposed via a new priority-controlled T-junction located on the new link road to the southwest of the site, with associated tie-in works to the existing road network; 2 no. pedestrian and cyclist access points and 2 no. pedestrian only access points to the southwest boundary of the site; staff and visitor parking spaces and designated drop-off and set down facilities. The development will also include the provision of 1 no. external storage building (c.50 sqm); 1 no. bin store; bicycle and scooter parking; vehicle and bus drop off/set down areas; internal access roads; hard and soft play areas including 6 no. hard play court areas; piped infrastructure and ducting; plant and plant room; LPG Tanks Compound; electrical switch room; landscaping and boundary treatments; PV panels; EV parking facilities; external courtyards; disabled car parking spaces; site clearance works, comprising of the partial removal of hedgerows and a number of trees; stepped access routes; street and security lighting; signage; 2 no. attenuation tanks; surface water drainage and SUDs measures (including green roof provision); 5 no. flagpoles; piped infrastructural services and connections, hard and soft landscaping, ESB Substation, changes in level and all associated site development and excavation works above and below ground. The total site area is 5.26Ha.</p>	<p>The proposed development will take an additional approximately 4 ha of agricultural land in Land parcel Ref No 62 which is a low sensitivity Grassland / meadow land parcel.</p> <p>Construction: Should the construction phases of these developments overlap there could potentially be a negative cumulative effect due to disturbance caused by construction noise and traffic. However the construction impacts on the retained land parcel from either project will not be significant.</p> <p>Operation: The impact from DART is not significant. The impact from 2460133 is significant adverse.</p>	None	Significant adverse

Stage 3 and 4: MA Agriculture					
LRD6050/24-S3	Dublin City Council	<p>PERMISSION The proposed development will consist of: The demolition of the existing 4 no. warehouse structures to provide for the construction of a 373 bed Purpose-built Student Accommodation development, a ground floor café, and all ancillary site development works. The proposed development will be provided in 2 no. apartment blocks ranging in height from 3-5 storeys over basement and a single terrace of own door studio units, including 43 no. apartments ranging in size from 4-6 bedrooms (250 no. bed spaces), 123 no. studio apartments all served by bicycle parking in a dedicated bike store, bin store, plant rooms, outdoor amenity spaces and internal student amenity facilities, ESB substation, rooftop mounted plant and PV panels. The primary access to the proposed development will be provided from Prussia Street to the east. The proposed development also provides for the alterations of section of the western boundary wall to provide for fencing and a gate to facilitate a maintenance access for Dublin City Council from Drumalee Court.</p>	There are no agricultural receptors at the site of this development and therefore No potential cumulative effects on Agriculture	None	Imperceptible/not significant
GSDZ4543/23	Dublin City Council	<p>Planning permission for the development of an office and mixed-use scheme at a site located within the Grangegorman Strategic Development Zone (SDZ) at Grangegorman, Dublin 7. The specific site of the proposed development is located to the east of the SDZ. The site is bounded by Broadstone (Protected Structure Ref. 2029) and the Luas line to the north/east, Dublin Bus Depot (Protected Structure Ref. 2029) to the south/east and TU Dublin East Quad and Printmaking Workshop and the 'Clock Tower' (Protected Structure Ref. 3288) to the west.</p> <p>The proposed development consists of the demolition of the existing on-site buildings and structures and site clearance for the construction of 2 no. blocks of development (Blocks A and B) of 51,955 sq.m over a single basement.</p> <p>The proposed development will include the following:</p> <ul style="list-style-type: none"> • Block A of 30,156 sq.m above ground which ranges in height from 8-12 storeys. The ground floor of Block A will include a lobby, retail/ café uses, community space, office space, storage and bicycle store (14 no. bicycle spaces), post and delivery areas, waste storage and associated building operations facilities including a substation and switch rooms. The upper floors are to be used as 	There are no agricultural receptors at the site of this development and therefore No potential cumulative effects on Agriculture	None	Imperceptible/not significant

Stage 3 and 4: MA Agriculture					
		<p>offices with ancillary areas including canteens and baristas.</p> <ul style="list-style-type: none"> • Block B of 21,799sq.m above ground which ranges in height from 8-12 storeys. The ground floor of Block B will include a lobby, canteen, retail/café use, delivery area and associated building operations facilities including a substation and switch rooms. The upper floors are to be used as offices with ancillary areas including canteens and baristas. • Each office block includes green and blue roofs with amenity terraces located at the 8th and 10th floors. There are PV panels and plant proposed at roof level. • Each block will have building signage. • A total of 51 no. car parking spaces (incl. 3 no. disabled access spaces & 25 no. EV spaces) and 17 no. motorbike spaces are located at basement level with vehicular access via a ramp to the south of Block B. Vehicular access to the development is proposed from Broadstone/ Constitution Hill. • A total of 564 no. bicycle parking spaces and 36 no. electric scooter charging stands are located at ground and basement levels with bicycle access from ground floor level. • The basement level will also include a gym and wellness suite, storage and waste areas and associated buildings plant and utilities. • The proposed development includes the partial delivery of 'St Brendan's Way' and 'Serpentine Walk' within the planning application area. The development includes c. 8,052 sq.m of public open space featuring hard and soft landscaping areas, pedestrian and cycle links, 50 no. external bicycle parking spaces, tree planting, and public lighting. • The proposal includes all ancillary works and services necessary to facilitate the construction and operation of the proposed development including tying into permitted infrastructure within the SDZ. • There are no works proposed to any Protected Structure. 			

Stage 3 and 4: MA Agriculture					
GSDZ4861/23	Dublin City Council	<p>PROTECTED STRUCTURE: PERMISSION: For a 10-year planning permission for development at a site within the overall Grangegorman Strategic Development Zone (SDZ) of c.28.69ha at Grangegorman, Dublin 7. There are several Protected Structures within the Grangegorman SDZ. The location of the proposed development comprises of a c.0.574ha (c.5,740sq.m.) site in the northwest of the Grangegorman SDZ: north of the playing fields; south of the Phoenix Care Centre; east of the Energy Centre Phase 1; and west of the Top House or North House' (Protected Structure RPS No. 3282). The development (referred to as the 'West Quad') will consist of the construction of a 2-6 storey building over a partial basement with an overall height of c.57.525m OD and a total gross floor area of c.20,728sq.m to accommodate educational facilities. Facilities will include: lecture theatres; teaching learning / research rooms and spaces; IT labs; meeting rooms; an exam / conferring/events hall; viewing gallery; staff offices; communal spaces; a café and ancillary facilities and services (including toilets, service areas, bicycle stores, plant rooms etc.). A public walkway at ground floor level will pass through the building envelope to connect St. Brendan's Way to Ivy Avenue,</p> <p>Link bridges from second floor level and above will connect over this walkway. A central courtyard (c.302sq.m) will be provided at first floor level and a roof terrace will be provided at the southern end of the 2 storey element (c.523sq.m). The roof will also include lift overruns, heat pumps, PV panels and an enclosed plant area. The proposed development will also provide: 512 no. bicycle parking spaces (including 404 no. basement bicycle parking spaces); 3 no. accessible car parking spaces; landscaping; and all site services and site development works.</p>	There are no agricultural receptors at the site of this development and therefore No potential cumulative effects on Agriculture	None	Imperceptible/not significant

Stage 3 and 4: MA Agriculture					
PWSDZ3062/24	Dublin City Council	<p>Pembroke Beach DAC intends to apply for permission for development for the construction of a 6 storey structure to accommodate a multi-functional Community Hub and an Innovation Hub (12,556 sqm GFA) (referred to as Block P, accommodating community, innovation (office), leisure, cultural, artistic, café, educational and library uses) on a site of 15.06 hectares (identified as 'Glass Bottle') including lands known as the Former Irish Glass Bottle & Fabrizia Sites, Poolbeg West, Dublin 4, focussed primarily, but not exclusively, on a net site area of 0.4523 hectares in the Poolbeg West Strategic Development Zone (SDZ) Planning Scheme (April 2019). The overall site is bounded to the north-west by Sean Moore Road, to the north-east by South Bank Road, to the south-east by Dublin Port lands and Dublin Bay, and to the south-west by Sean Moore Park. The Block P structure is bounded to the north-west by the permitted Blocks O and M, to the north-east by the school site, to the south-east by the permitted Village Green and to the south-west by Clanna Gael Fontenoy CLG. The overall site subsumes the 4.3 hectare site of the Infrastructure Permission ('Parent Permission') (Reg. Ref. PWSDZ3270/19) for which Dublin City Council issued a Notification of Final Decision (10-year permission) on 28 January 2020. The infrastructure Permission</p> <p>(Reg. Ref. PWSDZ3270/19) permits: streets, transportation, water services and utilities infrastructure; public realm and public amenity spaces (including the Village Green and a Dog Park); and temporary landscaping of a school site, all to facilitate Phase 1 development as provided for under the approved Poolbeg West SDZ Planning Scheme. The proposed Block P development will consist of: - Amendment of Permission Register Reference PWSDZ3270/19 in those areas where the net site of 0.4523 hectares overlaps with the boundaries of the earlier 4.3 hectare Infrastructure Permission (Reg. Ref. PWSDZ3270/19) to facilitate amendments to materials, urban tree locations and landscaping, and to facilitate the change in levels between the western edge of the permitted Village Green and the proposed Block P together with public realm and public amenity space; - Amendment of Permission Register Reference PWSDZ3207/21 at the permitted local street (side street) identified as Holbrook Street where the net site area of 0.4523 hectares overlaps with the boundaries of the earlier 4.46 hectares' focussed site area of the Phase 1 Permission (Reg. Ref. PWSDZ3207/21) to facilitate the provision of on-</p>	There are no agricultural receptors at the site of this development and therefore No potential cumulative effects on Agriculture	None	Imperceptible/not significant

Stage 3 and 4: MA Agriculture					
		<p>street bicycle parking; and - the construction of a multi-functional Community Hub and an Innovation Hub (12,556 sqm GFA) comprising a single 6-storey Block (with set-backs at Levels 3, 4 and 5 including set-back accessible roof terraces at 5th floor level, roof amenity space (including an enclosed basketball court) and roof level plant) to provide: community and educational uses (2,863 sqm GFA); a Community/Innovation Centre (including café) (1,785 sqm GFA), cultural uses (678 sqm GFA) including (20 No. Artists' Studios (13 No. individual Artists' Studios and 7 No.-equivalent Shared Artists' Studio/Exhibition Space)); Innovation Hub (office) (7,058 sqm GFA) (including bike storage and changing facilities); and ancillary back-of-house spaces/facilities (172 sq m) including ESB substation and associated MV switchroom, tenant landlord switchroom, transformer room and telecom room; and bin stores). The proposed Block P development will also consist of the: - Provision of 5 No. new on-street car parking spaces (incl. 2 No. Accessible car parking spaces) and 1 No. on-street loading/taxi bay; and - Provision of 219 No. bicycle parking spaces (147 No. long-stay standard bicycle parking spaces located at the Innovation Hub Bike Store; 70 No. short-stay standard bicycle parking spaces located on-street at surface level; and 2 No. cargo bicycle parking spaces located at surface level). Access and servicing of the proposed Block P development will be by way of the permitted Local Street (Side Street) identified on the emerging Masterplan as "Holbrook Street" (as included in the Permitted Phase 1 (Reg. Ref. PWSDZ3207/21) and Phase 1B (Reg. Ref. PWSDZ3406/22) Schemes) and by the Coastal Link to be delivered as part of this development between Holbrook Street and the Village Green (permitted under the 'Parent Permission' (Reg. Ref. PWSDZ3270/19). The proposed development will also consist of the provision of: hard and soft landscaping incl. Coastal Link Planting, and roof terraces; publicly-accessible roof amenity space; a mural on the south-east elevation; pedestrian and cycle links; boundary treatments; tree removal and tree planting; interim site hoarding; public lighting; green and blue roofs; piped site wide services; and all ancillary works and services necessary to facilitate construction and operation. This application will be accompanied by a Natural Impact Statement (NIS).</p>			

Stage 3 and 4: MA Agriculture					
PARTXI/005/23	Fingal County Council	Park improvement works	There are no agricultural receptors at the site of this development and therefore No potential cumulative effects on Agriculture	None	Imperceptible/not significant
PARTXI/004/23	Fingal County Council	Proposed development of a public car park at Bremore Castle	There are no agricultural receptors at the site of this development and therefore No potential cumulative effects on Agriculture	None	Imperceptible/not significant
PARTXI/006/23	Fingal County Council	Proposed playground on public open space at Laurel Lodge, castleknock Road	There are no agricultural receptors at the site of this development and therefore No potential cumulative effects on Agriculture	None	Imperceptible/not significant
PARTX/0026Sub01	Dublin City Council	The development will consist of the construction of a residential scheme of 543 no. apartments on an overall site of 3.26 ha.	There are no agricultural receptors at the site of this development and therefore No potential cumulative effects on Agriculture	None	Imperceptible/not significant
PARTX/0017Sub10	Dublin City Council	Strategic Infrastructure Development- Construction: of a proposed integrated National Paediatric Hospital Project	There are no agricultural receptors at the site of this development and therefore No potential cumulative effects on Agriculture	None	Imperceptible/not significant

1.12 Material Assets: Utilities

Table 1-11 Stage 3 and 4: MA Utilities

Stage 3 and 4: MA Utilities					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
ABP-313268-22	An Bord Pleanála	345 no. residential units (39 no. houses, 306 no. apartments), creche and all associated site works.	Construction: Potential for Cumulative effects on Material Assets – Utilities during the Construction: Phase if there is an overlap in works. Operation: No residual impacts	Construction: Mitigation measures from the Material Assets Chapters from the respective EIARs will be implemented to reduce the cumulative effects to utilities. Operation: N/A	Construction: Negative, slight and short term effects. Operation: No significant cumulative effects expected.
ABP-308478-20	An Bord Pleanála	The development will consist of: 344 no. residential units (39 no. houses, 305 no. apartments), creche and associated site works. Hacketstown, in the townland of Milverton, to the east of the Golf Links Road, Skerries, Co. Dublin.	Construction: Potential for Cumulative effects on Material Assets – Utilities during the Construction: Phase if there is an overlap in works. Operation: No residual impacts	Construction: Mitigation measures from the Material Assets Chapters from the respective EIARs will be implemented to reduce the cumulative effects to utilities. Operation: N/A	Construction: Negative, slight and short term effects. Operation: No significant cumulative effects expected.
311059	An Bord Pleanála	1,365 no. units (346 no. houses, 1,019 no. apartments), creche and associated site works.	Construction: Potential for Cumulative effects on Material Assets – Utilities during the Construction: Phase if there is an overlap in works. Operation: No residual impacts	Construction: Mitigation measures from the Material Assets Chapters from the respective EIARs will be implemented to reduce the cumulative effects to utilities. Operation: N/A	Construction: Negative, slight and short term effects. Operation: No significant cumulative effects expected.
313268	An Bord Pleanála	345 no. residential units (39 no. houses, 306 no. apartments), creche and all associated site works.	Construction: Potential for Cumulative effects on Material Assets – Utilities during the Construction: Phase if there is an overlap in works. Operation: No residual impacts	Construction: Mitigation measures from the Material Assets Chapters from the respective EIARs will be implemented to reduce the cumulative effects to utilities. Operation: N/A	Construction: Negative, slight and short term effects. Operation: No significant cumulative effects expected.
313210	An Bord Pleanála	10-year planning permission for construction of 817 no. residential units (377 no. houses, 440 no. apartments), childcare facilities and associated site works.	Construction: Potential for Cumulative effects on Material Assets – Utilities during the Construction: Phase if there is an overlap in works. Operation: No residual impacts	Construction: Mitigation measures from the Material Assets Chapters from the respective EIARs will be implemented to reduce the cumulative effects to utilities. Operation: N/A	Construction: Negative, slight and short term effects. Operation: No significant cumulative effects expected.

Stage 3 and 4: MA Utilities					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
308116	An Bord Pleanála	357 no. residential units (169 no. houses, 188 no. apartments), childcare facilities and associated site works.	Construction: Potential for Cumulative effects on Material Assets – Utilities during the Construction: Phase if there is an overlap in works. Operation: No residual impacts	Construction: Mitigation measures from the Material Assets Chapters from the respective EIARs will be implemented to reduce the cumulative effects to utilities. Operation: N/A	Construction: Negative, slight and short term effects. Operation: No significant cumulative effects expected.
PARTXI/004/19	Fingal County Council	Proposed construction of a new pedestrian and cycle bridge over the Dublin-Belfast Railway Line 220 metres south of Donabate Train Station.	Construction: Potential for Cumulative effects on Material Assets – Utilities during the Construction: Phase if there is an overlap in works. Operation: No residual impacts	Construction: Mitigation measures from the Material Assets Chapters from the respective EIARs will be implemented to reduce the cumulative effects to utilities. Operation: N/A	Construction: Negative, slight and short-term effects. Operation: No significant cumulative effects expected.
LRD0017/S3	Fingal County Council	Construction: of 1,020 no. new residential dwellings on the Main Residential Development Site comprising: • 70 no. one-bed apartments (including 51 no. sheltered housing units), 64 no. two-bed apartments and 1 no. three-bed apartment arranged in 7 no. blocks. Apartment Blocks 1 to 6 range in height from 4 to 5 storeys and include balconies/terraces on all elevations. The Sheltered Housing Block is 3 stores in height and has balconies/terraces on all elevations. 30 no. two-bed and 9 no. three-bed, 2-storey apartments are proposed in terraced format throughout the scheme (Apartment M Type); 63 no. one-bed apartments, 119 no. two bed apartments and 174 no. three-bed apartments are proposed, arranged in duplex and triplex format in terraces and corner blocks, ranging in height from 2 to 4 storeys; and 38 no. two-bed houses, 300 no. three-bed houses, 141 no. four-bed houses and 11 no. five-bed houses (ranging in height from 2 to 3 storeys). 2. Provision of 2 no. childcare facilities (total GFapproximately 1,243 sq.m) in stand-alone, 2 storey buildings, with capacity for in the order of 237 no. children. 3. Provision of 3 no. retail units (total GFA approximately 342 sq.m), 2 no. café units (total GFA approximately 188 sq.m), a community use unit (approximately 91 sq.m) and a medical centre (approximately 200sq.m GFA) at the proposed local	Construction: Potential for Cumulative effects on Material Assets – Utilities during the Construction: Phase if there is an overlap in works. Operation: No residual impacts	Construction: Mitigation measures from the Material Assets Chapters from the respective EIARs will be implemented to reduce the cumulative effects to utilities. Operation: N/A	Construction: Negative, slight and short-term effects. Operation: No significant cumulative effects expected.

Stage 3 and 4: MA Utilities					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
		<p>centre area (located at ground floor level of Apartment Blocks 1, 2, 3 and 5).</p> <p>4. A total of 902 no. car parking spaces are proposed (comprising 852 no. residential spaces; 11 no. childcare facility spaces (drop off only), 39 no. on-street visitor parking spaces (including 4 no. car-share spaces and 10 school drop off spaces), together with a total of 3,013 bicycle parking spaces (comprising 2,554 no. long stay spaces and 459 no. short stay spaces).</p> <p>5. A series of public parks, open spaces, pocket parks and communal open spaces are proposed throughout the Main Residential Development Site.</p> <p>6. Provision of the Corballis Nature Park (approximately 13.0ha) on lands to the south of the Donabate Distributor Road (DDR) to provide multifunctional natural amenity area including a cycle and pedestrian connection from the DDR to Corballis Cottages Road and Sustainable Drainage Systems (SuDS) features to serve the wider Corballis lands.</p> <p>7. Vehicular access to the Main Development Site will be via two existing junctions from the DDR to the south and a new vehicular entrance to the north-east at New Road. The proposed development also provides for the extension of the existing footpath incorporating a cycleway by approximately 215m from The Strand to the proposed new entrance on New Road to the west, and 85 m of footpath incorporating 73 m of cycleway to the east of the new entrance on New Road, along the southern side of New Road, together with all associated works.</p> <p>8. Modifications to Phase 1, permitted under FCC Reg. Ref. F20A/0204 (ABP-308446-20), to facilitate vehicular access to car parking associated with permitted Block 4 (34 no. units) via the proposed LRD Scheme together with all associated amendments to the Phase 1 layout, including minor reconfiguration of permitted Block 4 car parking spaces, and omission of vehicular access to Block 4 via the shared cycle street as originally permitted under FCC Reg. Ref. F20A/0204 (ABP-308446-20). Pedestrian and cycle connectivity will be facilitated between the proposed LRD Scheme and permitted Phase 1.</p>			

Stage 3 and 4: MA Utilities					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
		<p>9. Proposed development facilitates future potential pedestrian, cycle and vehicular links to existing and proposed adjoining developments including a connection to the proposed Nature Park via an existing pedestrian crossing on the DDR, and the approved Broadmeadow Way proposal (ABP Ref. ABP-304624-19) (via the Nature Park).</p> <p>10. All enabling and site development works, landscaping, boundary treatments, lighting, services and connections, including connection to permitted wastewater pumping station (FCC Reg. Ref. F19A/0472), omission/decommissioning of temporary pumping station and detention basin permitted under FCC Reg. Ref. F20A/0204 (ABP-308446-20), waste management, ESB substations, and all other ancillary works above and below ground on a site of approximately 41.9 ha.</p>			
F20A/0204	Fingal County Council	Development will consist of 55 no residential units, 3 no. retail units, public open spaces, upgrades to the public road, reconstruction of the existing car park serving Smyths Bridge House (a Protected Structure), upgrade of the existing entrance onto Main Street, internal access roads, water services including a pumping station, surface water attenuation tank and detention basin, public lighting, 1 no. ESB substation and utilities.	<p>Construction: Potential for Cumulative effects on Material Assets – Utilities during the Construction: Phase if there is an overlap in works.</p> <p>Operation: No residual impacts</p>	<p>Construction: Mitigation measures from the Material Assets Chapters from the respective EIARs will be implemented to reduce the cumulative effects to utilities.</p> <p>Operation: N/A</p>	<p>Construction: Negative, slight and short term effects.</p> <p>Operation: No significant cumulative effects expected.</p>
310418	Fingal County Council	Alterations of previously permitted Fingal County Council Register Reference number F16A/0412 (An Bord Pleanála Reference Number PL06F.248970) as amended by F20A/0258 and F221A0046) for 882 no. residential units (135 no. houses and 747 no. apartments), creche and associated site works. Amended application, refer to LRD0015/S3.	<p>Construction: Potential for Cumulative effects on Material Assets – Utilities during the Construction: Phase if there is an overlap in works.</p> <p>Operation: No residual impacts</p>	<p>Construction: Mitigation measures from the Material Assets Chapters from the respective EIARs will be implemented to reduce the cumulative effects to utilities.</p> <p>Operation: N/A</p>	<p>Construction: Negative, slight and short-term effects.</p> <p>Operation: No residual Effects</p>

1.13 Material Assets: Resource and Waste

Table 1-12 Stage 3 and 4: MA: Resource and Waste

Stage 3 and 4: Resource and Waste					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
307652	An Bord Pleanála	Construction: of the Boyne Greenway, pedestrian and cycleway linking Drogheda Town in Co. Louth to Mornington Village in Co. Meath	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>
307444	An Bord Pleanála	Construction: of 657 no. apartments, creche and associated site works.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>
305319	An Bord Pleanála	500 no. apartments (235 no. residential, 265 no. build to rent), creche and all associated site works.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>

Stage 3 and 4: Resource and Waste					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
310860	An Bord Pleanála	1,614 no. Build to Rent apartments, and associated site works.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>
304363	An Bord Pleanála	Demolition of existing structures, construction of mixed-use development to include 554 no. apartments, commercial/enterprise space, creche and associated site works.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from demolition, excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>
304346	An Bord Pleanála	Demolition of existing buildings, construction of 495 no. Build to Rent apartments, creche, cafe, gym and associated site works.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from demolition, excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>

Stage 3 and 4: Resource and Waste					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
305676	An Bord Pleanála	Demolition of 4 no. structures, construction 741 no. build to rent apartments, retail space and associated site works.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from demolition, excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>
313125	An Bord Pleanála	Demolition of existing buildings, construction of 593 no. student bedspaces and associated site works.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from demolition, excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>
310327	An Bord Pleanála	1,047 no. residential units (23 no. houses and 1,024 no. apartments), creche and associated site works.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>

Stage 3 and 4: Resource and Waste					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
307656	An Bord Pleanála	725 no. apartments, creche and associated site works.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>
304710	An Bord Pleanála	Demolition of existing structures, construction of mixed-use development to include 554 no. apartments, commercial/enterprise space, creche and associated site works.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from demolition, excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>
308827	An Bord Pleanála	Demolition of all the structures on the site, 702 no. Build to Rent residential units, creche and associated site works.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from demolition, excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>

Stage 3 and 4: Resource and Waste					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
312003	An Bord Pleanála	Removal of existing substructures (basement) on site and a 7-year permission for the construction of 730 no. apartments, creche and associated site works.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from demolition, excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>
305219	An Bord Pleanála	548 no. residential units (464 no. apartments, 84 no. shared accommodation) and associated site works.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>
305316	An Bord Pleanála	1,030 no. apartments (352 no. residential, 678 no. Build to Rent units), 2 no. creches, 10 no. retail units and all associated site works.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>

Stage 3 and 4: Resource and Waste					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
313177	An Bord Pleanála	1,007 no. apartments, childcare facilities and associated site works.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>
306102	An Bord Pleanála	Demolition of structures on site, construction of 512 no. apartments, childcare facility and associated site works.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from demolition, excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>
ABP-313222-22	An Bord Pleanála	The development will consist of the construction of 1,007 no. apartments, creche and associated site works in the townland of Stapolin, Baldoyle, Dublin 13.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>

Stage 3 and 4: Resource and Waste					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
SHD/009/19	An Bord Pleanála	Demolition of all structures on site (c8,162sq.m. GFA) and excavation of a basement. The proposed development comprises of the provision of a mixed use development of residential/retail/restaurant/cafe uses and a creche in 4 no. blocks (A to D), over part basement Blocks A, B, C and D with a height up to a maximum of seven storeys of apartments over lower ground floor and basement car parking levels (a total of eight storeys over basement level).. The residential component will consist of 512 no. residential units. The proposed development includes the provision of two vehicular entrances on to the Howth Road, excavation of basement to provide for car parking, plant, waste storage and ancillary use. Additional car parking spaces shall be provided at lower ground floor level. A total of 439 no. car parking spaces and 1,335 no. bicycle parking spaces, including 49 no. bicycle spaces to cater for the retail units and creche shall be provided.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from demolition, excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>
ABP-308475-20	An Bord Pleanála	The proposed Strategic Housing Development comprises of a total of 582 no. residential units (comprising of 444 no. houses and 138 no. apartments), childcare facilities and all other associated site works. Lands off Flemington Lane, Balbriggan, Co. Dublin.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>
ABP-309599-21	An Bord Pleanála	The proposed development consists of 1007 no. apartments, childcare facility and associated site works. Townland of Stapolin-Baldoyle, Coast Road, Baldoyle, Dublin 13.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>

Stage 3 and 4: Resource and Waste					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
313331	An Bord Pleanála	645 no. apartments, creche and associated site works.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>
313494	An Bord Pleanála	10-year permission for the construction of 2,527 no. residential units (473 no. houses, 2054 no. apartments), creche and associated site works.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>
311059	An Bord Pleanála	1,365 no. units (346 no. houses, 1,019 no. apartments), creche and associated site works.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>

Stage 3 and 4: Resource and Waste					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
313337	An Bord Pleanála	7-year permission for the construction of 621 no. residential units (118 no. houses, 503 no. apartments), creche and associated site works.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>
313362	An Bord Pleanála	650 no. residential units (265 no. houses, 385 no. apartments) creche and associated site works.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>
310350	An Bord Pleanála	590 no. apartments, a creche and all associated site works.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>

Stage 3 and 4: Resource and Waste					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
313210	An Bord Pleanála	10-year planning permission for construction of 817 no. residential units (377 no. houses, 440 no. apartments), childcare facilities and associated site works.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>
312271	An Bord Pleanála	Demolition of an existing shed, construction of 548 no. residential units (401 no. houses, 147 no. apartments), 2 no. creches and associated site works.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from demolition, excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>
314942	An Bord Pleanála	BusConnects Lucan to City Centre Core Bus Corridor Scheme.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from demolition, excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>

Stage 3 and 4: Resource and Waste					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
316828	An Bord Pleanála	Tallaght/Clondalkin to City Centre BusConnect Core Bus Corridor Scheme.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from demolition, excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>
314056	An Bord Pleanála	Liffey Valley to City Centre Core Bus Corridor Scheme.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from demolition, excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>
316272	An Bord Pleanála	Bus Connects Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from demolition, excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>

Stage 3 and 4: Resource and Waste					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
313182	An Bord Pleanála	BusConnects Clongriffin to City Centre Core Bus Corridor Scheme.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from demolition, excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>
313509	An Bord Pleanála	BusConnects Belfield/Blackrock to City Centre Core Bus Corridor Scheme.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from demolition, excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>
313892	An Bord Pleanála	Bus Connects Blanchardstown to City Centre Core Bus Corridor Scheme.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from demolition, excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>

Stage 3 and 4: Resource and Waste					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
314610	An Bord Pleanála	BusConnects Ballymun/Finglas to City Centre Core Bus Corridor Scheme.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from demolition, excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible..</p>
304624	An Bord Pleanála	Greenway between Malahide Demesne and Newbridge Demesne to be known as 'Broadmeadow Way'.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>
314724	An Bord Pleanála	Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022].	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from demolition, excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>

Stage 3 and 4: Resource and Waste					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
303687	An Bord Pleanála	Provision of a double circuit 110kV underground transmission line between the Belcamp 220kV and 110kV substation and the Darndale 110kV substation covering a distance of approximately two kilometres.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>
312131	An Bord Pleanála	Greater Dublin Drainage Project consisting of a new wastewater treatment plant, sludge hub centre, orbital sewer, outfall pipeline and regional biosolids storage facility.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>
LRD0016/S3	Fingal County Council	The proposed development seeks to amend SHD permitted under ABP Reg. Ref. 311016 resulting in an overall reduction of 97 no. units from 1,221 (as permitted) to 1,124 no. units (as proposed) within GA3 lands. The proposed amendments consist of: • Block G1 – reduction in height from 10-4 no. storey building (as permitted) to 7-4 no. storey building. • Block G2 – reduction in height from 10-4 no. storey building (as permitted) to 7-4 no. storey building. • Block G3 – reduction in height from 15-7 no. storey building (as permitted) to 10-6 no. storey building. • Block G5 – reduction in height from 10-4 no. storey building (as permitted) to 7-4 no. storey building. • Block E1 – reduction in height from 8-5 no. storey building (as permitted) to 7-5 no. storey building. Façade and building form enhancements are also proposed. This results in an overall 830 no. units within the application site. All other elements of the GA3 lands remain as permitted under SHD ABP Reg. Ref. 311016.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>

Stage 3 and 4: Resource and Waste					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
PARTXI/004/19	Fingal County Council	Proposed construction of a new pedestrian and cycle bridge over the Dublin-Belfast Railway Line 220 metres south of Donabate Train Station.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>
PARTXI/006/20	Fingal County Council	The Bremore Regional Park Development Project, including The Balbriggan Sports and Recreational Hub, Central Zone Open Spaces, new Coastal Park, all ancillary infrastructure and Park Boundaries at Bremore Regional Park, Balbriggan, Co. Dublin.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>
LRD0030/S3	Fingal County Council	The proposed development comprises the retention of the existing expanded basement area (increased by c. 373 sq.m) beneath the consented apartment buildings, within the otherwise consented resident within the otherwise consented residential development scheme under ABP-305991-19. The expanded basement area accommodates 75no. remote residential storage units, ancillary louvred ventilation grille, minor encroachment to the communal open space area above, and is accessed via the existing, permitted basement car park. This application for Retention Permission for amendments to approved Strategic Housing Development (ABP. Ref. 305991-19), is a Large-scale Residential Development as defined under Section 2 of the Planning & Development Act 2000, as amended. This Large-Scale Residential Development (LRD) application and may also be inspected online at the following website set up by the applicant: www.seamountmalahideshdbasementrevision.com .	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>

Stage 3 and 4: Resource and Waste					
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LRD0017/S3	Fingal County Council	<p>1. Construction: of 1,020 no. new residential dwellings on the Main Residential Development Site comprising:</p> <ul style="list-style-type: none"> • 70 no. one-bed apartments (including 51 no. sheltered housing units), 64 no. two-bed apartments and 1 no. three-bed apartment arranged in 7 no. blocks. Apartment Blocks 1 to 6 range in height from 4 to 5 storeys and include balconies/terraces on all elevations. The Sheltered Housing Block is 3 storeys in height and has balconies/terraces on all elevations. ? 30 no. two-bed and 9 no. three-bed, 2-storey apartments are proposed in terraced format throughout the scheme (Apartment M Type); ? 63 no. one-bed apartments, 119 no. two bed apartments and 174 no. three-bed apartments are proposed, arranged in duplex and triplex format in terraces and corner blocks, ranging in height from 2 to 4 storeys; and ? 38 no. two-bed houses, 300 no. three-bed houses, 141 no. four-bed houses and 11 no. five-bed houses (ranging in height from 2 to 3 storeys). <p>2. Provision of 2 no. childcare facilities (total GF approximately 1,243 sq.m) in stand-alone, 2 storey buildings, with capacity for in the order of 237 no. children.</p> <p>3. Provision of 3 no. retail units (total GFA approximately 342 sq.m), 2 no. café units (total GFA approximately 188 sq.m), a community use unit (approximately 91 sq.m) and a medical centre (approximately 200sq.m GFA) at the proposed local centre area (located at ground floor level of Apartment Blocks 1, 2, 3 and 5).</p> <p>4. A total of 902 no. car parking spaces are proposed (comprising 852 no. residential spaces; 11 no. childcare facility spaces (drop off only), 39 no. on-street visitor parking spaces (including 4 no. car-share spaces and 10 school drop off spaces), together with a total of 3,013 bicycle parking spaces (comprising 2,554 no. long stay spaces and 459 no. short stay spaces).</p> <p>5. A series of public parks, open spaces, pocket parks and communal open spaces are proposed throughout the Main Residential Development Site.</p> <p>6. Provision of the Corballis Nature Park (approximately 13.0ha) on lands to the south of the Donabate Distributor Road (DDR) to provide multifunctional natural amenity area including a cycle and pedestrian connection from the DDR to Corballis Cottages Road and Sustainable Drainage Systems (SuDS) features to serve the wider Corballis lands.</p>	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART +Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>

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		<p>7. Vehicular access to the Main Development Site will be via two existing junctions from the DDR to the south and a new vehicular entrance to the north-east at New Road. The proposed development also provides for the extension of the existing footpath incorporating a cycleway by approximately 215m from The Strand to the proposed new entrance on New Road to the west, and 85 m of footpath incorporating 73 m of cycleway to the east of the new entrance on New Road, along the southern side of New Road, together with all associated works.</p> <p>8. Modifications to Phase 1, permitted under FCC Reg. Ref. F20A/0204 (ABP-308446-20), to facilitate vehicular access to car parking associated with permitted Block 4 (34 no. units) via the proposed LRD Scheme together with all associated amendments to the Phase 1 layout, including minor reconfiguration of permitted Block 4 car parking spaces, and omission of vehicular access to Block 4 via the shared cycle street as originally permitted under FCC Reg. Ref. F20A/0204 (ABP-308446-20).</p> <p>Pedestrian and cycle connectivity will be facilitated between the proposed LRD Scheme and permitted Phase 1.</p> <p>9. Proposed development facilitates future potential pedestrian, cycle and vehicular links to existing and proposed adjoining developments including a connection to the proposed Nature Park via an existing pedestrian crossing on the DDR, and the approved Broadmeadow Way proposal (ABP Ref. ABP-304624-19) (via the Nature Park).</p> <p>10. All enabling and site development works, landscaping, boundary treatments, lighting, services and connections, including connection to permitted wastewater pumping station (FCC Reg. Ref. F19A/0472), omission/decommissioning of temporary pumping station and detention basin permitted under FCC Reg. Ref. F20A/0204 (ABP-308446-20), waste management, ESB substations, and all other ancillary works above and below ground on a site of approximately 41.9 ha.</p> <p>11. A 10-year permission is sought.</p>			

Stage 3 and 4: Resource and Waste					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
LRD0006/S3	Fingal County Council	Dean Swift Property Holdings Unlimited Company, intend to apply for a ten-year planning permission for a Large-Scale Residential Development (LRD) on lands located off Flemington Lane, Balbriggan, Co. Dublin. The application site comprises an area of 22.62 ha, and is located to the south of Flemington Lane, to the east of Clonard Road (also known as Bridgefoot Road) (L1130 Local Road), to the west of Hamlet Lane and to the north and west of the Taylor Hill residential development. The subject site also includes a section of the existing Boulevard Road (also known as Taylor Hill Boulevard) and a section of the junction between Boulevard Road (also known as Taylor Hill Boulevard) and Naul Road (R122 Regional Road) to the south.	Construction: Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects. Operation: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	Construction: A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites. Operation: No mitigation required.	Construction: negative, slight, short-term. Operation: imperceptible.
LRD0015/S3	Fingal County Council	The proposed development seeks to amend permitted SHD under ABP Reg. Ref. 310418 resulting in an overall reduction of 55 no. units from 882 (as permitted) to 827 no. units (as proposed) within GA1 lands. The proposed amendments consist of: *Reduction in building height of Block A1 from an 8-6 no. storey building (as permitted) to a 7-6 no. storey building *Reduction in building height of Block D1 from an 9-6 no. storey building (as permitted) to a 7-6 no. storey building *Reduction in building height of Block D2 from an 8-6 no. storey building (as permitted) to a 7-6 no. storey building *Reduction in building height of Block D3 from an 15-5 no. storey building (as permitted) to a 10-5 no. storey building Facade and building form enhancements are also proposed. This results in an overall 341 no. units within the application site. All other elements of the GA1 lands remain as permitted under SHD ABP Reg. Ref. 310418	Construction: Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects. Operation: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	Construction: A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites. Operation: No mitigation required.	Construction: negative, slight, short-term. Operation: imperceptible..
3100/21	Dublin City Council	The development will consist of 1. The construction of a residential development set out in 7 no. blocks, ranging in height from 4 to 7 storeys to accommodate 580 no. apartments, residential tenant amenity spaces, a crèche and a 100-bed nursing home. The site will accommodate 520 no. car parking spaces, 1574 no. bicycle parking spaces, storage, services and plant areas.	Construction: Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.	Construction: A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.	Construction: negative, slight, short-term. Operation: imperceptible.

Stage 3 and 4: Resource and Waste					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
		<p>Landscaping will include extensive communal amenity areas, and a significant public open space provision.</p> <p>2. The 7 no. residential buildings range in height from 4 storeys to 7 storeys accommodating 580 no. apartments comprising 272 no. 1 bed units, 15 no. 2 bed units (3-person), 233 no. 2 bed units (4-person), 60 no. 3 bed units. Balconies and terraces to be provided on all elevations at all levels for each block. The breakdown of residential accommodation is as follows: Block A is a 5 storey building, accommodating 61 no. units; Block B is a 5 storey building, accommodating 70 no. units; Block C is a 5-7 storey building, accommodating 112 no. units; Block D is a 4-5 storey building, accommodating 136 no. units; Block E is a 4-7 storey building, accommodating 96 no. units; Block F is a 5 storey building, accommodating 36 no. units; Block G is a 5 storey building, accommodating 69 no. units; Residential tenant amenity space is provided at ground level of Block C, D, E, F & G (c.961 sq.m). External residential open space between and adjacent all blocks. A crèche is provided in Block G with a total floor area of c.750 sq.m and external play spaces totalling c.583 sq.m. 3. A proposed 100 bed nursing home with ancillary amenity and service areas and staff facilities, located to the south of the site, as part of Block G. The proposed nursing home consists of a 4-storey building arranged around a courtyard garden which also forms part of the wider Block G. 4. Blocks C & D and F & G are located above a proposed basement and central podium containing parking areas, plant areas, waste storage. The car-parking breakdown is as follows: Residential: 471 spaces across basement, podium and surface; Nursing Home: 41 across podium and surface; and Crèche- 8 all at surface level. A total of 1574 cycle parking spaces are provided at basement, podium and throughout the site in both secure parking facilities for residents and staff and at surface level for short term/visitors.5. Total public open space proposed is c.2.09 ha which includes a new c.1.78ha public open space which is provided to the south and east of the site and includes for 6 no. playing pitches of mixed sizes to be taken in charge by Dublin City Council (of a total area of c.1.8ha to be taken in charge). Proposed pedestrian access from the site to the adjacent St Anne's Park is proposed on the southern boundary of the site.</p>	<p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Operation:</p> <p>No mitigation required.</p>	

Stage 3 and 4: Resource and Waste					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
		<p>6. Widening and realignment of an existing vehicular access onto Sybil Hill Road to facilitate the construction of an access road with footpaths and on-road cycle tracks from Sybil Hill Road between Sybil Hill House and St Paul's College incorporating new accesses to Sybil Hill House and St Paul's College and the provision of new wall and railing boundary treatment along the new road and new pedestrian/vehicular gates to the new and existing accesses to Sybil Hill House and St Paul's College. To facilitate this new access road it is proposed to demolish an existing pre-fab building. The application also includes for the relocation of an existing pedestrian crossing on Sybil Hill Road. 7. The routing of surface water discharge from the site via St. Anne's Park to the Naniken River and the demolition and reconstruction of existing pedestrian river crossing in St. Anne's Park with integral surface water discharge to Naniken River. 8. The proposed application includes all site landscaping works, green roofs, substations, PV panels, boundary treatments, lighting, servicing, signage, surface water attenuation facilities and associated and ancillary works, including site development works above and below ground. An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared in respect of the proposed development. The planning application may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of Dublin City Council during its public opening hours and a submission or observation in relation to the application may be made to the authority in writing on payment of the prescribed fee within the period of 5 weeks beginning on the date of receipt by the authority of the application.</p>			

Stage 3 and 4: Resource and Waste					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
18560	Louth County Council	EXTENSION OF DURATION of Planning Ref 071791: Permission for 782no. dwellings; including 37no. detached four bed dwellings, 182no. semi-detached dwellings (45no. four bed, 137no. three bed), 314no. terraced dwellings (40no. four bed, 229no. three bed, 45no. two bed), 94no. duplex apartments (57no. three bed, 37no. two bed), 155no. apartments (2no. three bed, 129no. two bed, 24no. 1 bed); 2no. 774sq.m creche buildings, with ancillary play areas; 2.5ha of public open space, including 2no. dedicated playgrounds (Local Equipped Areas of Play); hard and soft landscaping and boundary treatments; refuse and cycle storage; 2no. wells for temporary water supply; 2no. surface water attenuation areas (1,400sq.m each); a temporary water treatment and storage plant (600sq.m); 1,129no. surface car parking spaces (including 11no. spaces for the creches); 4no. new vehicular access points (1no. to the existing R166 Termonfeckin Road to the south, 1no. to the existing Aston Village Neighbourhood Centre access road to the west, 1no. to the boundary with adjoining lands for future development to the west and 1no. to the planned Port Access North Cross Route to the north); and all other associated site and developments works, all on a site of 24.5 hectares, abounded to the south east by the R166 Termonfeckin road, to the west by Aston Village/ Termon Abbey housing estates; and to the north and east by undeveloped lands. An Environmental Impact Assessment (EIS) will be submitted to the Planning Authority with the application.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>

Stage 3 and 4: Resource and Waste					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
18872	Louth County Council	<p>EXTENSION OF DURATION PARENT REF: 08/274 A 10 Year Planning Permission is sought. The development will consist of a total of 688 no. residential units, and 1no. creche facility of 476sq.m GFA on lands measuring approx. 19.4ha. The development provides for a total of 405 no. dwelling houses consisting of the following: Type F & F1:20 no. 5 bed detached houses; Type E:21 no. 4 bed terraced houses, Types D, D1 and D2:178 no. 4 bed semi-detached houses. Types C, C1-C5:186 no. 3bed terraced houses. The height of these units is 2no. stories and each has a rear garden. The development also provides for a total of 283 no. duplex and apartment units arranged in separate blocks consisting of the following: Type B and B1:54 no. 3 bed duplex units and 27 no. 3 bed apartments over duplex units, Type A3-A4: 7 no. 3 bed apartments, and Type A and A1-A6: 195 2 bed apartments. The height of the majority of these units is 3 no. stories apart from Types A1, A2 & A3 which are 4-storey. All apartments and duplexes each have a balcony and/or terrace. The Total Gross Floor area of the residential development is 69,907.35sq.m. Planning permission is also sought for the demolition of 1no. farm barn of 520sq.m(GFA).The proposed development includes the development of 2no. vehicular accesses from the Ballymakenny Road. Both access roads will pass partly over lands in third party ownership.</p> <p>The development also involves the provision of 3.47ha of public open space, and the provision of 1113 car parking spaces (983 surface and 130 underground spaces)along with all associated infrastructure and site development works including internal roads, bin storage, bicycle storage, landscaping and boundary treatments.</p> <p>Approximately 1.6703ha of the site area forms part of an overall Linear Park which has been previously submitted for Planning Permission to Louth County Council under Register Reference No. 07/1210 by Euro Construction: Corporation Ltd. An Environmental Impact Statement (EIS)accompanies this application. Significant Further Information 599 residential units reduced from 688 residential units</p>	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible..</p>

Stage 3 and 4: Resource and Waste					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
2360053	Louth County Council	<p>Planning permission is sought by Sionna Homes Ltd for a Large-Scale Residential Development (LRD) on a site which extends to c.3.8 ha, on lands at Boyne Road, Drogheda, Co. Louth. The application is being made under the provisions of the Planning and Development (Amendment) (Large Scale Residential Development) Act 2021.</p> <p>The proposed development will consist of:</p> <ul style="list-style-type: none"> i) The Construction: 192 no. residential units comprising of: <ul style="list-style-type: none"> a. 42 no. dwellings (22 no. three-beds, and 20 no. 4-beds) b. 150 no. apartments (41 no. one-beds, 95 no. two-beds, and 14 no. three-bed) ii) New vehicular, cycle and pedestrian access to the site from the Newtown Road (L2307) including new crossing points; iii) Replacing and upgrading of existing pedestrian steps to the site from Strand Road (R167) iv) The provision of non-residential uses on the site: <ul style="list-style-type: none"> a. Childcare facility/Creche (394 sq.m) b. Café (81 sq.m) c. Gymnasium (554 sq.m) d. Community Workspace/Community Space (77 sq.m) v) The provision of 196 no. basement and surface level parking spaces, including EV spaces, Disabled parking spaces, and Go Car spaces; vi) The provision of 344 no. sheltered cycling spaces for residents 122 no. visitor cycle spaces; vii) The provision of public and private open space; viii) The provision of cycle paths throughout the site; ix) The provision of Landscaping including planting, public art and play equipment; x) The provision of Attenuation ponds; xi) The provision of public lighting throughout the subject site; xii) All internal roads, tracks and paths, including signage throughout the site; xiii) All associated development and infrastructure works including traffic calming on Newtown Road and Newtown Link Road; xiv) Demolition of existing buildings on site (2,113.4 sq.m); <p>A Natura Impact Statement (NIS) has been included with this application.</p> <p>All application documentation and information including the NIS is available to view online at the following website set up by the applicant: www.BoyneRoadLRD.com</p>	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>

Stage 3 and 4: Resource and Waste					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
318573	Meath County Council	A proposed Road Development comprising of the N2 Slane By-Pass and Public Realm Enhancement Scheme	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from demolition, excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>
2460133	Meath County Council	<p>The proposed development includes the removal of interim accommodation permitted under Ref. No. LB190739 and Ref. 21/2336, and the construction of a new, 1,000 no pupil post-primary school (Roll No. 68348A), which will comprise of 43 no. classrooms, with associated laboratories and specialist classrooms, Multi-Purpose Hall, a Physical Education Suite including a Physical Education Hall, and all ancillary teacher and pupil facilities with a gross floor area of c. 11,302 sqm over 3 no. storeys. The proposal includes the removal of all interim accommodation on site, arranged across 12 no. blocks, with a cumulative GFA of c.4,203sq m (previously permitted under Reg. Ref. LB190739 and Reg. Ref. 21/2336) including the removal of 1 no. interim accommodation block, constructed under exempted development (c.249 sq m). The proposal also includes the demolition of a single-storey c. 190 sqm derelict building, associated with the former agricultural use of the site.</p> <p>Vehicular access to the subject site is proposed via a new priority-controlled T-junction located on the new link road to the southwest of the site, with associated tie-in works to the existing road network; 2 no. pedestrian and cyclist access points and 2 no. pedestrian only access points to the southwest boundary of the site; staff and visitor parking spaces and designated drop-off and set down facilities. The development will also include the provision of 1 no. external storage building (c.50 sqm); 1 no. bin store; bicycle and scooter parking; vehicle and bus drop off/set down areas; internal access roads; hard and soft play areas including 6 no. hard play court areas; piped infrastructure and ducting; plant and plant room; LPG Tanks Compound; electrical switch room; landscaping and boundary treatments; PV panels; EV parking facilities; external courtyards; disabled car parking spaces; site clearance works,</p>	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from demolition, excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>

Stage 3 and 4: Resource and Waste					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
		comprising of the partial removal of hedgerows and a number of trees; stepped access routes; street and security lighting; signage; 2 no. attenuation tanks; surface water drainage and SUDs measures (including green roof provision); 5 no. flagpoles; piped infrastructural services and connections, hard and soft landscaping, ESB Substation, changes in level and all associated site development and excavation works above and below ground. The total site area is 5.26Ha.			
GSDZ4543/23	Dublin City Council	<p>Planning permission for the development of an office and mixed-use scheme at a site located within the Grangegorman Strategic Development Zone (SDZ) at Grangegorman, Dublin 7. The specific site of the proposed development is located to the east of the SDZ. The site is bounded by Broadstone (Protected Structure Ref. 2029) and the Luas line to the north/east, Dublin Bus Depot (Protected Structure Ref. 2029) to the south/east and TU Dublin East Quad and Printmaking Workshop and the 'Clock Tower' (Protected Structure Ref. 3288) to the west.</p> <p>The proposed development consists of the demolition of the existing on-site buildings and structures and site clearance for the construction of 2 no. blocks of development (Blocks A and B) of 51,955 sq.m over a single basement.</p> <p>The proposed development will include the following:</p> <ul style="list-style-type: none"> • Block A of 30,156 sq.m above ground which ranges in height from 8-12 storeys. The ground floor of Block A will include a lobby, retail/ café uses, community space, office space, storage and bicycle store (14 no. bicycle spaces), post and delivery areas, waste storage and associated building operations facilities including a substation and switch rooms. The upper floors are to be used as offices with ancillary areas including canteens and baristas. • Block B of 21,799sq.m above ground which ranges in height from 8-12 storeys. The ground floor of Block B will include a lobby, canteen, retail/café use, delivery area and associated building operations facilities including a substation and switch rooms. The upper floors are to be used as offices with ancillary areas including canteens and baristas. • Each office block includes green and blue roofs with amenity terraces located at the 8th and 10th floors. There are PV panels and plant proposed at roof level. 	<p>Construction: Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from demolition, excavation and construction required for both projects.</p> <p>Operation: No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction: A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+Coastal North project to manage materials to and from the development sites.</p> <p>Operation: No mitigation required.</p>	<p>Construction: negative, slight, short-term.</p> <p>Operation: imperceptible.</p>

Stage 3 and 4: Resource and Waste					
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		<ul style="list-style-type: none"> • Each block will have building signage. • A total of 51 no. car parking spaces (incl. 3 no. disabled access spaces & 25 no. EV spaces) and 17 no. motorbike spaces are located at basement level with vehicular access via a ramp to the south of Block B. Vehicular access to the development is proposed from Broadstone/ Constitution Hill. • A total of 564 no. bicycle parking spaces and 36 no. electric scooter charging stands are located at ground and basement levels with bicycle access from ground floor level. • The basement level will also include a gym and wellness suite, storage and waste areas and associated buildings plant and utilities. • The proposed development includes the partial delivery of 'St Brendan's Way' and 'Serpentine Walk' within the planning application area. The development includes c. 8,052 sq.m of public open space featuring hard and soft landscaping areas, pedestrian and cycle links, 50 no. external bicycle parking spaces, tree planting, and public lighting. • The proposal includes all ancillary works and services necessary to facilitate the construction and operation of the proposed development including tying into permitted infrastructure within the SDZ. • There are no works proposed to any Protected Structure. 			

Stage 3 and 4: Resource and Waste					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
GSDZ4861/23	Dublin City Council	<p>PROTECTED STRUCTURE: PERMISSION: For a 10-year planning permission for development at a site within the overall Grangegorman Strategic Development Zone (SDZ) of c.28.69ha at Grangegorman, Dublin 7. There are several Protected Structures within the Grangegorman SDZ. The location of the proposed development comprises of a c.0.574ha (c.5,740sq.m.) site in the northwest of the Grangegorman SDZ: north of the playing fields; south of the Phoenix Care Centre; east of the Energy Centre Phase 1; and west of the Top House or North House' (Protected Structure RPS No. 3282). The development (referred to as the 'West Quad') will consist of the construction of a 2-6 storey building over a partial basement with an overall height of c.57.525m OD and a total gross floor area of c.20,728sq.m to accommodate educational facilities. Facilities will include: lecture theatres; teaching learning / research rooms and spaces; IT labs; meeting rooms; an exam / conferring/events hall; viewing gallery; staff offices; communal spaces; a café and ancillary facilities and services (including toilets, service areas, bicycle stores, plant rooms etc.). A public walkway at ground floor level will pass through the building envelope to connect St. Brendan's Way to Ivy Avenue, Link bridges from second floor level and above will connect over this walkway. A central courtyard (c.302sq.m) will be provided at first floor level and a roof terrace will be provided at the southern end of the 2 storey element (c.523sq.m). The roof will also include lift overruns, heat pumps, PV panels and an enclosed plant area. The proposed development will also provide: 512 no. bicycle parking spaces (including 404 no. basement bicycle parking spaces); 3 no. accessible car parking spaces; landscaping; and all site services and site development works.</p>	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>

Stage 3 and 4: Resource and Waste					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
PWSDZ3062/24	Dublin City Council	<p>Pembroke Beach DAC intends to apply for permission for development for the construction of a 6 storey structure to accommodate a multi-functional Community Hub and an Innovation Hub (12,556 sqm GFA) (referred to as Block P, accommodating community, innovation (office), leisure, cultural, artistic, café, educational and library uses) on a site of 15.06 hectares (identified as 'Glass Bottle') including lands known as the Former Irish Glass Bottle & Fabrizia Sites, Poolbeg West, Dublin 4, focussed primarily, but not exclusively, on a net site area of 0.4523 hectares in the Poolbeg West Strategic Development Zone (SDZ) Planning Scheme (April 2019). The overall site is bounded to the north-west by Sean Moore Road, to the north-east by South Bank Road, to the south-east by Dublin Port lands and Dublin Bay, and to the south-west by Sean Moore Park. The Block P structure is bounded to the north-west by the permitted Blocks O and M, to the north-east by the school site, to the south-east by the permitted Village Green and to the south-west by Clanna Gael Fontenoy CLG. The overall site subsumes the 4.3 hectare site of the Infrastructure Permission ('Parent Permission') (Reg. Ref. PWSDZ3270/19) for which Dublin City Council issued a Notification of Final Decision (10-year permission) on 28 January 2020. The infrastructure Permission (Reg. Ref. PWSDZ3270/19) permits: streets, transportation, water services and utilities infrastructure; public realm and public amenity spaces (including the Village Green and a Dog Park); and temporary landscaping of a school site, all to facilitate Phase 1 development as provided for under the approved Poolbeg West SDZ Planning Scheme. The proposed Block P development will consist of: - Amendment of Permission Register Reference PWSDZ3270/19 in those areas where the net site of 0.4523 hectares overlaps with the boundaries of the earlier 4.3 hectare Infrastructure Permission (Reg. Ref. PWSDZ3270/19) to facilitate amendments to materials, urban tree locations and landscaping, and to facilitate the change in levels between the western edge of the permitted Village Green and the proposed Block P together with public realm and public amenity space; - Amendment of Permission Register Reference PWSDZ3207/21 at the permitted local street (side street) identified as Holbrook Street where the net site area of 0.4523 hectares overlaps with the boundaries of the earlier 4.46 hectares' focussed site area of the Phase 1 Permission (Reg. Ref. PWSDZ3207/21) to facilitate</p>	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments.</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>

Stage 3 and 4: Resource and Waste					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
		<p>the provision of on-street bicycle parking; and - the construction of a multi-functional Community Hub and an Innovation Hub (12,556 sqm GFA) comprising a single 6-storey Block (with set-backs at Levels 3, 4 and 5 including set-back accessible roof terraces at 5th floor level, roof amenity space (including an enclosed basketball court) and roof level plant) to provide: community and educational uses (2,863 sqm GFA); a Community/Innovation Centre (including café) (1,785 sqm GFA), cultural uses (678 sqm GFA) including (20 No. Artists' Studios (13 No. individual Artists' Studios and 7 No.-equivalent Shared Artists' Studio/Exhibition Space)); Innovation Hub (office) (7,058 sqm GFA) (including bike storage and changing facilities); and ancillary back-of-house spaces/facilities (172 sq m) including ESB substation and associated MV switchroom, tenant landlord switchroom, transformer room and telecom room; and bin stores). The proposed Block P development will also consist of the: - Provision of 5 No. new on-street car parking spaces (incl. 2 No. Accessible car parking spaces) and 1 No. on-street loading/taxi bay; and</p> <p>- Provision of 219 No. bicycle parking spaces (147 No. long-stay standard bicycle parking spaces located at the Innovation Hub Bike Store; 70 No. short-stay standard bicycle parking spaces located on-street at surface level; and 2 No. cargo bicycle parking spaces located at surface level). Access and servicing of the proposed Block P development will be by way of the permitted Local Street (Side Street) identified on the emerging Masterplan as "Holbrook Street" (as included in the Permitted Phase 1 (Reg. Ref. PWSDZ3207/21) and Phase 1B (Reg. Ref. PWSDZ3406/22) Schemes) and by the Coastal Link to be delivered as part of this development between Holbrook Street and the Village Green (permitted under the 'Parent Permission' (Reg. Ref. PWSDZ3270/19). The proposed development will also consist of the provision of: hard and soft landscaping incl. Coastal Link Planting, and roof terraces; publicly-accessible roof amenity space; a mural on the south-east elevation; pedestrian and cycle links; boundary treatments; tree removal and tree planting; interim site hoarding; public lighting; green and blue roofs; piped site wide services; and all ancillary works and services necessary to facilitate construction and operation. This application will be accompanied by a Natural Impact Statement (NIS).</p>			

Stage 3 and 4: Resource and Waste					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
PARTX/0026Sub01	Dublin City Council	The development will consist of the construction of a residential scheme of 543 no. apartments on an overall site of 3.26 ha.	<p>Construction:</p> <p>Taking this project in combination with the Proposed Development, it is considered that they could give rise to a negative cumulative resource and waste management impact on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites. There is potential for waste material from demolition, excavation and construction required for both projects.</p> <p>Operation:</p> <p>No significant cumulative effects are likely to occur to waste management from the operation of these developments</p>	<p>Construction:</p> <p>A Construction: and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the DART+ Coastal North project. Mitigation measures have been prepared for the DART+ Coastal North project to manage materials to and from the development sites.</p> <p>Operation:</p> <p>No mitigation required.</p>	<p>Construction:</p> <p>negative, slight, short-term.</p> <p>Operation:</p> <p>imperceptible.</p>

1.14 Human Health

Table 1-13 Stage 3 and 4: Human Health

Stage 3 and 4: Human Health					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
307652	An Bord Pleanála	Construction: of the Boyne Greenway, pedestrian and cycleway linking Drogheda Town in Co. Louth to Mornington Village in Co. Meath.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>
314210	An Bord Pleanála	Middle Wad Flood Alleviation Study - Clontarf Outfalls Project.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>
311315	An Bord Pleanála	Park development project at the Racecourse Park.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Human Health					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
307444	An Bord Pleanála	Construction: of 657 no. apartments, creche and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>
305319	An Bord Pleanála	500 no. apartments (235 no. residential, 265 no. build to rent), creche and all associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>
308552	An Bord Pleanála	Demolition of 4 no. existing dwellings, workshop and other ancillary structures, construction of 105 no. apartments and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Human Health					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
303296	An Bord Pleanála	8 no. houses and 377 no. apartments including all associated site works. www.griffithavenueplanning.com	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>
305316	An Bord Pleanála	1,030 no. apartments (352 no. residential, 678 no. Build to Rent units), 2 no. creches, 10 no. retail units and all associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>
313177	An Bord Pleanála	1,007 no. apartments, childcare facilities and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Human Health					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
305991	An Bord Pleanála	142 no. residential units (58 no houses, 76 no. apartments, 8 no. maisonette apartments), childcare facility and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>
305619	An Bord Pleanála	153 no. residential units (113 no. houses and 40 no. apartments), 3 no. retail units, cafe, restaurant, medical unit and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>
306102	An Bord Pleanála	Demolition of structures on site, construction of 512 no. apartments, childcare facility and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Human Health					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
SHD/019/19/A1	An Bord Pleanála	ABP -306794-20 Amendment ref ABP-309600-21 Amendments to Block A, Block B and Block C previously permitted development ABP 306794-20 and associated works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>
SHD/013/19	An Bord Pleanála	Permission for Strategic Housing Development bounded by Seamount Road to the south, 'Seamount Heights' to the east/southeast, 'Seamount Drive', 'Seamount Park' and 'Seamount Abbey' to the west/south, 'Oak Hall' and 'The Hill' to the west, 'Grove Lawn' and 'Abbots Hill' to the north, and by the former Malahide golf links lands to the east/northeast. The development will consist of: - 142 no. residential units, including 58 no. detached, semi-detached and terraced houses (35 no. 4-bed (house types A, B & C) and 23 no. three-bed (house types D, F, G & H)) and 8 no. one-bed maisonette apartments (house type E), all with private rear gardens. 76 no. apartments (26 no. one-bed, 46 no. two-bed and 4 no. three-bed), all with private patios, terraces or balconies on east and west facing apartment building elevations. Building height ranges between 1 and 2 storeys for houses and maisonettes, and split level 5-6 storeys over basement, with setback at penthouse levels 5 and 6, in each of the 2 no. apartment buildings. 1 no. 2-storey creche building (c. 186.63sq.m. gross floor area) with external play area. And, all associated and ancillary site development and infrastructural works (associated plant), hard and soft landscaping and boundary treatment works, including:- 2 no. vehicular site entrance and associated road works, at Seamount Road and Seamount Abbey, Vehicular, pedestrian and cycle access through the site, connecting with Seamount Road, Seamount Abbey and the former Malahide golf links lands, Provision of Public Open Space and children's playground facilities, 246 no. ancillary car parking spaces (154 no. surface space in a mix of on-curtilage, off and on street locations and 92 no. at basement level),	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Human Health					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
		184 no. ancillary bicycle parking spaces (130 no. a the lower ground floor level and 54 no. at surface level), Bin store and collection areas, and 1 no. ESB Sub-station and use of existing sub-station on site.			
ABP-313268-22	An Bord Pleanála	345 no. residential units (39 no. houses, 306 no. apartments), creche and all associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>
ABP-313222-22	An Bord Pleanála	The development will consist of the construction of 1,007 no. apartments, creche and associated site works in the townland of Stapolin, Baldoyle, Dublin 13.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Human Health					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
SHD/014/20	An Bord Pleanála	<p>The development will consist of the following;</p> <ul style="list-style-type: none"> • Demolition of existing buildings (former supermarket building, car park, substation, and outbuildings (partially in retail use)). • Construction: of a Build to Rent (BTR) development comprising 3 no. apartment blocks (Blocks A - C) ranging in height from 3 to 6 storeys (with Block B over 3 no. lower courtyard floors) providing a total of 101 units (19 no. studios, 41 no. one-beds, 41 no. two-beds). • Provision of Resident Support Facilities/Resident Services and Amenities (c.217.03 sq.m) • Provision of 2 no. retail units (c.110.15 sq.m) • Provision of 25 no. car parking spaces (at ground floor and accessed from Quay Street), 182 no. cycle parking spaces. • Provision of ESB substation/switch room, plant areas, bin stores, telecoms areas. • Provision of open spaces, landscaping, boundary treatments, all associated site works and services provision. 	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Human Health					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
SHD/012/19	An Bord Pleanála	153 no. units (40 no. duplex/apartments and 113 no. houses), ranging between 2 and 4 storey in height comprising the following: 78 no. three-bed, 2 storey houses (House Type: A, B & C), 35 no. 4-bed 2 storey houses (House Type: D & F), 26 no. two-bed duplex/apartments (House Type: G,K,L,M,N & O) and 14 no. three-bed duplex/apartments (House Type: H & J); the development will also provide a 'Local Centre' consisting of 3 no. retail/café/restaurant units (c. 440 sq.m. gross floor area overall) at ground floor with apartments above, all in a building comprising 3 to 4 storeys in height. A medical unit (c. 92 sq.m gross floor area) is proposed at ground floor level at the end of the terrace of duplexes (under Unit No. 14) adjoining the boundary to Portmarnock Train Station car park fronting onto the civic plaza; Private rear gardens are proposed for all houses. Private patios/terraces and balconies are provided for all duplexes and apartment units. Upper-level balconies are proposed on elevations of all multi-aspect duplex and apartment buildings. And all associated and ancillary site development, infrastructural, landscaping and boundary treatment works including:- Vehicular access to serve the development will be provided from Station Road via an existing road serving St. Marnock's Bay ('The Drive') and 2 no. permitted roads serving St. Marnock's Bay ('The Avenue' & Monument View') permitted under ABP Ref. ABP-300514-17 (currently under construction); bin stores; 2 no. ESB Sub-stations; areas of public open space (c. 4,800 sq.m. in total) including the provision of a pocket park and a civic plaza adjoining the Local Centre; 315 no. car parking spaces (226 no. on-curtilage parking spaces for the housing and 89 no. surface level parking spaces serving the residential and commercial units at the Local Centre'); 64 no. bicycle parking spaces serving the residential and commercial units at the 'Local Centre' (covered bicycle storage and Sheffield Stands); all on a site of approximately 4.6 Ha. This development comprises amendments to permitted site development works at St. Marnock's Bay (Reg. Ref. F13A/0248 and ABP Ref. ABP-300514-17).	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Human Health					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
ABP-306872-20	An Bord Pleanála	<p>The development comprises alterations to the development permitted under Reg. Ref. F17A/0615 (currently under construction) consisting of the following:</p> <ul style="list-style-type: none"> - Provision of two additional storeys to Block A-B1 and alterations / redesign to the three permitted storeys below to provide a five storey building containing 42 number apartments (consisting of nine number one-beds, 29 number two-beds and four number three-beds), and including associated alterations to the courtyard communal amenity space. - Provision of two additional storeys to Block C1 and alterations to the three permitted storeys below to provide a five-storey building containing 28 number apartments (consisting of 28 number two-beds). - Replacement of Block D, comprising 10 number two and three-storey semi-detached houses, with three number three-storey apartment buildings (Block D1, D2 and D3) containing 32 number apartments (consisting of six number one-beds, 21 number two-beds and five number three-beds), and including provision of communal amenity space to the north. - The alterations to Block A-B1 and C1 include associated alterations to the basement under these blocks primarily relating to the omission of a core and associated alterations to plant, waste storage, car and cycle parking provision. - The proposed alterations include the provision of balconies / terraces to the external elevations of Block A-B1, C1, D1, D2, and D3. - An Electricity Supply Board substation and switch room building and bin collection point are proposed in place of three permitted car parking spaces adjoining the western boundary of the site. - The proposal includes alterations to the permitted car and cycle parking at basement and ground level, resulting in the provision of a total of 168 number car parking and 270 number bicycle spaces. - The proposed alterations include all associated ancillary site development works. 	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Human Health					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
SHD/009/19	An Bord Pleanála	Demolition of all structures on site (c8,162sq.m. GFA) and excavation of a basement. The proposed development comprises of the provision of a mixed use development of residential/retail/restaurant/cafe uses and a creche in 4 no. blocks (A to D), over part basement Blocks A, B, C and D with a height up to a maximum of seven storeys of apartments over lower ground floor and basement car parking levels (a total of eight storeys over basement level).. The residential component will consist of 512 no. residential units. The proposed development includes the provision of two vehicular entrances on to the Howth Road, excavation of basement to provide for car parking , plant, waste storage and ancillary use. Additional car parking spaces shall be provided at lower ground floor level. A total of 439 no. car parking spaces and 1,335 no. bicycle parking spaces, including 49 no. bicycle spaces to cater for the retail units and creche shall be provided.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>
ABP-308478-20	An Bord Pleanála	The development will consist of: 344 no. residential units (39 no. houses, 305 no. apartments), creche and associated site works. Hacketstown, in the townland of Milverton, to the east of the Golf Links Road, Skerries, Co. Dublin.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>
ABP-309599-21	An Bord Pleanála	The proposed development consists of 1007 no. apartments, childcare facility and associated site works. Townland of Stapolin-Baldoyle, Coast Road, Baldoyle, Dublin 13.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>

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306872	An Bord Pleanála	Alterations to a previously permitted development of 96 no. units under (Reg, Ref: F17A/0615) to provide 143 no. apartments. The total number of additional/altered residential units subject to this application is 102 no. units with all associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>
310413	An Bord Pleanála	162 no. apartments and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>
312112	An Bord Pleanála	172 no. residential units (150 no. houses, 22 no. apartments) and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>

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Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
313361	An Bord Pleanála	Demolition of buildings, construction of 415 no. residential units (252 no houses, 163 no. apartments) creche and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>
311059	An Bord Pleanála	1,365 no. units (346 no. houses, 1,019 no. apartments), creche and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>
306794	An Bord Pleanála	144 no. apartments and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>

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Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
313268	An Bord Pleanála	345 no. residential units (39 no. houses, 306 no. apartments), creche and all associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>
311095	An Bord Pleanála	Demolition of existing buildings, construction of 101 no. Build to Rent apartments and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>
313210	An Bord Pleanála	10-year planning permission for construction of 817 no. residential units (377 no. houses, 440 no. apartments), childcare facilities and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>

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309668	An Bord Pleanála	275 no. apartments, creche and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>
308116	An Bord Pleanála	357 no. residential units (169 no. houses, 188 no. apartments), childcare facilities and associated site works.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>
313182	An Bord Pleanála	BusConnects Clongriffin to City Centre Core Bus Corridor Scheme.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>

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304624	An Bord Pleanála	Greenway between Malahide Demesne and Newbridge Demesne to be known as 'Broadmeadow Way'.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>
301908	An Bord Pleanála	Greater Dublin Drainage Project consisting of a new wastewater treatment plant, sludge hub centre, orbital sewer, outfall pipeline and regional biosolids storage facility.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>
312131	An Bord Pleanála	Greater Dublin Drainage Project consisting of a new wastewater treatment plant, sludge hub centre, orbital sewer, outfall pipeline and regional biosolids storage facility.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Human Health					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
LRD0008/S3	Fingal County Council	The proposed development comprises of a 10-year permission for a Large Scale Housing Development at Ballymastone, Donabate, Co. Dublin. The proposed development consist of 432 no. residential units comprising 93 no. apartment units (42 no. one bed units, 41 no. two-bed units and 10 no. three-bed units), 126 no. duplex units (2 to 3 storeys, 10 no. one-bed units, 55 no. two-bed units and 61 no. three-bed units) and 213 no. houses (75 no. two-bed units, 130 no. three-bed units and 8 no. four-bed units) ranging in height from two to six storeys.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>
PARTXI/004/19	Fingal County Council	Proposed construction of a new pedestrian and cycle bridge over the Dublin-Belfast Railway Line 220 metres south of Donabate Train Station.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative air quality effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a neutral impact and long-term impact on air quality; therefore no significant adverse cumulative impacts are likely to arise.</p>
PARTXI/006/20	Fingal County Council	The Bremore Regional Park Development Project, including The Balbriggan Sports and Recreational Hub, Central Zone Open Spaces, new Coastal Park, all ancillary infrastructure and Park Boundaries at Bremore Regional Park, Balbriggan, Co. Dublin.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>

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Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
LRD0030/S3	Fingal County Council	The proposed development comprises the retention of the existing expanded basement area (increased by c. 373 sq.m) beneath the consented apartment buildings, within the otherwise consented resident within the otherwise consented residential development scheme under ABP-305991-19. The expanded basement area accommodates 75no. remote residential storage units, ancillary louvred ventilation grille, minor encroachment to the communal open space area above, and is accessed via the existing, permitted basement car park. This application for Retention Permission for amendments to approved Strategic Housing Development (ABP. Ref. 305991-19), is a Large-scale Residential Development as defined under Section 2 of the Planning & Development Act 2000, as amended. This Large-Scale Residential Development (LRD) application and may also be inspected online at the following website set up by the applicant: www.seamountmalahideshdbasementrevision.com	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>
LRD0017/S3	Fingal County Council	<p>Construction: of 1,020 no. new residential dwellings on the Main Residential Development Site comprising:</p> <ul style="list-style-type: none"> • 70 no. one-bed apartments (including 51 no. sheltered housing units), 64 no. two-bed apartments and 1 no. three-bed apartment arranged in 7 no. blocks. Apartment Blocks 1 to 6 range in height from 4 to 5 storeys and include balconies/terraces on all elevations. The Sheltered Housing Block is 3 stores in height and has balconies/terraces on all elevations. ? 30 no. two-bed and 9 no. three-bed, 2-storey apartments are proposed in terraced format throughout the scheme (Apartment M Type); ? 63 no. one-bed apartments, 119 no. two bed apartments and 174 no. three-bed apartments are proposed, arranged in duplex and triplex format in terraces and corner blocks, ranging in height from 2 to 4 storeys; and ? 38 no. two-bed houses, 300 no. three-bed houses, 141 no. four-bed houses and 11 no. five-bed houses (ranging in height from 2 to 3 storeys). <p>2. Provision of 2 no. childcare facilities (total GFapproximately 1,243 sq.m) in stand-alone, 2 storey buildings, with capacity for in the order of 237 no. children.</p>	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>

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		<p>3. Provision of 3 no. retail units (total GFA approximately 342 sq.m), 2 no. café units (total GFA approximately 188 sq.m), a community use unit (approximately 91 sq.m) and a medical centre (approximately 200sq.m GFA) at the proposed local centre area (located at ground floor level of Apartment Blocks 1, 2, 3 and 5).</p> <p>4. A total of 902 no. car parking spaces are proposed (comprising 852 no. residential spaces; 11 no. childcare facility spaces (drop off only), 39 no. on-street visitor parking spaces (including 4 no. car-share spaces and 10 school drop off spaces), together with</p> <p>a total of 3,013 bicycle parking spaces (comprising 2,554 no. long stay spaces and 459 no. short stay spaces).</p> <p>5. A series of public parks, open spaces, pocket parks and communal open spaces are proposed throughout the Main Residential Development Site.</p> <p>6. Provision of the Corballis Nature Park (approximately 13.0ha) on lands to the south of the Donabate Distributor Road (DDR) to provide multifunctional natural amenity area including a cycle and pedestrian connection from the DDR to Corballis Cottages Road and Sustainable Drainage Systems (SuDS) features to serve the wider Corballis lands.</p> <p>7. Vehicular access to the Main Development Site will be via two existing junctions from the DDR to the south and a new vehicular entrance to the north-east at New Road. The proposed development also provides for the extension of the existing footpath incorporating a cycleway by approximately 215m from The Strand to the proposed new entrance on New Road to the west, and 85 m of footpath incorporating 73 m of cycleway to the east of the new entrance on New Road, along the southern side of New Road, together with all associated works.</p> <p>8. Modifications to Phase 1, permitted under FCC Reg. Ref. F20A/0204 (ABP-308446-20), to facilitate vehicular access to car parking associated with permitted Block 4 (34 no. units) via the proposed LRD Scheme together with all associated amendments to the Phase 1 layout, including minor reconfiguration of permitted Block 4 car parking spaces, and omission of vehicular access to Block 4 via the shared cycle street as originally permitted under FCC Reg.</p>			

Stage 3 and 4: Human Health					
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		<p>Ref. F20A/0204 (ABP-308446-20). Pedestrian and cycle connectivity will be facilitated between the proposed LRD Scheme and permitted Phase 1.</p> <p>9. Proposed development facilitates future potential pedestrian, cycle and vehicular links to existing and proposed adjoining developments including a connection to the proposed Nature Park via an existing pedestrian crossing on the DDR, and the approved Broadmeadow Way proposal (ABP Ref. ABP-304624-19) (via the Nature Park).</p> <p>10. All enabling and site development works, landscaping, boundary treatments, lighting, services and connections, including connection to permitted wastewater pumping station (FCC Reg. Ref. F19A/0472), omission/decommissioning of temporary pumping station and detention basin permitted under FCC Reg. Ref. F20A/0204 (ABP-308446-20), waste management, ESB substations, and all other ancillary works above and below ground on a site of approximately 41.9 ha.</p>			
LRD0010/S3	Fingal County Council	<p>The development will consist of:</p> <ul style="list-style-type: none"> - 33 no. houses (28 no. 3 bedroom and 5 no. 4 bedroom) House Types A, B, E and F (2 storey) House Types C and D (2.5 storey) in a mixture of semidetached, detached and terraced units; - 95 no. apartments (in a part 3/part 4 storey building with Blocks A, B and C located over a basement) consisting of 31 no. 1 bedroom apartments, 62 no. 2 bedroom apartments and 2 no. 3 bedroom apartments and includes an ancillary gym as a separate structure within the courtyard (for residents 84.3 sq.m); - 16 no. duplex apartments in 2 no. 3 storey blocks consisting of 6 no. 1 bedroom simplex, 8 no. 2 bedroom duplex and 2 no. 3 bedroom duplex units; (all apartments and duplex apartments to have terrace or balconies); - Open space comprising c. 2.89 hectares (which includes 1.24 hectares class 1 open space), 2 no. playing pitches to the south of Ballygossan Park, communal and private open space, and pedestrian path along western boundary to the north, ancillary children's play areas, as well as provision of 2 ESB substations; - The proposal includes the provision of 214 no. car parking spaces 100 no. spaces located at basement level under the apartment block and 114 no. spaces located at surface level) and 292 bicycle spaces (122 no. spaces located in the basement of the apartment block and 170 no. 	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Human Health					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
		<p>spaces located at surface level).</p> <ul style="list-style-type: none"> - Provision of a creche (3 storeys) c. 355.4 sq. m to replace the creche permitted under Register Reference F11A/0309 & An Bord Pleanála Reference PL06F.240639, as extended by Register Reference F11A/0309/E1; - Access to the site will be from Ballygossan Park and Golf Links Road with temporary construction access from a haul road south of the existing junction of Golf Links Road and Ballygossan Park, and a second haul road to the south; - Provision of landscaping and infrastructure (surface water, foul and water supply) to facilitate the development of the application lands and lands to the south including "Regional Drainage Facility" (RDF) for the surface water management of the Hackettstown residential lands; - Planting & Landscaping of open space areas, including provision of footpaths and viewing point and diversion and undergrounding of existing overhead power lines, where required; - The proposal includes associated siting, boundary changes, boundary treatment and site lighting, all associated landscaping and drainage works [including attenuation], planting and boundary treatments, including regrading/re-profiling of site where required; 			
LRD0016/S3	Fingal County Council	The proposed development seeks to amend the SHD permitted under ABP Reg. Ref. 311016 resulting in an overall reduction of 97 no. units from 1,221 (as permitted) to 1,124 no. units (as proposed) within	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>

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Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
LRD0007/S3	Fingal County Council	<p>A Large-scale Residential Development (LRD) for lands at Baldoyle (formerly known as The Coast), Dublin 13. The site is bounded to the north by undeveloped lands, to the east by residential development of Red Arches Drive, to the south by residential development of Red Arches Road and to the west by undeveloped land, with the Dublin-Belfast railway line further beyond.</p> <p>The proposed development will consist of amendments to Block B as permitted under FCC Reg. Ref. F16A/0412 (ABP Reg. Ref. PL06F.248970) and amended under FCC Reg. Ref. F20A/0258, F21A/0046 and F22A/0017.</p> <p>The proposed amendments will consist of:</p> <ul style="list-style-type: none"> - The reconfiguration of permitted units omitting 28 no. apartments as permitted under F16A/0412 (as amended) and the addition of 26 no. houses resulting in the provision of 88 no. apartments (three-five storey) and 54 no. houses (two-three storey). This results in an overall total of 142 no. units, an overall reduction of 2 no. units on that permitted; - The reconfiguration of the internal road layout as permitted under F16A/0412 (as amended); - The removal of permitted basement below Blocks B1 and B2 and the provision of 170 no. car parking spaces and 262 no. cycle spaces at ground floor and surface; and -The development of a linear park along Longfield Road. 	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>
LRD0015/S3	Fingal County Council	<p>The proposed development seeks to amend permitted SHD under ABP Reg. Ref. 310418 resulting in an overall reduction of 55 no. units from 882 (as permitted) to 827 no. units (as proposed) within GA1 lands. The proposed amendments consist of:</p> <ul style="list-style-type: none"> *Reduction in building height of Block A1 from an eight-six no. storey building (as permitted) to a 7-6 no. storey building *Reduction in building height of Block D1 from an nine-six no. storey building (as permitted) to a 7-6 no. storey building *Reduction in building height of Block D2 from an eight-six no. storey building (as permitted) to a 7-6 no. storey building *Reduction in building height of Block D3 from an 15-five no. storey building (as permitted) to a 10-five no. storey building 	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Human Health					
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		Facade and building form enhancements are also proposed. This results in an overall 341 no. units within the application site. All other elements of the GA1 lands remain as permitted under SHD ABP Reg. Ref. 310418.			
LRD0014/S3	Fingal County Council	The proposed development comprises a change of use from permitted medical use to pharmacy use at Unit 1 (c. 92 sq. m), at the Ground Floor of the permitted "Local Centre" (now under construction) and all associated and ancillary works and services. The overall development already permitted here is 153 no. residential units (113no. houses and 40 no. apartments), two no. retail/cafe / restaurant units, medical unit (subject of this application) and associated site works all on a site of approximately 4.6 ha under ABP Ref. ABP-305619-19 (as amended by ABP Ref. ABP-311164-21 and ABP Ref. ABP-311472-21). This application is a modification to the above already permitted development.	<p>Construction: The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation: The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction: All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation: No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction: With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation: The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>

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Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
3024/24	Dublin City Council	A proposed residential development of 45 aged living apartment units, designed to the requirements of Fold Housing Association, comprising two apartment blocks ranging in height from 4-6 storeys at 144 Harmonstown Road, Harmonstown, Dublin 5. The proposed development will comprise of: (a) the demolition of the existing 2 storey detached building; (b) construction of 45 apartments in 2 blocks as follows - Block A, a 4-storey building consisting of 15 one bedroom apartments with balconies to the northern elevation facing Harmonstown Road, a communal room at ground floor level, and communal roof terrace at 4 th floor level; Block B, a 6-storey building consisting of 30 no. 1- bedroom apartments with balconies to the southern elevation facing the railway line; Both blocks A & B will be linked by a 6 storey communal stair and lift core with store rooms, which forms the main entrance with entrance canopy over. This stair and lift core will provide the access to the external apartment walkways at first to fifth floor levels; (c) brick wall enclosed open air bin store (d) landscaping and communal open space and boundary treatment; (e) provision of 10 car parking spaces, 3 no. mobility scooter parking spaces, and 10 no. bicycle parking spaces all at surface level; (f) plant; (g) and all ancillary site development works necessary to facilitate the development, including new vehicular access and egress from Harmonstown Road.	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>
2460133	Meath County Council	The proposed development includes the removal of interim accommodation permitted under Ref. No. LB190739 and Ref. 21/2336, and the construction of a new, 1,000 no pupil post-primary school (Roll No. 68348A), which will comprise of 43 no. classrooms, with associated laboratories and specialist classrooms, Multi-Purpose Hall, a Physical Education Suite including a Physical Education Hall, and all ancillary teacher and pupil facilities with a gross floor area of c. 11,302 sqm over 3 no. storeys. The proposal includes the removal of all interim accommodation on site, arranged across 12 no. blocks, with a cumulative GFA of c.4,203sq m (previously permitted under Reg. Ref. LB190739 and Reg. Ref. 21/2336) including the removal of 1 no. interim accommodation block, constructed under exempted development (c.249 sq m).	<p>Construction:</p> <p>The construction of the project and the proposed development has the potential to result in temporary adverse effects upon nearby sensitive receptors when construction works take place concurrently.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on human health, therefore no significant adverse cumulative impacts are likely to arise.</p>	<p>Construction:</p> <p>All major schemes are likely to be subject to EIA and/or require the preparation of a project specific Construction: Environmental Management Plan (CEMPs). The planning controls associated with such documentation will ensure cumulative human health effects associated with those schemes are minimal offsite.</p> <p>Operation:</p> <p>No project specific mitigation measures are proposed during the operational phase of the project.</p>	<p>Construction:</p> <p>With the implementation of an appropriate CEMP for the local development and the proposed development it is expected that residual effects would be minimised.</p> <p>Operation:</p> <p>The operation of the proposed development is predicted to have a positive long-term impact on Human Health. This will be increased by other public transports projects in the area. Otherwise there is no significant adverse cumulative impacts are likely to arise.</p>

Stage 3 and 4: Human Health					
Application Reference	Authority	Other development' and brief description	Assessment of Cumulative Effect with proposed development	Proposed Mitigation	Residual Cumulative Effect
		<p>The proposal also includes the demolition of a single-storey c. 190 sqm derelict building, associated with the former agricultural use of the site.</p> <p>Vehicular access to the subject site is proposed via a new priority-controlled T-junction located on the new link road to the southwest of the site, with associated tie-in works to the existing road network; 2 no. pedestrian and cyclist access points and 2 no. pedestrian only access points to the southwest boundary of the site; staff and visitor parking spaces and designated drop-off and set down facilities. The development will also include the provision of 1 no. external storage building (c.50 sqm); 1 no. bin store; bicycle and scooter parking; vehicle and bus drop off/set down areas; internal access roads; hard and soft play areas including 6 no. hard play court areas; piped infrastructure and ducting; plant and plant room; LPG Tanks Compound; electrical switch room; landscaping and boundary treatments; PV panels; EV parking facilities; external courtyards; disabled car parking spaces; site clearance works, comprising of the partial removal of hedgerows and a number of trees; stepped access routes; street and security lighting; signage; 2 no. attenuation tanks; surface water drainage and SUDs measures (including green roof provision); 5 no. flagpoles; piped infrastructural services and connections, hard and soft landscaping, ESB Substation, changes in level and all associated site development and excavation works above and below ground. The total site area is 5.26Ha.</p>			