Appendix A21.2
Stage 4 Specialist Assessments

Contents

Introduction

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

The following topics are not included in the assessment. This is either because the issues are assessed on a more regional basis, or that there were no likely significant potential cumulative effects identified for that topic (refer to Appendix 21.1 for further details):

- Traffic and Transport
- Climate
- Waste and Resources
- Risk of Major Accidents and / or Disasters
- Archaeology and Cultural Heritage
- Land, Soils, Geology and Hydrogeology
- Material Assets

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

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SD178/0003	South Dublin County Council	Dodder Greenway Route Scheme. The proposed Greenway route is approximately 14km in length and passes along the Dodder Valley from Orwell / Terenure through the outer suburbs of Tallaght to rural and upland Dublin to the entrance to the Bohernabreena reservoirs at Glenasmole.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2797/20	Dublin City Council	Permission for a residential development at 31 Orwell Road & Washerwoman's Lane, Rathgar, Dublin 6. The proposal consists of: the demolition of a 4 bedroom, 2 storey derelict house and the construction of 4 residential units consisting of: 2 no. 3 bedroom two storey semi-detached houses facing Orwell Road and 2 no. 3-bedroom two storey semi-detached houses accessed from Washerwoman's Lane.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2049/20	Dublin City Council	Permission for development at Chatham House, Chatham Street, Dublin 2 bounded to the south by Chatham Street, to the north by 4 Harry Street (Protected Structure), to the west by Balfe Street and to the east by Chatham Lane. The development will consist of the demolition of the existing three storey over basement building on the site and the construction of a six storey over basement mixed use building.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3209/20	Dublin City Council	Permission for development consisting of a 7 storey above ground floor residential building, totaling 8 storeys overall, containing 24 apartments comprising of 5 no. studio units, 10 no. 1 no. bedroom units, and 9 no. 2 bedroom units.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2016/19	Dublin City Council	Permission for the development of an education and research building. The development will consist of the demolition of Block A Ardilaun Centre, No. 4 Proud's Lane, an ESB substation and security hut to the rear of No. 26 York Street at Cuffe Lane and the podium and basement car park and associated ramp access vis Cuffe Lane serving No. 26 York Street and Ardilaun Centre, and the construction of a Third-Level Education building of varying heights from five to eight storeys.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2409/19	Dublin City Council	Permission is sought for developments of lands bounded to the north and west by Mountain View Avenue, Dublin 6 and to the east by No. 14 Mountain View Avenue and Nos. 226-230 Harold's Cross Road. The development will consist of the demolition of 4 no. single storey light industrial/commercial units and 1 no. two storey dwelling and the construction of a 3 no. storey 7	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
		no. bay hipped roof terrace block, with rooflights, to comprise of 4 no. three-bedroom townhouses, 3 no. two-bedroom apartments and 5 no. one-bedroom apartments	Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.			
2010/19	Dublin City Council	Planning permission for a residential development at site bounded by the rear gardens of St. Kevin's Park to the south, Highfield Grove and Four Oaks to the north, Sunbury Park to the east and Saint Luke's Hospital to the west. The development will consist of the demolition and removal of the existing derelict glass greenhouses and related structures, the partial demolition of existing site boundaries and the construction of 14 no. new dwellings.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2878/15	Dublin City Council	The proposed development comprises of the demolition of the existing two storey dwelling at No. 85 Templeogue Road, Dublin 6W and the construction of a total of 30 no. residential units, comprising: 2 no. semi-detached four bedroom houses of part two, part three storeys.; Apartment Block A to comprise of a part three, part four storey development comprising of 22 no. apartment units, with a mix of 9 no. three bedroom apartments and 13 no. two bedroom apartments; Apartment Block B to comprise of a three storey block of 6 no. two bedroom apartment units.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2915/20	Dublin City Council	Planning permission for development at 36 Bride Street, Dublin 8, D08 AX62 and Molyneux House, 67-69 Bride Street, Dublin 8, D08 C8CN. The development will consist of the demolition of an existing single-storey pitched roofed light industrial building and a 2/4/5-storey office building including the remaining external walls and roof of Molyneux Chapel (c. 2,639sqm) and the construction of a 247-room hotel building comprising of a part 4-storey, part 5-storey block facing Bride Street and a nine storey block at the corner of Bride Street and Peter Street.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
4628/18	Dublin City Council	PROTECTED STRUCTURE: Planning Permission for development at site generally bound by Charlemont Street to the east, Harcourt Road to the north and Richmond Street South to the west which contains four Protected Structures: 5 Charlemont Street (RPS Ref. 1350); 6 Charlemont Street (RPS Ref. 1351); 7 Charlemont Street (RPS Ref. 1352); and 8 Charlemont Street (RPS Ref. 1353). The development consists of the the provision of a part 7, part 8 and part 9 storey office development with retail/cafe/restaurant units including conservation works to 5, 6, 7 and 8, Charlemont Street.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3024/18	Dublin City Council	PROTECTED STRUCTURE: 10 year planning permission for development of site located at Harcourt Square, Harcourt Street and Charlotte Way, no. 38 Harcourt Street (a protected structure, RPS no. 3541), and no. 40 Harcourt Street (a protected structure RPS no. 3542), Dublin 2. The proposed development will consist of the demolition of all existing modern buildings and associated structures on the site and the existing wall to Charlotte Way and the development of an office development of up to eight storeys over lower ground and basement level and provision of a retail/cafe/restaurant/class 2 financial services unit at ground level fronting onto Charlotte Way. The proposed development is intended as a redesigned scheme for the site - the comprehensive redevelopment of the site (excluding no. 39 Harcourt Street) previously permitted under DCC Ref. Ref. 2527/15 and DCC Reg. Ref. 3987/15.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3389/15	Dublin City Council	PROTECTED STRUCTURE: The development will consist of the demolition of No. 46 Lower Rathmines Road and a derelict mews building on Fortesque Lane, to the rear of No. 36 Lower	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin	The Proposed Scheme will have dust mitigation measures in place	Construction - no significant residual	Worst-case assumptions made based on professional judgement regarding construction

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		Rathmines Road and the refurbishment of existing Nos. 40, 42 and 44 Lower Rathmines Road (protected structures) and the construction of two new additional buildings creating a student residential complex, comprising the following: Building A: 4 storey building over basement level comprising of 74 student residential units; Building B: 3 storey building over ground floor level fronting onto Lower Rathmines Road comprising of 8 student residential units; Building C: provision of 24 student residential units.	reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	as part of the CEMP. The planned development will require similar measures.	effects post mitigation. Neutral overall.	vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
SD15A/0036	South Dublin County Council	Residential development which will consist of the demolition of existing Ashfield College building, associated ancillary buildings and 'Palmville House' and the construction of 16 dwellings comprising 6 no. 4 bed and study, two and a half storey semi-detached/terraced houses; 5 no. 4 bed two and a half storey semi-detached/terraced houses; 2 no. 3 bed and study, two and a half storey terraced houses; 2 no. 3 bed two storey semi-detached houses and 1 no. 2 bed one and a half storey semi-detached house.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2380/17	Dublin City Council	The application site is located to the south of the former Carroll's Building (Protected Structure Ref.:3280) at 2 Grand Parade. The development will consist of the demolition of existing buildings No. 19A and 19-25 Dartmouth Road and the outbuilding to the rear to provide for the construction of 4 no. 3 storey over basement, four bedroom houses.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2142/20	Dublin City Council	The development consists of the demolition of existing structures on site and the construction of an 8 storey office development over a lower ground floor/basement level.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2158/15	Dublin City Council	The development will consist of the demolition of the existing three storey over basement building on the site and the construction of a five storey over basement mixed use building.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3381/20	Dublin City Council	The development will consist of the demolition of the existing two residential buildings and construction of four storey with setback fifth storey apartment block at 189-190 Rathgar Road for 29 no. apartments comprising of 4 no. studio units, 13 no. 1-bed units and 12 no. 2-bed units.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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4735/18	Dublin City Council	The development will consist of the demolition of existing buildings and structures on site, with the exception of the front facade of no. 126 Harold's Cross Road and the construction of an infill residential development of 34 no. apartments with associated balconies/terraces comprising 18 no. 2 bedroom units, 11 no. 1 bedroom units and 5 no. studio units in 2 no. blocks (Block 1 & Block 2). Block 1 comprises a 5 storey (4 storey plus set-back penthouse level) over basement building to the west (rest) of the accommodating 31 no. units; Block 2 comprises a 2-3 storey over basement building to the east of the site (fronting onto Harold's Cross Road) accommodating 4 no. units (1 no. 2 bed unit, 1 no. 1 bed unit and 1 no. studio unit).	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3379/19	Dublin City Council	The proposed development consists of the demolition of the existing buildings and construction of a 4 storey over basement apartment building with 22 apartments, comprising 14 x 2 bed, 3 x 1 bed, and 5 x studio units.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2421/20	Dublin City Council	The development will consist of the demolition of the existing six storey mixed use structure known as 'Moira House' and 'Trinity Street Car Park', and the provision of a nine storey over basement office building with a restaurant at ground floor.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2712/21	Dublin City Council	Permission is sought for the demolition of the existing two storey building previously used as a garage and showroom and the construction of a Build to Rent residential apartment development comprising 38 no. apartments.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2769/21	Dublin City Council	Permission for a Build-To-Rent residential development at No. 348 Harold's Cross Road, Dublin 6, D6W VW99, (formerly known as 'Kenilworth Motors) principally bounded by Laundry Lane to the north, Harold's Cross Road to the east, Kenilworth Manor to the south, and Rosary Park to the west. The development will principally consist of the demolition of all one storey, with part mezzanine, buildings and certain boundary walls and the construction of a part-two, part-three, part-four, part-five storey building comprising 52 no. apartments.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2796/21	Dublin City Council	Development on lands at 49-51 Pleasants Street (D08 XHF2, D08 VN22, D08 EF24), Pleasants House (D08 F54N) & 5 Pleasants Lane (D08 HY62), Dublin 8. The development will consist of the demolition of the existing structures on site and construction of a part seven / six / five / four storey over basement building with commercial/restaurant/café use, commercial storage and residents amenity facilities at ground floor level and a "Build to Rent" residential development of 45 no. residential units at 1st to 6th floor levels.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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			planned development in isolation - it follows that a significant cumulative impact is expected.			
2843/21	Dublin City Council	Permission for development of Donnybrook Primary Care Centre and additional works at Royal Hospital Donnybrook, Morehampton Road, Donnybrook, Dublin 4, D04 HX40. The proposed development comprises the construction of a new Primary Care Centre (,4 storeys over basement level).	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2851/21	Dublin City Council	Planning permission for development located at the former Harold's Cross Greyhound Stadium, Harold's Cross, Dublin 6 which will comprise a new educational campus of 2 No. new school buildings, to be delivered on a phased basis. The demolition/removal of the existing 3 no. storey grandstand; 1 no. storey pavilion building; 2 no. outbuildings and entrance gates onto Harold's Cross Road is required to facilitate the proposed development.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3546/21	Dublin City Council	Development at 17-19 Richmond Street South and 14 Gordon Place, Dublin 2, D02 EF 20, including 18 & 19 Richmond St. South which are approved for demolition under Grant of permission DCC Reg. Ref. 4059/18. The proposed development will consist of the demolition of an additional 2 no. existing structures and construction of a new mixed-use development, 'The Gatehouse' comprising 2 no. retail units, 22 no. apartment units at first-floor to seventh-floor level, a bin/plant room at ground-floor level and communal open space at sixth-floor (roof) level.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
SD21A/0101	South Dublin County Council	Residential development comprising a total of 28 apartments, in a building up to 4-storeys in height at the site of the former filling station and a portion of land located to the north of the filling station site, where the existing traffic lights and pedestrian crossing are located along Nutgrove Avenue.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3412/22	Dublin City Council	The application site contains four Protected Structures: 5 Charlemont Street (RPS Ref. 1350); 6 Charlemont Street (RPS Ref. 1351); 7 Charlemont Street (RPS Ref. 1352); and 8 Charlemont Street (RPS Ref. 1353). The development consists of the provision of a new mixed-use building of up to 10 storeys, with set backs at various levels over two levels of basement for office and Retail/Café/ Restaurant space.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3457/22	Dublin City Council	Planning permission for development on lands at 49-51 Pleasants Street, Pleasants House & 5 Pleasants Lane, Dublin 8. The development will consist of the demolition of existing structures on site and the construction of a five-storey over basement mixed use building comprising of office and retail/café/restaurant use with setbacks at 2nd & 4th floor levels.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.			
3971/22	Dublin City Council	Planning permission for development at the former Highfield Plant Nursery located off Oakland's Crescent Road, Highfield Grove and St. Luke's Hospital Service Road, all accessed off Highfield Road, Rathgar, Dublin 6. The proposed development will consist of the demolition of the existing derelict glass greenhouses and relate structures and the construction of a four-storey building providing a 120 no. bed space nursing home and all associated ancillary development.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
4027/22	Dublin City Council	The development will consist of the demolition of Canal House and Construction House, a derelict terrace of 5 no. properties (known as 2-6 Dunville Terrace) and a single storey cafe building and the construction of an office development comprising two buildings: Block A on the southern part of the site - office space over five, six and eight floors and Block B fronting onto Canal Road - office space over five floors (including lower ground floor) over a single level basement.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
4071/22	Dublin City Council	PERMISSION & RETENTION: for the development at Queen of Peace Centre, Garville Place, Rathgar, Dublin 6, located on the western side of Garville Place to the rear of Garville Avenue nos. 6-8 and to the south of Garville Lane. The development is an amendment application to the permitted development under DCC Reg. Ref. 4613/19 (and previous permission DCC Reg. Ref. 2865/18). The alterations will include the increase in the no. of bedrooms by 47 no. to provide a total of 131 no. bedrooms in the main building and associated modifications/alterations.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
SD22A/0153	South Dublin County Council	Development on site for Phase 1 (of a 2-phase future masterplan) partial demolitions, refurbishment and a new circulation link extension to the existing Loreto Abbey Complex, protected structures (RPS no.s 252 and 253) at the Grange Road Loreto Rathfarnham for use as Gaelcholaiste an Phiarsaigh.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
4936/22	DCC	A 7 year planning permission for the demolition of existing office block at ground level and above (6 no. storeys), partial demolition of basement slab and construction of new pad foundations, and construction of a new 9 no. storey office block (over existing basement with roof/plant level), with seatback at eighth floor level from the north and east elevations with accessible terraces provided.	Residential receptors identified within 350m of the planned deevelopment. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation signficant effects expected due to planned development in isolation - it follows that a signficant cumulative impact is expected.	The Proposed Scheme will have dust mitagtion measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no signifcant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unvailable while development is in planning stage.
4816/22	DCC	Planning permission for the demolition of the existing two office buildings and provision of an 8 storey office building (over single basement with plant level) and café/restaurant.	Residential receptors identified within 350m of the planned deevelopment. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health.	The Proposed Scheme will have dust mitagtion measures in place as part of the CEMP. The planned	Construction - no signifcant residual	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation signficant effects expected due to planned development in isolation - it follows that a signficant cumulative impact is expected.	development will require similar measures.	effects post mitigation. Neutral overall.	materials. This data is unavailable while development is in planning stage.
4832/22	DCC	The development will consist of the demolition of existing pitched blazed roof over shopping mall and the construction of a new 111 bedroom hotel around a central lightwell. The new structure will increase the overall height of the building to part five storeys and part six storeys in height.	Residential receptors identified within 350m of the planned deevelopment. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation signficant effects expected due to planned development in isolation - it follows that a signficant cumulative impact is expected.	The Proposed Scheme will have dust mitagtion measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no signifcant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
4937/22	DCC	The development will consist of the reconfiguration and extension of the exiting office block utilising existing structural elements to provide modernised office accommodation. The proposed development includes the removal of the upper ground floor, provision of a new ground floor and provision of 2 no. additional storeys over the existing offices (10 no. storeys total over existing basement with roof/plant level).	Residential receptors identified within 350m of the planned deevelopment. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation signficant effects expected due to planned development in isolation - it follows that a signficant cumulative impact is expected.	The Proposed Scheme will have dust mitagtion measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no signifcant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
5099/22	DCC	PROTECTED STRUCTURE: Planning permission for development at a c. 0.126 ha site at nos. 92 and 93 St. Stephen's Green (Protected Structure no. RPS Reg. Ref. 7802 and 7803), Dublin 2 to provide for a mixed-use development comprising 5 no, apartments and the construction of a part 6-storey, part 8-storey over basement hotel development to the rear.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
SD228/0008	SDCC	Construction of a combination of single way and two-way cycle tracks on and adjacent to the vehicle carriageway.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
SD18A/0053	SDCC	Construction of 2 three-storey buildings accommodating: 32 apartments; ancillary space; and an ESB sub-station and associated switch room. The development proposed is a variation on that permitted under Reg: SD07A/0540 (as extended under Reg. Ref. SD07A/0540/EP).	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
2028/21	DCC	The development will consist of the demolition of existing structures on site, with the exception of the 2 no. arched gables on the street front and the construction of a 4-storey hotel with a setback at third floor accommodating 78 no. hotel bedrooms.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
n/a	SDCC / DCC	River Camac FAS	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
307746	SDCC	Whitechurch FAS	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
245738	DCC / FCC	Baldoyle aviation fuel line	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
306837	DCC	Demolition of existing structures, Construction of 358 bedspaces. Cunningham House, Trinity Hall, Dartry, Dublin 6	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
308533	DCC	Alterations to previously permitted development Reg.Ref:2186/15 (PL29S.245164) increasing the total number of units from 220 no. units to 248 no. units	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			planned development in isolation - it follows that a significant cumulative impact is expected.			
312539	DCC	Demolition of existing building, construction of 358 no. student bedspace accommodation, 4 no. staff apartments and associated site works.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
311984	DCC	Demolition of existing structures, construction of 132 no. apartments and associated site works	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
IW11		Clarendon Street. Clarendon Street Sewer Upgrades	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
MP15		DART+ Tunnel Element (Kildare Line to Northern Line)	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
MP16		Potential Metro South alignment: SW option	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
MP17		LUAS Cross City incorporating LUAS Green Line Capacity Enhancement - Phase 1	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.			
MP19		Potential Metro South alignment: Charlemont to Sandyford	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
MP32		MetroLink	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
A3		Dublin BusConnects: Tallaght-Clondalkin to City Centre	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
D2		Dublin BusConnects: Kimmage to City Centre	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SD178/0003	South Dublin County Council	Dodder Greenway Route Scheme. The proposed Greenway route is approximately 14km in length and passes along the Dodder Valley from Orwell / Terenure through the outer suburbs of Tallaght to rural and upland Dublin to the entrance to the Bohernabreena reservoirs at Glenasmole.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
2797/20	Dublin City Council	Permission for a residential development at 31 Orwell Road & Washerwoman's Lane, Rathgar, Dublin 6. The proposal consists of: the demolition of a 4 bedroom, 2 storey derelict house and the construction of 4 residential units consisting of: 2 no. 3 bedroom two storey semi-detached houses facing Orwell Road and 2 no. 3-bedroom two storey semi-detached houses accessed from Washerwoman's Lane.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
2016/19	Dublin City Council	Permission for the development of an education and research building. The development will consist of the demolition of Block A Ardilaun Centre, No. 4 Proud's Lane, an ESB substation and security hut to the rear of No. 26 York Street at Cuffe Lane and the podium and basement car park and associated ramp access vis Cuffe Lane serving No. 26 York Street and Ardilaun Centre, and the construction of a Third-Level Education building of varying heights from five to eight storeys.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
2409/19	Dublin City Council	Permission is sought for developments of lands bounded to the north and west by Mountain View Avenue, Dublin 6 and to the east by No. 14 Mountain View Avenue and Nos. 226-230 Harold's Cross Road. The development will consist of the demolition of 4 no. single storey light industrial/commercial units and 1 no. two storey dwelling and the construction of a 3 no. storey 7 no. bay hipped roof terrace block, with rooflights, to comprise of 4 no. three-bedroom townhouses, 3 no. two-bedroom apartments and 5 no. one-bedroom apartments	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	the EIAR) for the Proposed Scheme. The planned development will require similar measures.	residual cumulative effects post mitigation.	and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
2878/15	Dublin City Council	The proposed development comprises of the demolition of the existing two storey dwelling at No. 85 Templeogue Road, Dublin 6W and the construction of a total of 30 no. residential units, comprising: 2 no. semi-detached four bedroom houses of part two, part three storeys.; Apartment Block A to comprise of a part three, part four storey development comprising of 22 no. apartment units, with a mix of 9 no. three bedroom apartments and 13 no. two bedroom apartments; Apartment Block B to comprise of a three storey block of 6 no. two bedroom apartment units.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
4628/18	Dublin City Council	PROTECTED STRUCTURE: Planning Permission for development at site generally bound by Charlemont Street to the east, Harcourt Road to the north and Richmond Street South to the west which contains four Protected Structures: 5 Charlemont Street (RPS Ref. 1350); 6 Charlemont Street (RPS Ref. 1351); 7 Charlemont Street (RPS Ref. 1352); and 8 Charlemont Street (RPS Ref. 1353). The development consists of the the provision of a part 7, part 8 and part 9 storey office development with retail/cafe/restaurant units including conservation works to 5, 6, 7 and 8, Charlemont Street.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
3024/18	Dublin City Council	PROTECTED STRUCTURE: 10 year planning permission for development of site located at Harcourt Square, Harcourt Street and Charlotte Way, no. 38 Harcourt Street (a protected structure, RPS no. 3541), and no. 40 Harcourt Street (a protected structure RPS no. 3542), Dublin 2. The proposed development will consist of the demolition of all existing modern buildings and associated structures on the site and the existing wall to Charlotte Way and the development of an office development of up to eight storeys over lower ground and basement level and provision of a retail/cafe/restaurant/class 2 financial services unit at ground level fronting onto Charlotte Way. The proposed development is intended as a redesigned scheme for the site - the comprehensive redevelopment of the site (excluding no. 39 Harcourt Street) previously permitted under DCC Ref. Ref. 2527/15 and DCC Reg. Ref. 3987/15.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
3389/15	Dublin City Council	PROTECTED STRUCTURE: The development will consist of the demolition of No. 46 Lower Rathmines Road and a derelict mews building on Fortesque Lane, to the rear of No. 36 Lower Rathmines Road and the refurbishment of existing	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not

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		Nos. 40, 42 and 44 Lower Rathmines Road (protected structures) and the construction of two new additional buildings creating a student residential complex, comprising the following: Building A: 4 storey building over basement level comprising of 74 student residential units; Building B: 3 storey building over ground floor level fronting onto Lower Rathmines Road comprising of 8 student residential units; Building C: provision of 24 student residential units.	proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
SD15A/0036	South Dublin County Council	Residential development which will consist of the demolition of existing Ashfield College building, associated ancillary buildings and 'Palmville House' and the construction of 16 dwellings comprising 6 no. 4 bed and study, two and a half storey semi-detached/terraced houses; 5 no. 4 bed two and a half storey semi-detached/terraced houses; 2 no. 3 bed and study, two and a half storey terraced houses; 2 no. 3 bed two storey semi-detached houses and 1 no. 2 bed one and a half storey semi-detached house.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
2142/20	Dublin City Council	The development consists of the demolition of existing structures on site and the construction of an 8 storey office development over a lower ground floor/basement level.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
3381/20	Dublin City Council	The development will consist of the demolition of the existing two residential buildings and construction of four storey with setback fifth storey apartment block at 189-190 Rathgar Road for 29 no. apartments comprising of 4 no. studio units, 13 no. 1-bed units and 12 no. 2-bed units.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).

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4735/18	Dublin City Council	The development will consist of the demolition of existing buildings and structures on site, with the exception of the front facade of no. 126 Harold's Cross Road and the construction of an infill residential development of 34 no. apartments with associated balconies/terraces comprising 18 no. 2 bedroom units, 11 no. 1 bedroom units and 5 no. studio units in 2 no. blocks (Block 1 & Block 2). Block 1 comprises a 5 storey (4 storey plus set-back penthouse level) over basement building to the west (rest) of the accommodating 31 no. units; Block 2 comprises a 2-3 storey over basement building to the east of the site (fronting onto Harold's Cross Road) accommodating 4 no. units (1 no. 2 bed unit, 1 no. 1 bed unit and 1 no. studio unit).	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
3379/19	Dublin City Council	The proposed development consists of the demolition of the existing buildings and construction of a 4 storey over basement apartment building with 22 apartments, comprising 14 x 2 bed, 3 x 1 bed, and 5 x studio units.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
2421/20	Dublin City Council	The development will consist of the demolition of the existing six storey mixed use structure known as 'Moira House' and 'Trinity Street Car Park', and the provision of a nine storey over basement office building with a restaurant at ground floor.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
2769/21	Dublin City Council	Permission for a Build-To-Rent residential development at No. 348 Harold's Cross Road, Dublin 6, D6W VW99, (formerly known as 'Kenilworth Motors) principally bounded by Laundry Lane to the north, Harold's Cross Road to the east, Kenilworth Manor to the south, and Rosary Park to the west. The development will principally consist of the demolition of all one storey, with part mezzanine, buildings and certain boundary walls and the construction of a part-two, part-three, part-four, part-five storey building comprising 52 no. apartments.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by

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			immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	planned development will require similar measures.		Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
2796/21	Dublin City Council	Development on lands at 49-51 Pleasants Street (D08 XHF2, D08 VN22, D08 EF24), Pleasants House (D08 F54N) & 5 Pleasants Lane (D08 HY62), Dublin 8. The development will consist of the demolition of the existing structures on site and construction of a part seven / six / five / four storey over basement building with commercial/restaurant/café use, commercial storage and residents amenity facilities at ground floor level and a "Build to Rent" residential development of 45 no. residential units at 1st to 6th floor levels.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is in proximity to Proposed project and is screened f by intervening buildings.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
2851/21	Dublin City Council	Planning permission for development located at the former Harold's Cross Greyhound Stadium, Harold's Cross, Dublin 6 which will comprise a new educational campus of 2 No. new school buildings, to be delivered on a phased basis. The demolition/removal of the existing 3 no. storey grandstand; 1 no. storey pavilion building; 2 no. outbuildings and entrance gates onto Harold's Cross Road is required to facilitate the proposed development.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
3546/21	Dublin City Council	Development at 17-19 Richmond Street South and 14 Gordon Place, Dublin 2, D02 EF 20, including 18 & 19 Richmond St. South which are approved for demolition under Grant of permission DCC Reg. Ref. 4059/18. The proposed development will consist of the demolition of an additional 2 no. existing structures and construction of a new mixed-use development, 'The Gatehouse' comprising 2 no. retail units, 22 no. apartment units at first-floor to seventh-floor level, a bin/plant room at ground-floor level and communal open space at sixth-floor (roof) level.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
3412/22	Dublin City Council	The application site contains four Protected Structures: 5 Charlemont Street (RPS Ref. 1350); 6 Charlemont Street (RPS Ref. 1351); 7 Charlemont Street (RPS Ref. 1352); and 8 Charlemont Street (RPS Ref. 1353). The development consists of the provision of a new mixed-use building of up to 10 storeys, with set backs at various levels over two levels of basement for office and Retail/Café/ Restaurant space.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1

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			noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	the EIAR) for the Proposed Scheme. The planned development will require similar measures.	residual cumulative effects post mitigation.	and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
3457/22	Dublin City Council	Planning permission for development on lands at 49-51 Pleasants Street, Pleasants House & 5 Pleasants Lane, Dublin 8. The development will consist of the demolition of existing structures on site and the construction of a five-storey over basement mixed use building comprising of office and retail/café/restaurant use with setbacks at 2nd & 4th floor levels.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
4071/22	Dublin City Council	PERMISSION & RETENTION: for the development at Queen of Peace Centre, Garville Place, Rathgar, Dublin 6, located on the western side of Garville Place to the rear of Garville Avenue nos. 6-8 and to the south of Garville Lane. The development is an amendment application to the permitted development under DCC Reg. Ref. 4613/19 (and previous permission DCC Reg. Ref. 2865/18). The alterations will include the increase in the no. of bedrooms by 47 no. to provide a total of 131 no. bedrooms in the main building and associated modifications/alterations.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
SD22A/0153	South Dublin County Council	Development on site for Phase 1 (of a 2-phase future masterplan) partial demolitions, refurbishment and a new circulation link extension to the existing Loreto Abbey Complex, protected structures (RPS no.s 252 and 253) at the Grange Road Loreto Rathfarnham for use as Gaelcholaiste an Phiarsaigh.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
4936/22	DCC	A 7 year planning permission for the demolition of existing office block at ground level and above (6 no. storeys), partial demolition of basement slab and construction of new pad foundations, and construction of a new 9 no. storey office block (over existing basement with roof/plant level), with	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration).	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
		seatback at eighth floor level from the north and east elevations with accessible terraces provided.	the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
4816/22	DCC	Planning permission for the demolition of the existing two office buildings and provision of an 8 storey office building (over single basement with plant level) and café/restaurant.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
4832/22	DCC	The development will consist of the demolition of existing pitched blazed roof over shopping mall and the construction of a new 111 bedroom hotel around a central lightwell. The new structure will increase the overall height of the building to part five storeys and part six storeys in height.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
4937/22	DCC	The development will consist of the reconfiguration and extension of the exiting office block utilising existing structural elements to provide modernised office accommodation. The proposed development includes the removal of the upper ground floor, provision of a new ground floor and provision of 2 no. additional storeys over the existing offices (10 no. storeys total over existing basement with roof/plant level).	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
5099/22	DCC	PROTECTED STRUCTURE: Planning permission for development at a c. 0.126 ha site at nos. 92 and 93 St. Stephen's Green (Protected Structure no. RPS Reg. Ref.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
		7802 and 7803), Dublin 2 to provide for a mixed-use development comprising 5 no, apartments and the construction of a part 6-storey, part 8-storey over basement hotel development to the rear.	are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
SD228/0008	SDCC	Construction of a combination of single way and two-way cycle tracks on and adjacent to the vehicle carriageway.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
2028/21	DCC	The development will consist of the demolition of existing structures on site, with the exception of the 2 no. arched gables on the street front and the construction of a 4-storey hotel with a setback at third floor accommodating 78 no. hotel bedrooms.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
311984	DCC	Demolition of existing structures, construction of 132 no. apartments and associated site works	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Small section of planned development is in proximity to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
D2		Dublin BusConnects: Kimmage to City Centre	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned CBC corridor bounds the southern portion of the proposed development, impact assessment of both have been considered. NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).

Table A21.2.3 Stage 3 and 4: Population

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SD178/0003	South Dublin County Council	Dodder Greenway Route Scheme. The proposed Greenway route is approximately 14km in length and passes along the Dodder Valley from Orwell / Terenure through the outer suburbs of Tallaght to rural and upland Dublin to the entrance to the Bohernabreena reservoirs at Glenasmole.	Construction Constructing both the Proposed Scheme and this development at the same time has the potential to bring about impacts on amenity in the immediate vicinity of works during a temporary period. A cumulative impact could potentially occur during construction with no mitigation. There looks to be some overlap in land take between the Greenway and BusConnect corridor projects. Operation Looks to be some overlap in land take on Templeogue Road and the junction connecting Dodder Park Road and Rathfarnham Road.	Construction As outlined in Section 5.9 of this EIAR, liaison with third-party developers will take place on a case-by-case basis, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately. Operation Communication with the third party developers will need to be undertaken to determine whether the proposed access for the application site and the BusConnects corridor can find a medium.	No significant cumulative impacts	Unclear if the construction stages will overlap.
2878/15	Dublin City Council	The proposed development comprises of the demolition of the existing two storey dwelling at No. 85 Templeogue Road, Dublin 6W and the construction of a total of 30 no. residential units, comprising: 2 no. semi-detached four bedroom houses of part two, part three storeys.; Apartment Block A to comprise of a part three, part four storey development comprising of 22 no. apartment units, with a mix of 9 no. three bedroom apartments and 13 no. two bedroom apartments; Apartment Block B to comprise of a three storey block of 6 no. two bedroom apartment units.	Construction Constructing both the Proposed Scheme and this development at the same time has the potential to bring about impacts on amenity in the immediate vicinity of works during a temporary period. A cumulative impact could potentially occur during construction with no mitigation. Operation N/A	Construction As outlined in Section 5.9 of this EIAR, liaison with third-party developers will take place on a case-by-case basis, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately. Operation N/A	No significant cumulative impacts	Unclear if the construction stages will overlap.
4628/18	Dublin City Council	PROTECTED STRUCTURE: Planning Permission for development at site generally bound by Charlemont Street to the east, Harcourt Road to the north and Richmond Street South to the west which contains four Protected Structures: 5 Charlemont Street (RPS Ref. 1350); 6 Charlemont Street (RPS Ref. 1351); 7 Charlemont Street (RPS Ref. 1352); and 8 Charlemont Street (RPS Ref. 1353). The development consists of the provision of a part 7, part 8 and part 9 storey office development with retail/cafe/restaurant units including conservation works to 5, 6, 7 and 8, Charlemont Street.	Construction Constructing both the Proposed Scheme and this development at the same time has the potential to bring about impacts on amenity in the immediate vicinity of works during a temporary period. A cumulative impact could potentially occur during construction with no mitigation. Operation Looks to be some overlap in land take on Richmond Street South and Harcourt Road.	Construction As outlined in Section 5.9 of this EIAR, liaison with third-party developers will take place on a case-by-case basis, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately. Operation Communication with the third party developers will need to be undertaken to determine whether the proposed access for the application site and the BusConnects corridor can find a medium.	No significant cumulative impacts	Unclear if the construction stages will overlap.
3024/18	Dublin City Council	PROTECTED STRUCTURE: 10 year planning permission for development of site located at Harcourt Square, Harcourt Street and Charlotte Way, no. 38 Harcourt Street (a protected structure, RPS no. 3541), and no. 40 Harcourt Street (a protected structure RPS no. 3542), Dublin 2. The proposed development will consist of the demolition of all existing modern buildings and associated structures on the site and the existing wall to Charlotte Way and the development of an office development of up to eight storeys over lower ground and basement level and provision of a retail/cafe/restaurant/class 2 financial services unit at ground level	Construction Constructing both the Proposed Scheme and this development at the same time has the potential to bring about impacts on amenity in the immediate vicinity of works during a temporary period. A cumulative impact could potentially occur during construction with no mitigation. Operation Given the extent of the residential aspect of the	Construction As outlined in Section 5.9 of this EIAR, liaison with third-party developers will take place on a case-by-case basis, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately.	No significant cumulative impacts	Unclear if the construction stages will overlap.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
		fronting onto Charlotte Way. The proposed development is intended as a redesigned scheme for the site - the comprehensive redevelopment of the site (excluding no. 39 Harcourt Street) previously permitted under DCC Ref. Ref. 2527/15 and DCC Reg. Ref. 3987/15.	development and the proposed recreational aspect, it may generate significant enough traffic to bring about amenity impacts in the immediate vicinity.	Operation Communication with the third party developers will need to be undertaken to determine whether the proposed access for the application site and the BusConnects corridor can find a medium.		
3389/15	Dublin City Council	PROTECTED STRUCTURE: The development will consist of the demolition of No. 46 Lower Rathmines Road and a derelict mews building on Fortesque Lane, to the rear of No. 36 Lower Rathmines Road and the refurbishment of existing Nos. 40, 42 and 44 Lower Rathmines Road (protected structures) and the construction of two new additional buildings creating a student residential complex, comprising the following: Building A: 4 storey building over basement level comprising of 74 student residential units; Building B: 3 storey building over ground floor level fronting onto Lower Rathmines Road comprising of 8 student residential units; Building C: provision of 24 student residential units.	Construction Constructing both the Proposed Scheme and this development at the same time has the potential to bring about impacts on amenity in the immediate vicinity of works during a temporary period. A cumulative impact could potentially occur during construction with no mitigation. Operation N/A	Construction As outlined in Section 5.9 of this EIAR, liaison with third-party developers will take place on a case-by-case basis, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately. Operation N/A	No significant cumulative impacts	Unclear if the construction stages will overlap.
2769/21	Dublin City Council	Permission for a Build-To-Rent residential development at No. 348 Harold's Cross Road, Dublin 6, D6W VW99, (formerly known as 'Kenilworth Motors) principally bounded by Laundry Lane to the north, Harold's Cross Road to the east, Kenilworth Manor to the south, and Rosary Park to the west. The development will principally consist of the demolition of all one storey, with part mezzanine, buildings and certain boundary walls and the construction of a part-two, part-three, part-four, part-five storey building comprising 52 no. apartments.	Construction Constructing both the Proposed Scheme and this development at the same time has the potential to bring about impacts on amenity in the immediate vicinity of works during a temporary period. A cumulative impact could potentially occur during construction with no mitigation. Operation N/A	Construction As outlined in Section 5.9 of this EIAR, liaison with third-party developers will take place on a case-by-case basis, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately. Operation N/A	No significant cumulative impacts	Unclear if the construction stages will overlap.
2851/21	Dublin City Council	Planning permission for development located at the former Harold's Cross Greyhound Stadium, Harold's Cross, Dublin 6 which will comprise a new educational campus of 2 No. new school buildings, to be delivered on a phased basis. The demolition/removal of the existing 3 no. storey grandstand; 1 no. storey pavilion building; 2 no. outbuildings and entrance gates onto Harold's Cross Road is required to facilitate the proposed development.	Construction The applications construction is due to take 18-24 months, however as there is uncertainty around the scheme's construction dates the assessment of cumulative effects has assumed a worst case of construction overlap which would lead to a potential cumulative impact on land take. Operation There is no potential for cumulative effects on land take during operation.	Construction If construction timescales overlap, transportation of construction materials to the two sites could be managed during off-peak periods as best practice to avoid causing disruptions to the local road network. As outlined in Section 5.9 of this EIAR, liaison with third-party developers will take place on a case-by-case basis, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately. Operation There are no anticipated cumulative impacts on amenity, land take or accessibility. Therefore no mitigation measures are required at this stage.	Construction As the site itself is away from the Proposed Scheme, just the entrance sits along the Proposed Scheme, and application construction vehicles will wait at a "staging point" to avoid obstruction on Harold's Cross Road - it is unlikely that any land-take or amenity cumulative impacts will occur. The schools have a large proposed attendance, with a phased increase of pupils across 7 years, which will likely coincide with the construction of the Proposed Scheme - there may be a chance of overlap in construction timescales, however accessibility to the school is unlikely to impacted during construction. Operation Due to there being no anticipated cumulative effects on land take, amenity or accessibility (and therefore no corresponding mitigation measures), there are no residual cumulative impacts on land take and amenity at operation stage.	Unclear if the construction stages will overlap.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
					There will be a mutual benefit to the public transport network (BusConnects) and the education campus in being located along the bus corridor.	
3546/21	Dublin City Council	Development at 17-19 Richmond Street South and 14 Gordon Place, Dublin 2, D02 EF 20, including 18 & 19 Richmond St. South which are approved for demolition under Grant of permission DCC Reg. Ref. 4059/18. The proposed development will consist of the demolition of an additional 2 no. existing structures and construction of a new mixed-use development, 'The Gatehouse' comprising 2 no. retail units, 22 no. apartment units at first-floor to seventh-floor level, a bin/plant room at ground-floor level and communal open space at sixth-floor (roof) level.	Construction Constructing both the Proposed Scheme and this development at the same time has the potential to bring about impacts on amenity in the immediate vicinity of works during a temporary period. A cumulative impact could potentially occur during construction with no mitigation. Operation N/A	Construction As outlined in Section 5.9 of this EIAR, liaison with third-party developers will take place on a case-by-case basis, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately. Operation N/A	No significant cumulative impacts	Unclear if the construction stages will overlap.
4936/22	DCC	A 7 year planning permission for the demolition of existing office block at ground level and above (6 no. storeys), partial demolition of basement slab and construction of new pad foundations, and construction of a new 9 no. storey office block (over existing basement with roof/plant level), with seatback at eighth floor level from the north and east elevations with accessible terraces provided.	Construction Permission has been granted for the other development; however it is unclear if construction has started at this point in time. Therefore, as a worst case scenario for the purpose of this assessment, it is assumed that there shall be temporal overlap in the construction stages of the two developments. The BusConnect corridor requires land take encompassing the entrance to the road that the other development is located on, but does not overlap directly with the other development. Given this, as well as there being no significant amenity impacts (as stated within the route's associated EIAR) of the route at construction stage, no cumulative impacts on amenity or land take at construction stage are expected. Site specific accessibility impacts have been considered to be out of scope for this assessment. Operation Given that the two proposals' areas do not overlap and that no significant amenity impacts (as stated within the route's associated EIAR) of the route at operation stage have been identified, there is no potential for cumulative impacts on land take or amenity during operation. Site specific accessibility impacts have been considered to be out of scope for this assessment.	Construction There are no anticipated cumulative impacts on amenity or land take, meaning no mitigation measures for land take and amenity cumulative impacts are required at this stage. Site specific accessibility impacts have been considered to be out of scope for this assessment. Operation There are no anticipated cumulative impacts on amenity or land take, meaning no mitigation measures for land take and amenity cumulative impacts are required at this stage. Site specific accessibility impacts have been considered to be out of scope for this assessment.	No significant cumulative impacts	At this point, it is unclear if there shall be temporal overlap in the corridor and the other development's construction phases.
4832/22	DCC	The development will consist of the demolition of existing pitched blazed roof over shopping mall and the construction of a new 111 bedroom hotel around a central lightwell. The new structure will increase the overall height of the building to part five storeys and part six storeys in height.	Construction Permission for this development was refused in November 2022. However, the developer is appealing this decision and therefore it is assumed, as a worst case scenario for the purpose of this assessment, that there shall be temporal overlap in the construction stages of this development and of the BusConnect corridor. The other development's temporary land take does not	Construction To mitigate cumulative impacts it may be possible to liaise with third party developers to plan construction so as to reduce impacts where reasonably practicable, or to ascertain whether the construction programme of both schemes are concurrent. Site specific accessibility impacts have been considered to be out of scope for this assessment.	No significant cumulative impacts	At this point, permission for this development has been refused. However, this decision is being appealed by the developer. Therefore, it is unclear if this development will go ahead or if the potential development's construction stage shall have temporal overlap with the corridor's construction stage.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			overlap with the BusConnect corridor's temporary land take. As such, there is no potential for cumulative impacts on land take during the construction stage. Furthermore, given that there are no significant amenity impacts (as stated within the route's EIAR) of the route at construction stage, no cumulative impacts on amenity at construction stage are expected. Site specific accessibility impacts have been considered to be out of scope for this assessment. <u>Operation</u> Given that the two proposals' areas do not overlap and that no significant amenity impacts (as stated within the route's associated EIAR) of the route at operation stage have been identified, there is no potential for cumulative impacts on land take or amenity during operation. Site specific accessibility impacts have been considered to be out of scope for this assessment.	<u>Operation</u> There are no anticipated cumulative impacts on amenity or land take, meaning no mitigation measures for land take and amenity cumulative impacts are required at this stage. Site specific accessibility impacts have been considered to be out of scope for this assessment.		
4937/22	DCC	The development will consist of the reconfiguration and extension of the exiting office block utilising existing structural elements to provide modernised office accommodation. The proposed development includes the removal of the upper ground floor, provision of a new ground floor and provision of 2 no. additional storeys over the existing offices (10 no. storeys total over existing basement with roof/plant level).	<u>Construction</u> Permission has been granted for the other development; however it is unclear if construction has started at this point in time. Therefore, as a worst case scenario for the purpose of this assessment, it is assumed that there shall be temporal overlap in the construction stages of the two developments. The BusConnect corridor requires land take encompassing the entrance to the road that the other development is located on, but does not overlap directly with the other development. Given this, as well as there being no significant amenity impacts (as stated within the route's associated EIAR) of the route at construction stage, no cumulative impacts on amenity or land take at construction stage are expected. Site specific accessibility impacts have been considered to be out of scope for this assessment. <u>Operation</u> Given that the two proposals' areas do not overlap and that no significant amenity impacts (as stated within the route's associated EIAR) of the route at operation stage have been identified, there is no potential for cumulative impacts on land take or amenity during operation. Site specific accessibility impacts have been considered to be out of scope for this assessment.	<u>Construction</u> There are no anticipated cumulative impacts on amenity or land take, meaning no mitigation measures for land take and amenity cumulative impacts are required at this stage. Site specific accessibility impacts have been considered to be out of scope for this assessment. <u>Operation</u> There are no anticipated cumulative impacts on amenity or land take, meaning no mitigation measures for land take and amenity cumulative impacts are required at this stage. Site specific accessibility impacts have been considered to be out of scope for this assessment.	No significant cumulative impacts	At this point, it is unclear if there shall be temporal overlap in the corridor and the other development's construction phases.
SD228/0008	SDCC	Construction of a combination of single way and two-way cycle tracks on and adjacent to the vehicle carriageway.	<u>Construction</u> It is unclear if the construction stage has begun on this development, or if there shall be temporal overlap of this development and the corridor. As such, as a worst case scenario for the purpose of this assessment, it is assumed that there shall be temporal overlap of the two	<u>Construction</u> To mitigate cumulative impacts it may be possible to liaise with third party developers to plan construction so as to reduce impacts where reasonably practicable, or to ascertain whether the construction programme of both schemes are concurrent.	No significant cumulative impacts	At this point, it is unclear if there shall be temporal overlap in the corridor and the other development's construction phases.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			developments. The other development requires temporary land take that partially comprises of the BusConnect corridor's temporary land take. As such, there is potential for cumulative impacts on land take during the construction stage. However, given that there are no significant amenity impacts (as stated within the route's EIAR) of the route at construction stage, no cumulative impacts on amenity at construction stage are expected. Site specific accessibility impacts have been considered to be out of scope for this assessment. <u>Operation</u> The other development requires permanent land take that partially comprises of the BusConnect corridor's permanant land take. As such, there is potential for cumulative impacts on land take during the construction stage. However, given that there are no significant amenity impacts (as stated within the route's EIAR) of the route at operation stage, no cumulative impacts on amenity at operation stage are expected. Site specific accessibility impacts have been considered to be out of scope for this assessment.	Site specific accessibility impacts have been considered to be out of scope for this assessment. <u>Operation</u> Communication with the third party developers will need to be undertaken to determine whether the overlap in land take for the application site and the BusConnects corridor will have an impact. Site specific accessibility impacts have been considered to be out of scope for this assessment.		
SD18A/0053	SDCC	Construction of 2 three-storey buildings accommodating: 32 apartments; ancillary space; and an ESB sub-station and associated switch room. The development proposed is a variation on that permitted under Reg: SD07A/0540 (as extended under Reg. Ref. SD07A/0540/EP).	<u>Construction</u> The application site is on the BusConnects scheme, located at the very southern end of the scheme beyond Rathfarnham Castle. Constructing both the Proposed Scheme and this development at the same time has the potential to bring about impacts on amenity in the immediate vicinity of works during a temporary period. A cumulative impact could potentially occur during construction with no mitigation. <u>Operation</u> There is no potential for cumulative effects on land take during operation.	<u>Construction</u> If construction timescales overlap, transportation of construction materials to the two sites could be managed during off-peak periods as best practice to avoid causing disruptions to the local road network. <u>Operation</u> There are no anticipated cumulative impacts on amenity, land take or accessibility. Therefore no mitigation measures are required at this stage.	No significant cumulative impacts	Unclear if or how much the construction stages will overlap - the application development already appears to be underway, so could be substantially complete prior to any BusConnects works commencing in the vicinity, in which case overlap would be minimal if there is any at all
2028/21	DCC	The development will consist of the demolition of existing structures on site, with the exception of the 2 no. arched gables on the street front and the construction of a 4-storey hotel with a setback at third floor accommodating 78 no. hotel bedrooms.	<u>Construction</u> The application site is close to (but off) the BusConnects scheme, in a relatively constrained location with access via a one-way route consisting of Charleville Rd/Wynnefield Rd, both of which intersect the BusConnects scheme. Constructing both the Proposed Scheme and this development at the same time has the potential to bring about impacts on amenity in the immediate vicinity of works during a temporary period. A cumulative impact could potentially occur during construction with no mitigation.	<u>Construction</u> If construction timescales overlap, transportation of construction materials to the two sites could be managed during off-peak periods as best practice to avoid causing disruptions to the local road network. <u>Operation</u> There are no anticipated cumulative impacts on amenity, land take or accessibility. Therefore no mitigation measures are required at this stage.	No significant cumulative impacts There could be a mutual benefit to the public transport network (BusConnects) with a new hotel being located along the bus corridor.	Unclear if the construction stages will overlap

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			Operation There is no potential for cumulative effects on land take during operation.			
MP15		DART+ Tunnel Element (Kildare Line to Northern Line)	Construction Constructing both the Proposed Scheme and this development at the same time has the potential to bring about impacts on amenity in the immediate vicinity of works during a temporary period. A cumulative impact could potentially occur during construction with no mitigation. Operation N/A	Construction As outlined in Section 5.9 of this EIAR, liaison with third-party developers will take place on a case-by-case basis, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately. Operation N/A	No significant cumulative impacts	Unclear if the construction stages will overlap.
MP16		Potential Metro South alignment: SW option	Construction Constructing both the Proposed Scheme and this development at the same time has the potential to bring about impacts on amenity in the immediate vicinity of works during a temporary period. A cumulative impact could potentially occur during construction with no mitigation. Operation N/A	Construction As outlined in Section 5.9 of this EIAR, liaison with third-party developers will take place on a case-by-case basis, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately. Operation N/A	No significant cumulative impacts	Unclear if the construction stages will overlap.

Table A21.2.4 Stage 3 and 4: Human Health

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
2409/19	Dublin City Council	Permission is sought for developments of lands bounded to the north and west by Mountain View Avenue, Dublin 6 and to the east by No. 14 Mountain View Avenue and Nos. 226-230 Harold's Cross Road. The development will consist of the demolition of 4 no. single storey light industrial/commercial units and 1 no. two storey dwelling and the construction of a 3 no. storey 7 no. bay hipped roof terrace block, with rooflights, to comprise of 4 no. three-bedroom townhouses, 3 no. two-bedroom apartments and 5 no. one-bedroom apartments.	Proposed residential development would be on a site approximately 30m from Proposed Scheme at R137 Harold's Cross Road. Construction Potential for in for in-combination impact of noise, dust, loss of visual amenity and general disruption from construction traffic and plant affecting nearby residents on Mountain View Avenue. Health impact is likely to be transient annoyance. On this basis the cumulative impact is assessed as Negative, Slight and Temporary. Operation No operational cumulative impact is anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Slight and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
2878/15	Dublin City Council	The proposed development comprises of the demolition of the existing two storey dwelling at No. 85 Templeogue Road, Dublin 6W and the construction of a total of 30 no. residential units, comprising: 2 no. semi-detached four bedroom houses of part two, part three storeys.; Apartment Block A to comprise of a part three, part four storey development comprising of 22 no. apartment units, with a mix of 9 no. three bedroom apartments and 13 no. two bedroom apartments; Apartment Block B to comprise of a three storey block of 6 no. two bedroom apartment units.	Proposed residential development would be on a site approximately which abuts the Proposed Scheme corridor on R137 Templeogue Road. There are residential properties next to the site and on opposite side of road. Construction Potential for in for in-combination impact of noise, dust, loss of visual amenity and general disruption from construction traffic and plant affecting nearby residents on Templeogue Road. Health impact is likely to be transient annoyance. On this basis the cumulative impact is assessed as Negative, Slight and Temporary. Operation No operational cumulative impact is anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Slight and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
SD178/0003	South Dublin Council	Dodder Greenway Route Scheme. The proposed Greenway route is approximately 14km in length and passes along the Dodder Valley from Orwell / Terenure through the outer suburbs of Tallaght to rural and upland Dublin to the entrance to the Bohernabreena reservoirs at Glenasmole.	Dodder Greenway follows a route approximately parallel to Templeogue route of Proposed Scheme. Construction No likely significant cumulative impact is anticipated. Operation It is considered that the proposals for the Dodder Greenway and Proposed Scheme are complementary and could have a cumulative beneficial effect by encouraging cycling through offering a choice of routes. This would support greater uptake of physical activity which is judged to be Positive, Significant in the Long term on health.	None required (positive impact)	Construction No impact Operation Positive, Significant in the Long term on health.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
4628/18	Dublin City Council	PROTECTED STRUCTURE: Planning Permission for development at site generally bound by Charlemont Street to the east, Harcourt Road to the north and Richmond Street South to the west which contains four Protected Structures: 5 Charlemont Street (RPS Ref. 1350); 6 Charlemont Street (RPS Ref. 1351); 7 Charlemont Street (RPS Ref. 1352); and 8 Charlemont Street (RPS Ref. 1353). The development consists of the the provision of a part 7, part 8 and part 9 storey office development with retail/cafe/restaurant units including conservation works to 5, 6, 7 and 8, Charlemont Street.	Proposed mixed use development involving substantial redevelopment of site at Harcourt Road/Charlemount Street which abuts Proposed Scheme corridor at R114 Richmond Street South. This is a relatively large scale adjacent development. Construction Potential for in for in-combination impact of noise, dust, loss of visual amenity and general disruption from construction traffic and plant affecting nearby residents and business employees on Richmond Street South. There is also potential for potential cumulative disruption to pedestrian activity and traffic, although it is expected the mixed use development would be generally contained within its site and not affect the highway too much. Health impact is likely to be transient annoyance. On this basis the cumulative impact is assessed as Negative, Moderate and Temporary. Operation No operational cumulative impact is anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Moderate and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
3024/18	Dublin City Council	PROTECTED STRUCTURE: 10 year planning permission for development of site located at Harcourt Square, Harcourt Street and Charlotte Way, no. 38 Harcourt Street (a protected structure, RPS no. 3541), and no. 40 Harcourt Street (a protected structure RPS no. 3542), Dublin 2. The proposed development will consist of the demolition of all existing modern buildings and associated structures on the site and the existing wall to Charlotte Way and the development of an office development of up to eight storeys over lower ground and basement level and provision of a retail/cafe/restaurant/class 2 financial services unit at ground level fronting onto Charlotte Way. The proposed development is intended as a redesigned scheme for the site - the comprehensive redevelopment of the site (excluding no. 39 Harcourt Street) previously permitted under DCC Ref. Ref. 2527/15 and DCC Reg. Ref. 3987/15.	Proposed mixed use development involving substantial redevelopment of site at Harcourt Street/Charlotte Way. There are residential and business receptors immediately between the application site and the Proposed Scheme on R114 Camden Street Lower. Construction Potential for in for in-combination impact of noise, dust, loss of visual amenity and general disruption from construction traffic and plant affecting nearby residents and business employees on Camden Street Lower. There is also potential for potential cumulative disruption to pedestrian activity and traffic, although it is expected the mixed use development would be generally contained within its site and not affect the highway too much. Health impact is likely to be transient annoyance. On this basis the cumulative impact is assessed as Negative, Moderate and Temporary. Operation No operational cumulative impact is anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Moderate and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3381/20	Dublin City Council	The development will consist of the demolition of the existing two residential buildings and construction of four storey with setback fifth storey apartment block at 189-190 Rathgar Road for 29 no. apartments comprising of 4 no. studio units, 13 no. 1-bed units and 12 no. 2-bed units.	Proposed residential development is located on Rathgar Road facing the Proposed Scheme corridor. There are relatively few residential receptors nearby as there is a dental practice on one side and a church association on the other side. There is a fuel station opposite. Construction Potential for in for in-combination impact of noise, dust, loss of visual amenity and general disruption from construction traffic and plant affecting nearby church association and patients at the dental practice. Health impact is likely to be transient annoyance. On this basis the cumulative impact is assessed as Negative, Slight and Temporary. Operation No operational cumulative impact is anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Slight and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
3379/19	Dublin City Council	The proposed development consists of the demolition of the existing buildings and construction of a 4 storey over basement apartment building with 22 apartments, comprising 14 x 2 bed, 3 x 1 bed, and 5 x studio units.	Proposed residential development is located on Rathgar Road facing the Proposed Scheme corridor. There are relatively few residential receptors nearby as there is a dental practice on one side and a church association on the other side. There is a fuel station opposite. Construction Potential for in for in-combination impact of noise, dust, loss of visual amenity and general disruption from construction traffic and plant affecting nearby church association and patients at the dental practice. Health impact is likely to be transient annoyance. On this basis the cumulative impact is assessed as Negative, Slight and Temporary. Operation No operational cumulative impact is anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Slight and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
2769/21	Dublin City Council	Permission for a Build-To-Rent residential development at No. 348 Harold's Cross Road, Dublin 6, D6W VW99, (formerly known as 'Kenilworth Motors) principally bounded by Laundry Lane to the north, Harold's Cross Road to the east, Kenilworth Manor to the south, and Rosary Park to the west. The development will principally consist of the demolition of all one storey, with part mezzanine, buildings and certain boundary walls and the construction of a part-two, part-three, part-four, part-five storey building comprising 52 no. apartments.	This application abuts the Proposed Scheme on R137 Harold's Cross Road, Dublin 6W. The immediate surrounds are mainly residential, with some local shops and businesses. Construction Residents most likely to be exposed to construction noise and general disruption would be those on Harold's Cross Road close to the junction with Rathgar Avenue, Kenilworth Manor, Kenilworth Square North. Health impact is likely to be transient annoyance. On this basis the cumulative impact is assessed as Negative, Moderate and Temporary. Operation No operational cumulative impact is anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Moderate and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
2851/21	Dublin City Council	Planning permission for development located at the former Harold's Cross Greyhound Stadium, Harold's Cross, Dublin 6 which will comprise a new educational campus of 2 No. new school buildings, to be delivered on a phased basis. The demolition/removal of the existing 3 no. storey grandstand; 1 no. storey pavilion building; 2 no. outbuildings and entrance gates onto Harold's Cross Road is required to facilitate the proposed development.	There are temporary school buildings currently on the site. On Harold's Cross Road close to the entrance to the school there are a small number of residential buildings and the Leinster Park Montessori School, as well as a bar. The greyhound stadium site is set behind the row of buildings on Harold's Cross Road. Application reference 2712/21 is immediately adjacent to the school entrance. Construction During construction there would potentially be considerable interaction between construction activities associated with the Proposed Scheme, application reference 2712/21 and the secondary and national schools. Should construction periods overlap there would likely be a cumulative impact on amenity for the school and local residents on Harold's Cross Road, as well as inconvenience for access. However, with traffic management proposals in place for the protection of pedestrians, cyclists and schoolchildren it is considered that the likely health effects would be some momentary mental wellbeing impacts such as frustration and annoyance, however no impact on overall health status for the local population is anticipated. Impacts are expected to be Negative, Moderate and Temporary to Short-term for residents, schoolchildren and staff in the localised area. Operation No cumulative impact is anticipated on human health during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Cumulative impacts remain as Negative, Moderate and Short-term.	Planning permission for development on a site of c. 2.67 ha located at the former Harold's Cross Greyhound Stadium, Harold's Cross, Dublin 6. The development, which will comprise a new educational campus of 2 No. new school buildings, to be delivered on a phased basis.
3546/21	Dublin City Council	Development at 17-19 Richmond Street South and 14 Gordon Place, Dublin 2, D02 EF 20, including 18 & 19 Richmond St. South which are approved for demolition under Grant of permission DCC Reg. Ref. 4059/18. The proposed development will consist of the demolition of an additional 2 no. existing structures and construction of a new mixed-use development, 'The Gatehouse' comprising 2 no. retail units, 22 no. apartment units at first-floor to seventh-floor level, a bin/plant room at ground-floor level and communal open space at sixth-floor (roof) level.	Proposed mixed use development abuts Proposed Scheme corridor at R114 Richmond Street South. Construction Potential for in for in-combination impact of noise, dust, loss of visual amenity and general disruption from construction traffic and plant affecting nearby residents and business employees on Richmond Street South. There is also potential for potential cumulative disruption to pedestrian activity and traffic. Health impact is likely to be transient annoyance. On this basis the cumulative impact is assessed as Negative, Moderate and Temporary. Operation No operational cumulative impact is anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Moderate and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
3412/22	Dublin City Council	The application site contains four Protected Structures: 5 Charlemont Street (RPS Ref. 1350); 6 Charlemont Street (RPS Ref. 1351); 7 Charlemont Street (RPS Ref. 1352); and 8 Charlemont Street (RPS Ref. 1353). The development consists of the provision of a new mixed-use building of up to 10 storeys, with set backs at various levels over two levels of basement for office and Retail/Café/Restaurant space.	Proposed mixed use development involving substantial redevelopment of site at Harcourt Road/Charlemount Street which abuts Proposed Scheme corridor at R114 Richmond Street South. This is a relatively large scale adjacent development. Construction Potential for in for in-combination impact of noise, dust, loss of visual amenity and general disruption from construction traffic and plant affecting nearby residents and business employees on Richmond Street South. There is also potential for potential cumulative disruption to pedestrian activity and traffic, although it is expected the mixed use development would be generally contained within its site and not affect the highway too much. Health impact is likely to be transient annoyance.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Moderate and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			On this basis the cumulative impact is assessed as Negative, Moderate and Temporary. Operation No operational cumulative impact is anticipated.			
3457/22	Dublin City Council	Planning permission for development on lands at 49-51 Pleasants Street, Pleasants House & 5 Pleasants Lane, Dublin 8. The development will consist of the demolition of existing structures on site and the construction of a five-storey over basement mixed use building comprising of office and retail/café/restaurant use with setbacks at 2nd & 4th floor levels.	Proposed mixed use development is located within 50m of Proposed Scheme. There are residential and business receptors on Pleasants Street which would be potentially affected. Construction Potential for in for in-combination impact of noise, dust, loss of visual amenity and general disruption from construction traffic and plant affecting nearby residents and business employees on Pleasant Street. Health impact is likely to be transient annoyance. On this basis the cumulative impact is assessed as Negative, Slight and Temporary. Operation No operational cumulative impact is anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Slight and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
4071/22	Dublin City Council	PERMISSION & RETENTION: for the development at Queen of Peace Centre, Garville Place, Rathgar, Dublin 6, located on the western side of Garville Place to the rear of Garville Avenue nos. 6-8 and to the south of Garville Lane. The development is an amendment application to the permitted development under DCC Reg. Ref. 4613/19 (and previous permission DCC Reg. Ref. 2865/18). The alterations will include the increase in the no. of bedrooms by 47 no. to provide a total of 131 no. bedrooms in the main building and associated modifications/alterations.	Proposed care home development is located within 60m of Proposed Scheme. There are residential receptors on Rathgar Road which would be potentially affected. Construction Potential for in for in-combination impact of noise, dust, loss of visual amenity and general disruption from construction traffic and plant affecting nearby residents on Rathgar Road. This may affect the front and rear of properties simultaneously. Health impact is likely to be transient annoyance. On this basis the cumulative impact is assessed as Negative, Moderate and Temporary. Operation No operational cumulative impact is anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Moderate and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
4936/22	DCC	A 7 year planning permission for the demolition of existing office block at ground level and above (6 no. storeys), partial demolition of basement slab and construction of new pad foundations, and construction of a new 9 no. storey office block (over existing basement with roof/plant level), with seatback at eighth floor level from the north and east elevations with accessible terraces provided.	Development will include the following: demolition of existing office block, and the construction of a new 9 storey office block with basement parking and cycle parking facilities Construction Potential for in-combination impact of noise, dust, loss of visual amenity and general disruption from construction traffic and plant affecting nearby residents and business employees on Camden Street Lower, Harcourt Street, and Charlotte Way. There is potential for construction noise and general disruption to affect Camden Court Hotel which is in close proximity to both developments, however it is unlikely that majority of the hotel rooms will have outlooks onto both developments simultaneously due to the different aspects of the buildings affected. Due to combined construction noise and activity, the hotel may lose some business temporarily. There is also potential for cumulative disruption to pedestrian activity and traffic, although it is expected the development would be generally contained within its site and not affect the highway too much. Health impact is likely to be transient annoyance. On this basis the cumulative impact is assessed as Negative, Moderate and Temporary. Operation No operational cumulative impact is anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Moderate and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
4832/22	DCC	The development will consist of the demolition of existing pitched blazed roof over shopping mall and the construction of a new 111 bedroom hotel around a central lightwell. The new structure will increase the overall height of the building to part five storeys and part six storeys in height.	Development will include the following: demolition of existing shopping mall, and the construction of a new 111 bedroom, 5 (part 6) storey hotel. Construction This development is adjacent to the Proposed Scheme so there is potential for in-combination impact of noise, dust, loss of visual amenity and general disruption from construction traffic and plant affecting nearby residents and business employees on Rathmines Road and Castlewood Road. There are a number of shops, cafes, restaurants, and takeaways within the remaining portion of the shopping centre in close proximity to both developments which may be negatively influenced. Health impact is likely to be transient annoyance. On this basis the cumulative impact is assessed as Negative, Moderate and Temporary. Operation No operational cumulative impact is anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Moderate and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
4937/22	DCC	The development will consist of the reconfiguration and extension of the exiting office block utilising existing structural elements to provide modernised office accommodation. The proposed development includes the removal of the upper ground floor, provision of a new ground floor and provision of 2 no. additional storeys over the existing offices (10 no. storeys total over existing basement with roof/plant level).	Development will include the following: reconfiguration and extension of the existing office block to provide modernized office accomodation. The proposed development includes the removal of the upper ground floor, provision of a new ground floor and provision of 2 no. additional storeys over the existing offices Construction Potential for in-combination impact of noise, dust, loss of visual amenity and general disruption from construction traffic and plant affecting nearby residents and business employees on Camden Street Lower, Harcourt Street, and Charlotte Way. There is potential for construction noise and general disruption to affect Camden Court Hotel which is in close proximity to both developments, however it is unlikely that majority of the hotel rooms will have outlooks onto both developments simultaneously due to the	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Moderate and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			different aspects of the buildings affected. Due to combined construction noise and activity, the hotel may lose some business temporarily. There is also potential for cumulative disruption to pedestrian activity and traffic, although it is expected the mixed use development would be generally contained within its site and not affect the highway too much. Health impact is likely to be transient annoyance. On this basis the cumulative impact is assessed as Negative, Moderate and Temporary. <u>Operation</u> No operational cumulative impact is anticipated.			
SD228/0008	SDCC	Construction of a combination of single way and two-way cycle tracks on and adjacent to the vehicle carriageway.	Construction of a combination of single way and two-way cycle tracks on and adjacent to the vehicle carriageway <u>Construction</u> There are a number of residential properties within close proximity to both schemes (approx. 20-30). Potential for in for in-combination impact of noise, dust, loss of visual amenity and general disruption from construction traffic and plant affecting nearby residents. Templeogue Cemetery is also in close proximity to both developments and thus may be impacted, especially if visitors are expecting a quiet atmosphere when visiting. Spawell Leisure Centre is in close proximity to both and may be negatively impacted, especially those using the outdoor facilities such as the tennis courts and golf driving range. Health impact is likely to be transient annoyance. On this basis the cumulative impact is assessed as Negative, Moderate and Temporary. <u>Operation</u> It is considered that the proposals for the cycle tracks and Proposed Scheme are complementary and could have cumulative beneficial effects by connecting different communities and destinations which would improve general accessibility to areas of leisure and employment which can have positive effects on mental health, which is judged to be Positive and Significant in the Long-term on health.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	<u>Construction</u> Negative, Moderate and Temporary. <u>Operation</u> Positive, Significant in the Long term on health.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
SD18A/0053	SDCC	Construction of 2 three-storey buildings accommodating: 32 apartments; ancillary space; and an ESB sub-station and associated switch room. The development proposed is a variation on that permitted under Reg: SD07A/0540 (as extended under Reg. Ref. SD07A/0540/EP).	Construction of 2 three-storey buildings (linked at first and second floor <u>Construction</u> During construction a number of residential properties (approx. 15-20), would be in close proximity to both developments . Additionally, a number of businesses could be in close proximity to both developments including a beauty clinic, a financial advisor, and a mechanic, alongside a montessori nursery. Castle golf course is also in close proximity to both developments, and disruption may be caused to those playing the nearby holes/part of the course. There is potential for construction noise and general disruption to affect these buildings and facilities. Impacts are likely to be psychosocial responses, such as irritation and loss of concentration, however health impacts are likely to be transient. On this basis the impact is predicted to be Negative, Moderate and Temporary to Short-term. <u>Operation</u> No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	<u>Construction</u> As for pre-mitigation: Negative, Moderate and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
2028/21	DCC	The development will consist of the demolition of existing structures on site, with the exception of the 2 no. arched gables on the street front and the construction of a 4-storey hotel with a setback at third floor accommodating 78 no. hotel bedrooms.	Demolition of existing structures to accommodate the construction of a 4-storey hotel with associated features Construction During construction a number of businesses/commercial buildings would be in close proximity to both developments including multiple restaurants, bars, and cafes, a supermarket, a police station, a post office, and a barbers/hair salon. There are a small number of residential properties (5-10) which would also be in close proximity to both developments. There is potential for construction noise and general disruption, including an increase in traffic and limited parking, to affect these buildings. Due to combined construction noise and activity, the restaurants and bars may lose some business temporarily. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
311984	DCC	Demolition of existing structures, construction of 132 no. apartments and associated site works	Potential human health receptors in proximity to both the proposed SHD and the Proposed Scheme include residents on Terenure Road East (notably no.s 40 – 59), residents of Cremorne and Victoria Road. Stratford College is also located between the two projects on Zion Road. Construction Potential for in for in-combination impact of noise, dust, loss of visual amenity and general disruption from construction traffic and plant affecting nearby residents on Terenure Road East and to a lesser extent Victoria Road (where works associated with the Proposed Scheme are limited). Residents on Cremorne will likely be shielded from the Proposed Scheme by intervening development so a discernible cumulative impact is unlikely. The SHD development abuts the rear of the Stratford College grounds, but the educational land use there is playing fields which would not be particularly sensitive, and is some distance from the Proposed Scheme at the front of the college. No likely significant cumulative impact on access to education and concentration is anticipated. Health impact is likely to be transient annoyance for the most affected residents on Terenure Road East and Victoria Road. On this basis the cumulative impact is assessed as Negative, Slight and Temporary. Operation No operational cumulative impact is anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Slight and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
MP15		DART+ Tunnel Element (Kildare Line to Northern Line)	Construction It is unlikely that there would be a cumulative impact on residents in the area between the Proposed Scheme and DART+ Tunnel as the tunnel element would be below ground and the nature of construction impacts would be different. No significant cumulative impacts on human health anticipated. Operation It is considered that the proposals for the railway and Proposed Scheme are complementary and could have cumulative beneficial effects by connecting different communities and destinations which would improve general accessibility to areas of leisure and employment. This can have positive effects on mental health. This is judged to be Positive and Significant in the Long-term on health.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. Given the close proximity of the two developments, construction management will need to be planned to minimise disruption for local residents due to the schemes in combination.	Construction As for pre-mitigation (Not Significant) Operation Positive, Significant in the Long term on health.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
MP16		Potential Metro South alignment: SW option	Construction It is unlikely construction periods would overlap since this proposal is yet to be developed to a stage when a Railway Order is submitted. Operation The proposals for the railway and Proposed Scheme are potentially complementary and could have cumulative beneficial effects by connecting different communities and destinations, improving general accessibility to areas of leisure and employment which can have positive effects on mental health. However this proposal would also provide a north-south route serving a similar part of Dublin which limits the significance. This is judged to be Positive and Moderate in the Long-term on health.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. Given the close proximity of the two developments, construction management will need to be planned to minimise disruption for local residents due to the schemes in combination.	Construction As for pre-mitigation (Not Significant) Operation Positive, Moderate cumulative impact in the Long term on health.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	Construction Although timescales for completing the cycle network are uncertain, it is anticipated that construction activities for the cycle network would be of a similar nature to works for the Proposed Scheme. Impacts may relate to temporary disruption to pedestrian and cycle access in the works area, which may have Negative impacts on wellbeing. Key areas to be affected would potentially be visitors to Templeogue Cemetery, residents on Cypress Road near the Templeogue Road junction, and residents around the junction of Templeogue Road, Templeville Road and Springfield Avenue. However, it is not anticipated to translate into a change of health status to the population affected. On this basis the impact is predicted to be Negative, Slight and Temporary. Operation It is considered that the proposals for the cycle network and Proposed Scheme are complementary and could have a cumulative beneficial effect by encouraging cycling through offering a choice of routes. This would support greater uptake of physical activity which is judged to be Positive, Significant in the Long term on health.	Given the close proximity of the two developments, construction management will need to be planned to minimise disruption for active travellers due to the schemes in combination.	Construction If construction programmes can be phased to limit combined disruption, the effect could be reduced to Negative, Imperceptible and Temporary. Operation Positive, Significant in the Long term on health.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
A1		Dublin BusConnects: Clongriffin to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
B1		Dublin BusConnects: Swords to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
C1		Dublin BusConnects: Blanchardstown to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
D1		Dublin BusConnects: Ballymun-Finglas to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
A2		Dublin BusConnects: Lucan to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable. This scheme would not be constructed concurrently with the Proposed Scheme.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	Mitigation is that the Proposed Scheme would not be constructed at the same time as CBC 06 Lucan to City Centre. It is assumed that all 12 Proposed Schemes would be operational.
B2		Dublin BusConnects: Liffey Valley to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable. This scheme would not be constructed concurrently with the Proposed Scheme.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
D2		Dublin BusConnects: Kimmage to City Centre	Construction In the event that construction periods overlap there would be in-combination impacts of noise, dust, general disruption from construction traffic and traffic management. This would affect receptors on Harold's Cross Road. Health outcomes (mainly annoyance) are likely to be Negative, Slight and Short-term. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable. The Kimmage to City Centre scheme will not be constructed concurrently with the Proposed Scheme.	Construction With phasing in place to avoid scheme overlap, no significant cumulative impacts on human health are anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
A3		Dublin BusConnects: Tallaght-Clondalkin to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
B3		Dublin BusConnects: Bray to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable. This scheme would not be constructed concurrently with the Proposed Scheme.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
C3		Dublin BusConnects: Belfield-Blackrock to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
D3		Dublin BusConnects: Ringsend to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.

Table A21.2.5 Stage 3 and 4: Biodiversity

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

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				Proposed Scheme will prevent surface water pollution events.		
MP05	KCC	N3–N4: Barnhill to Leixlip Interchange	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	Biodiversity: None
MP06	SDCC, KCC	Reconfiguration of the N4 from its junction with the M50 to Leixlip to rationalise accesses and to provide additional capacity at the Quarryvale junction	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	Biodiversity: None
MP07	SDCC	Clonburris SDZ roads development	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	Biodiversity: None

Application Reference	LPA	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
			Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Proposed Scheme will prevent surface water pollution events.		
MP08		DART+ Programme West	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	Biodiversity: None
MP09	FCC	Porterstown Distributor Link Road	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
MP10		Widening of the N3 between Junction 1 (M50) and Junction 4 (Clonee), plus related junction and necessary changes to the existing national road network	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	Biodiversity: None
MP11		Lucan LUAS	Biodiversity Construction Potential for in-combination effects on downstream habitats arising	Biodiversity Construction Mitigation proposed to protect surface	Biodiversity A significant residual effect with regard disturbance and displacement of non-	Biodiversity: None

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			from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality <u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species <u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	SCI breeding birds during construction will remain albeit at the local geographic scale.	
MP12		DART+ Programme South West	<u>Biodiversity</u> <u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality <u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	<u>Biodiversity</u> <u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species <u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	<u>Biodiversity</u> A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	<u>Biodiversity:</u> None
MP13		Junction upgrades and other capacity improvements on the M1 motorway, including additional lanes south of Drogheda, where required	<u>Biodiversity</u> <u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality <u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	<u>Biodiversity</u> <u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species <u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	<u>Biodiversity</u> A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	<u>Biodiversity:</u> None
MP14		Finglas LUAS (Green Line extension Broombridge to Finglas)	<u>Biodiversity</u> <u>Construction</u> Potential for in-combination effects on downstream habitats arising	<u>Biodiversity</u> <u>Construction</u> Mitigation proposed to protect surface	<u>Biodiversity</u> A significant residual effect with regard disturbance and displacement of non-	<u>Biodiversity:</u> None

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			from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	SCI breeding birds during construction will remain albeit at the local geographic scale.	
MP15		DART+ Tunnel Element (Kildare Line to Northern Line)	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	Biodiversity: None
MP16		Potential Metro South alignment: SW option	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat could remain albeit at the local geographic scale	Biodiversity: Assumed that it is going head as per Metrolink.

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			from the construction of the Proposed Scheme Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events		
MP17		LUAS Cross City incorporating LUAS Green Line Capacity Enhancement - Phase 1	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	Biodiversity: None
MP18		Oldtown-Mooretown Western Distributor Link Road	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	Biodiversity: None

Application Reference	LPA	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
			Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events		
MP19		Potential Metro South alignment: Charlemont to Sandyford	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	Biodiversity: None
MP20		Poolbeg LUAS	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	Biodiversity: None

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				Proposed Scheme will prevent surface water pollution events.		
MP21		Leopardstown Link Road Phase 2	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	Biodiversity: None
MP22		Development of a road link connecting from the southern end of the Dublin Port Tunnel to the South Port area, which will serve the South Port and adjoining development areas	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	Biodiversity: None
MP23		Poolbeg SDZ roads development	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	Biodiversity: None

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			Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Proposed Scheme will prevent surface water pollution events.		
MP24		Glenamuck District Distributor Road	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	Biodiversity: None
MP25		DART+ Programme Coastal North	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	Biodiversity: None

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MP26		Widening of the M50 to three lanes in each direction between Junction 14 (Sandyford) and Junction 17 (M11) plus related junction and other changes	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	Biodiversity: None
MP27		Cherrywood SDZ roads development	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	Biodiversity: Not applicable
MP28		DART+ Programme Coastal South	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	Biodiversity: None
MP29		R126 Donabate Relief Road: R132 to Portrane Demesne	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	Biodiversity: Not applicable

Application Reference	LPA	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP30		Extension of LUAS Green Line to Bray	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	Biodiversity: Not applicable
MP31		Capacity enhancement and reconfiguration of the M11/N11 from Junction 4 (M50) to Junction 14 (Ashford) inclusive of ancillary and associated road schemes, to provide additional lanes and upgraded junctions, plus service roads and linkages	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	Biodiversity: Not applicable
MP32		MetroLink	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	Biodiversity: None
MP33		Greater Dublin Drainage (GDD)	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	Biodiversity: None
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction	Biodiversity: None

Application Reference	LPA	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
			operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	will remain albeit at the local geographic scale.	
MP35		Dublin Array - offshore windfarm	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
MP36		Dublin SPAR. Proposed 1.6km Southern Port Access Route (SPAR) which includes an opening bridge across the Liffey east of the existing Tom Clarke Bridge (East-Link Toll Bridge), has been identified in the Dublin Port Masterplan ("3FM Project"). The SPAR will be a private road which will take HGV traffic destined to/from the port off the local public road network. It will also allow access for other HGV traffic such as to the Covanta Waste-to-Energy plant. The SPAR will include an active travel corridor open to the public. Construction is anticipated in 2026	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
MP37		Snugborough Interchange Upgrade	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None

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303678	MCC	Air insulated switchgear 110kV transmission substation. Platin, Duleek	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	Biodiversity: Not applicable
304799	MCC	Construction of a new distributor road and junction to the southwest of Kells town centre. Kells	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	Biodiversity: Not applicable
JA0040	SDCC	Dublin Mountain Visitors Centre and all associated works. Killakee and Jamestown	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects of disturbance arising from the increased levels of human activity in proximity to protected areas.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to reduce disturbance impacts on fauna species during the operation phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species	Biodiversity: Not significant	Biodiversity: None
304624	FCC	FCC/12/0001 Broadmeadow Way.Greenway between Malahide Demesne and Newbridge Demesne to be known as 'Broadmeadow Way'. Malahide	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects of disturbance arising from the increased levels of human activity in proximity to protected areas.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to reduce disturbance impacts on fauna species during the operation phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species	Biodiversity: Not significant	Biodiversity: None
307073	FCC	Alterations to a permitted double circuit 110kV electricity transmission line development between substations. Darndale / Belcamp	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None

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			Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.			
303249	KCC	110kV onsite electrical substation with associated electrical plant, electrical equipment, welfare facilities and waste water holding tank and security fencing. 110kV overhead line grid connection cabling, upgrade of existing tracks and provision of new site access roads with all associated site development and ancillary works. Timahoe East	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	Biodiversity: Not applicable
304888	DCC	15-year permission for development at Oil Berth 3 and Oil Berth 4, Eastern Oil Jetty and at Berths 50A, 50N, 50S, 51, 51A, 49, 52, 53 and associated terminal yards to provide for various elements including new Ro-Ro jetty and consolidation of passenger terminal buildings. Dublin Port.	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	Biodiversity: None
306583	DLR	A residential development with ancillary commercial uses (retail unit, café and créche) partically comprising a "Build to Rent" scheme on circa 9.69 hectares. The townlands of Shanganagh, Cork Little and Shankill, Co. Dublin.	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
307352	DCC	The proposed development for Brexit Infrastructure will consist of - Installation of porta-cabin structures. Resurfacing and amalgamation of existing yards. Parking for heavy good vehicles, cars and bicycles. Gates, signage and all ancillary site works. Dublin Port.	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	Biodiversity: None

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			Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Proposed Scheme will prevent surface water pollution events.		
306834	FCC	Provision of a double circuit 220kV transmission line and a 220kV gas insulated switchgear (GIS) substation along with associated and ancillary works. Townlands of Cruiserath, Goddamendy and Bay, Co. Dublin.	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
307296	FCC	Construction of a 2 storey 110kV Gas Insulated Switchgear (GIS) substation, underground cable and all associated and ancillary site works. Former Clyde House, IDA Blanchardstown Business and Technology Park, Snugborough Road, Blanchardstown, Dublin 15	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
306725	SDCC, DCC	Flood alleviation works along and adjacent to the River Poddle extending from the upper reaches of the river. Tymon North, Tallaght to Merchant's Quay, Dublin.	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	Biodiversity: None
309812		Increase the capacity of the Dublin Waste to Energy Facility from 600,000 tonnes per annum to 690,000 tonnes per annum	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation	Biodiversity Not significant	Biodiversity: None

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			Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.		
308585	SDCC	Clutterland 110kV GIS Substation building and 2 underground single circuit transmission lines	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
309951	SDCC	Provision of two 110kV transmission lines. Connecting Coolderrig 110kV GIS Substation to Grange Castle - Kilmahud circuits.	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
309146	SDCC	2 no. 110kV transmission lines and a 110kV Gas Insulated Switchgear (GIS) substation	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
	FCC, DCC	Dublin BusConnects: Clongriffin to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species,	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	Biodiversity: None

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			resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.		
	FCC, DCC	Dublin BusConnects: Swords to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	Biodiversity: None
	FCC, DCC	Dublin BusConnects: Ballymun-Finglas to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
	FCC, DCC	Dublin BusConnects: Blanchardstown to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None

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	SDCC, DCC	Dublin BusConnects: Lucan to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
	SDCC, FCC	Dublin BusConnects: Liffey Valley to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
	SDCC, DCC	Dublin BusConnects: Tallaght-Clondalkin to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
	SDCC, DCC	Dublin BusConnects: Kimmage to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None

Application Reference	LPA	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
	DLRCC, SDCC, DCC	Dublin BusConnects: Bray to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	Biodiversity: None
	DLRCC, DCC	Dublin BusConnects: Blackrock/Belfield to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	Biodiversity: None
		Dublin BusConnects: Ringsend to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	Biodiversity: None

Application Reference	LPA	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
			Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events		
		SHDs and LRDs (*Impact dependent on proximity to Proposed Scheme.* Items marked with * are only relevant if within close proximity to the Proposed Scheme and items marked with ** are only relevant if they are located within the same catchment as the Proposed Scheme)	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.** Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality* Potential for in-combination effects on habitats and species as a result of direct habitat loss or treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme* Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.**	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events** Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species* Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species.* Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events**	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.* A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale*	Biodiversity: None
		GDA Transport Strategy Park and Ride (All Included despite distance as hydrological connectivity cannot be ruled out to downstream European sites in Dublin Bay)	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.** Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality* Potential for in-combination effects on habitats and species as a result of direct habitat loss or treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme* Operation	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events** Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species* Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.* A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale*	Biodiversity: None

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

Table A21.2.6 Stage 3 and 4: Water

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SD178/0003	South Dublin County Council	Dodder Greenway Route Scheme. The proposed Greenway route is approximately 14km in length and passes along the Dodder Valley from Orwell / Terenure through the outer suburbs of Tallaght to rural and upland Dublin to the entrance to the Bohernabreena reservoirs at Glenasmole.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
2409/19	Dublin City Council	Permission is sought for developments of lands bounded to the north and west by Mountain View Avenue, Dublin 6 and to the east by No. 14 Mountain View Avenue and Nos. 226-230 Harold's Cross Road. The development will consist of the demolition of 4 no. single storey light industrial/commercial units and 1 no. two storey dwelling and the construction of a 3 no. storey 7 no. bay hipped roof terrace block, with rooflights, to comprise of 4 no. three-bedroom townhouses, 3 no. two-bedroom apartments and 5 no. one-bedroom apartments	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
2878/15	Dublin City Council	The proposed development comprises of the demolition of the existing two storey dwelling at No. 85 Templeogue Road, Dublin 6W and the construction of a total of 30 no. residential units, comprising: 2 no. semi-detached four bedroom houses of part two, part three storeys.; Apartment Block A to comprise of a part three, part four storey development comprising of 22 no. apartment units, with a mix of 9 no. three bedroom apartments and 13 no. two bedroom apartments; Apartment Block B to comprise of a three storey block of 6 no. two bedroom apartment units.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
2479/20	Dublin City Council	PROTECTED STRUCTURE: The development will include the addition of 24 build to rent residential units located at car park level 3 to car park level 4 level on the Jervis Street and Abbey Street Upper frontages of the building. It is proposed to demolish retail floor area, storage and car parking area facing Mary Street at first floor level, first floor upper, car park level 1, car park levels 2/2A; 3/3A; 4/4A and mansard surrounds facing Mary Street, Jervis Street and Abbey Street Upper. In replacement, it is proposed to construct a 6 storey building of behind the Mary Street frontage, from first floor upper level to car park level 5 for use as a co-living development with 127 units.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
4735/18	Dublin City Council	The development will consist of the demolition of existing buildings and structures on site, with the exception of the front facade of no. 126 Harold's Cross Road and the construction of an infill residential development of 34 no. apartments with associated balconies/terraces comprising 18 no. 2 bedroom units, 11 no. 1 bedroom units and 5 no. studio units in 2 no. blocks (Block 1 & Block 2). Block 1 comprises a 5 storey (4 storey plus set-back penthouse level) over basement building to the west (rest) of the	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
		accommodating 31 no. units; Block 2 comprises a 2-3 storey over basement building to the east of the site (fronting onto Harold's Cross Road) accommodating 4 no. units (1 no. 2 bed unit, 1 no. 1 bed unit and 1 no. studio unit).	There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.			
SD21A/0101	South Dublin County Council	Residential development comprising a total of 28 apartments, in a building up to 4-storeys in height at the site of the former filling station and a portion of land located to the north of the filling station site, where the existing traffic lights and pedestrian crossing are located along Nutgrove Avenue.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
SD22A/0039	South Dublin County Council	The demolition of two existing habitable structures on site including a bungalow (Silveracre), an existing cottage (No. 6 Whitechurch Road) and a row of 5 derelict structures/cottages located along the western boundary of the site and the construction of 22 4 bed, 3-4 storey units.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
3971/22	Dublin City Council	Planning permission for development at the former Highfield Plant Nursery located off Oakland's Crescent Road, Highfield Grove and St. Luke's Hospital Service Road, all accessed off Highfield Road, Rathgar, Dublin 6. The proposed development will consist of the demolition of the existing derelict glass greenhouses and relate structures and the construction of a four-storey building providing a 120 no. bed space nursing home and all associated ancillary development.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
4027/22	Dublin City Council	The development will consist of the demolition of Canal House and Construction House, a derelict terrace of 5 no. properties (known as 2-6 Dunville Terrace) and a single storey cafe building and the construction of an office development comprising two buildings: Block A on the southern part of the site - office space over five, six and eight floors and Block B fronting onto Canal Road - office space over five floors (including lower ground floor) over a single level basement.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
4816/22	DCC	Planning permission for the demolition of the existing two office buildings and provision of an 8 storey office building (over single basement with plant level) and café/restaurant.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.			
SD228/0008	SDCC	Construction of a combination of single way and two-way cycle tracks on and adjacent to the vehicle carriageway.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDS to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
IW11		Clarendon Street. Clarendon Street Sewer Upgrades	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
MP15		DART+ Tunnel Element (Kildare Line to Northern Line)	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
MP16		Potential Metro South alignment: SW option	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
MP17		LUAS Cross City incorporating LUAS Green Line Capacity Enhancement - Phase 1	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.			
MP19		Potential Metro South alignment: Charlemont to Sandyford	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
MP32		MetroLink	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Table A21.2.7 Stage 3 and 4: Architectural Heritage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SD178/0003	South Dublin County Council	Dodder Greenway Route Scheme. The proposed Greenway route is approximately 14km in length and passes along the Dodder Valley from Orwell / Terenure through the outer suburbs of Tallaght to rural and upland Dublin to the entrance to the Bohernabreena reservoirs at Glenasmole.	Construction. The Dodder is within a conservation area and contains both the protected Bridge Potential and NIAH structures direct and visual impact of the development on adjoining protected structures and architectural heritage features. in combination with the proposed bus and cycle lanes and paving works has the potential to have a cumulative Negative, Moderate and Temporary impact on protected structures, NIAH structures and other built heritage features on the Proposed Scheme	Mitigation includes protection and monitoring of the historic fabric as outlined in Appendix 16.3.	No significant cumulative effect	N/A
MP15		DART+ Tunnel Element (Kildare Line to Northern Line)	DART+ Tunnel Element traverses under South Great Georges Street which is an Architectural conservation area containing Protected Structures. There is a risk that the underground will have a negative impact on the structures from vibration, and below ground disturbance or settlement. The potential cumulative impact of the Construction Phase will be Negative, Moderate and Temporary.	Mitigation includes protection and monitoring of the historic fabric as outlined in Appendix 16.3.	No significant cumulative effect	N/A
MP16		Potential Metro South alignment: SW option	The Potential Metro South alignment: SW option traverses under Rathmines Road Lower, Harold's Cross Road, Terenure Road North, Terenure Road East and Grange Road, all of which contain protected structures or are within conservation areas and also passes under Rathfarnham Castle which is a national monument within a demesne landscape and is also a protected structure which contains many Protected Structure. There is a risk that the underground will have a negative impact on the structures from vibration, and below ground disturbance or settlement. The potential cumulative impact of the Construction Phase will be Negative, Moderate and Temporary.	Mitigation includes protection and monitoring of the historic fabric as outlined in Appendix 16.3.	No significant cumulative effect	N/A
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	Construction Potential direct and visual impact of the development on adjoining protected structures and architectural heritage features n combination with the proposed bus and cycle lanes and paving works has the potential to have a cumulative Negative, Moderate and Temporary impact on protected structures, NIAH structures and other built heritage features on the proposed scheme	Mitigation includes protection and monitoring of the historic fabric as outlined in Appendix 16.3.	No significant cumulative effect	N/A
D2		Dublin BusConnects: Kimmage to City Centre	Construction The Proposed Scheme meets the Kimmage to City Centre in two locations at the junction of Harold's Cross Road, Kenilworth Square North, Kenilworth Park and Rathgar Avenue and at the junction of Harold's Cross Road and Harold's Cross Green. Potential cumulative impacts include a temporary negative visual impact on the setting of protected and NIAH structures on Harold's Cross Road, Kenilworth Square North, Kenilworth Park and Rathgar Avenue during the construction phase as a result of the installation of the proposed concrete paving and public realm works. They include the protected structures to 1 to 3 Waverley Terrace (DCC RPS 8333 to 8335) and Kenilworth Square North (DCC RPS 4113 to 4123), and 322-340 Harold's Cross Road (CBC1012BTH112), 253-255, Harold's	Mitigation for the repositioning of kerbs or lamp posts and for the protection and monitoring of the architectural heritage fabric such as Protected Structures, NIAH structures and other structures and street furniture has been outlined in chapter 16 and is specified mor fully in Appendix 16.3.	The predicted post-mitigation impact is Negative, Slight and Temporary.	N/A

			Cross Road (CBC1012BTH114), 243-251 Harold's Cross Rd and 50-53 Rathgar Avenue (CBC1012BTH115) and 3a to 6 Waverley Terrace (CBC1012BTH116 and CBC1012BTH117). The protected structures are of regional importance and medium Sensitivity. The other buildings are not protected and are of Local importance, Low sensitivity. Items of street furniture such as granite kerbs lining the footpath at Rather Avenue (CBC0011BTH130) will be repositioned to allow the proposed realignment of the footpath. Negative, Significant and Temporary cumulative impact			

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

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
SD178/0003	South Dublin County Council	Dodder Greenway Route Scheme. The proposed Greenway route is approximately 14km in length and passes along the Dodder Valley from Orwell / Terenure through the outer suburbs of Tallaght to rural and upland Dublin to the entrance to the Bohernabreena reservoirs at Glenasmole.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within River Dodder Valley, 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 is potential for a positive cumulative effect, resulting from improved access and provision of planting.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. Cumulative impact expected to moderately positive.	
2409/19	Dublin City Council	Permission is sought for developments of lands bounded to the north and west by Mountain View Avenue, Dublin 6 and to the east by No. 14 Mountain View Avenue and Nos. 226-230 Harold's Cross Road. The development will consist of the demolition of 4 no. single storey light industrial/commercial units and 1 no. two storey dwelling and the construction of a 3 no. storey 7 no. bay hipped roof terrace block, with rooflights, to comprise of 4 no. three-bedroom townhouses, 3 no. two-bedroom apartments and 5 no. one-bedroom apartments	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	
2878/15	Dublin City Council	The proposed development comprises of the demolition of the existing two storey dwelling at No. 85 Templeogue Road, Dublin 6W and the construction of a total of 30 no. residential units, comprising: 2 no. semi-detached four bedroom houses of part two, part three storeys.; Apartment Block A to comprise of a part three, part four storey development comprising of 22 no. apartment units, with a mix of 9 no. three bedroom apartments and 13 no. two bedroom apartments; Apartment Block B to comprise of a three storey block of 6 no. two bedroom apartment units.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	
4628/18	Dublin City Council	PROTECTED STRUCTURE: Planning Permission for development at site generally bound by Charlemont Street to the east, Harcourt Road to the north and Richmond Street South to the west which contains four Protected Structures: 5 Charlemont Street (RPS Ref. 1350); 6 Charlemont Street (RPS	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case.	

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		Ref. 1351); 7 Charlemont Street (RPS Ref. 1352); and 8 Charlemont Street (RPS Ref. 1353). The development consists of the the provision of a part 7, part 8 and part 9 storey office development with retail/cafe/restaurant units including conservation works to 5, 6, 7 and 8, Charlemont Street.	to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	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.	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.	
3024/18	Dublin City Council	PROTECTED STRUCTURE: 10 year planning permission for development of site located at Harcourt Square, Harcourt Street and Charlotte Way, no. 38 Harcourt Street (a protected structure, RPS no. 3541), and no. 40 Harcourt Street (a protected structure RPS no. 3542), Dublin 2. The proposed development will consist of the demolition of all existing modern buildings and associated structures on the site and the existing wall to Charlotte Way and the development of an office development of up to eight storeys over lower ground and basement level and provision of a retail/cafe/restaurant/class 2 financial services unit at ground level fronting onto Charlotte Way. The proposed development is intended as a redesigned scheme for the site - the comprehensive redevelopment of the site (excluding no. 39 Harcourt Street) previously permitted under DCC Ref. Ref. 2527/15 and DCC Reg. Ref. 3987/15.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	
3389/15	Dublin City Council	PROTECTED STRUCTURE: The development will consist of the demolition of No. 46 Lower Rathmines Road and a derelict mews building on Fortesque Lane, to the rear of No. 36 Lower Rathmines Road and the refurbishment of existing Nos. 40, 42 and 44 Lower Rathmines Road (protected structures) and the construction of two new additional buildings creating a student residential complex, comprising the following: Building A: 4 storey building over basement level comprising of 74 student residential units; Building B: 3 storey building over ground floor level fronting onto Lower Rathmines Road comprising of 8 student residential units; Building C: provision of 24 student residential units.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	
SD15A/0036	South Dublin County Council	Residential development which will consist of the demolition of existing Ashfield College building, associated ancillary buildings and 'Palmville House' and the construction of 16 dwellings comprising 6 no. 4 bed and study, two and a half storey semi-detached/terraced houses; 5 no. 4 bed two and a half storey semi-detached/terraced houses; 2 no. 3 bed and study, two and a half storey terraced houses; 2 no. 3 bed two storey semi-detached houses and 1 no. 2 bed one and a half storey semi-detached house.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects.	

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			Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Medium and long-term cumulative effects are predicted to be neutral.	
2142/20	Dublin City Council	The development consists of the demolition of existing structures on site and the construction of an 8 storey office development over a lower ground floor/basement level.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	
3381/20	Dublin City Council	The development will consist of the demolition of the existing two residential buildings and construction of four storey with setback fifth storey apartment block at 189-190 Rathgar Road for 29 no. apartments comprising of 4 no. studio units, 13 no. 1-bed units and 12 no. 2-bed units.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	
3379/19	Dublin City Council	The proposed development consists of the demolition of the existing buildings and construction of a 4 storey over basement apartment building with 22 apartments, comprising 14 x 2 bed, 3 x 1 bed, and 5 x studio units.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	

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			significant cumulative effects are expected. Potential for localised slight short-term effects.			
2769/21	Dublin City Council	Permission for a Build-To-Rent residential development at No. 348 Harold's Cross Road, Dublin 6, D6W VW99, (formerly known as 'Kenilworth Motors) principally bounded by Laundry Lane to the north, Harold's Cross Road to the east, Kenilworth Manor to the south, and Rosary Park to the west. The development will principally consist of the demolition of all one storey, with part mezzanine, buildings and certain boundary walls and the construction of a part-two, part-three, part-four, part-five storey building comprising 52 no. apartments.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	
2796/21	Dublin City Council	Development on lands at 49-51 Pleasants Street (D08 XHF2, D08 VN22, D08 EF24), Pleasants House (D08 F54N) & 5 Pleasants Lane (D08 HY62), Dublin 8. The development will consist of the demolition of the existing structures on site and construction of a part seven / six / five / four storey over basement building with commercial/restaurant/café use, commercial storage and residents amenity facilities at ground floor level and a "Build to Rent" residential development of 45 no. residential units at 1st to 6th floor levels.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	
3546/21	Dublin City Council	Development at 17-19 Richmond Street South and 14 Gordon Place, Dublin 2, D02 EF 20, including 18 & 19 Richmond St. South which are approved for demolition under Grant of permission DCC Reg. Ref. 4059/18. The proposed development will consist of the demolition of an additional 2 no. existing structures and construction of a new mixed-use development, 'The Gatehouse' comprising 2 no. retail units, 22 no. apartment units at first-floor to seventh-floor level, a bin/plant room at ground-floor level and communal open space at sixth-floor (roof) level.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	
3412/22	Dublin City Council	The application site contains four Protected Structures: 5 Charlemont Street (RPS Ref. 1350); 6 Charlemont Street (RPS Ref. 1351); 7 Charlemont Street (RPS Ref. 1352); and 8	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-	

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		Charlemont Street (RPS Ref. 1353). The development consists of the provision of a new mixed-use building of up to 10 storeys, with set backs at various levels over two levels of basement for office and Retail/Café/ Restaurant space.	periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	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.	term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	
3457/22	Dublin City Council	Planning permission for development on lands at 49-51 Pleasants Street, Pleasants House & 5 Pleasants Lane, Dublin 8. The development will consist of the demolition of existing structures on site and the construction of a five-storey over basement mixed use building comprising of office and retail/café/restaurant use with setbacks at 2nd & 4th floor levels.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	
4832/22	DCC	The development will consist of the demolition of existing pitched blazed roof over shopping mall and the construction of a new 111 bedroom hotel around a central lightwell. The new structure will increase the overall height of the building to part five storeys and part six storeys in height.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	
4937/22	DCC	The development will consist of the reconfiguration and extension of the exiting office block utilising existing structural elements to provide modernised office accommodation. The proposed development includes the removal of the upper ground floor, provision of a new ground floor and provision of 2 no. additional storeys over the existing offices (10 no. storeys total over existing basement with roof/plant level).	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	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation	

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			built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	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.	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.	
SD228/0008	SDCC	Construction of a combination of single way and two-way cycle tracks on and adjacent to the vehicle carriageway.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised neutral / positive slight short-term effects.	No information on project available on SDCC portal or Linked website.
SD18A/0053	SDCC	Construction of 2 three-storey buildings accommodating: 32 apartments; ancillary space; and an ESB sub-station and associated switch room. The development proposed is a variation on that permitted under Reg: SD07A/0540 (as extended under Reg. Ref. SD07A/0540/EP).	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 River Dodder Valley, 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 is potential for a moderate neutral cumulative effect.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation No significant cumulative effects expected. Cumulative impact expected to moderate neutral.	
2028/21	DCC	The development will consist of the demolition of existing structures on site, with the exception of the 2 no. arched gables on the street front and the construction of a 4-storey hotel with a setback at third floor accommodating 78 no. hotel bedrooms.	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 River Dodder Valley, 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 is potential for a moderate neutral cumulative effect.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation No significant cumulative effects expected. Cumulative impact expected to moderate neutral.	

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MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods are concurrent / successive. Effects would be not significant if this is not the case. Such effects are likely to be most noticeable for receptors at the intersections of these projects with the Proposed Scheme at road junctions, but effects will be contained within surrounding street / road corridor, due to enclosing effect of surrounding built form. Potential for moderate short-term, temporary cumulative construction effects at intersections of this scheme and the Proposed Scheme if construction periods overlap / are concurrent. These effects are likely to be limited to indirect visual effects on private properties, trees and townscape effects on public spaces at the intersections of this project and Proposed Scheme. Operation Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected. Potential for moderate negative effects on trees.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are concurrent, there remains potential for localised moderate short-term / temporary cumulative construction effects at intersections of this scheme and the Proposed Scheme. Effects would be not significant if this is not the case. Operation Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected. The effects of any changes, particularly from loss of trees, are likely to be reduced over time with establishment of proposed landscape measures. Predicted moderate, negative / neutral, short-term effects. Medium and long-term effects predicted to be neutral or possibly positive.	There are uncertainties over the form this may take.
A1		Dublin BusConnects: Clongriffin to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	
B1		Dublin BusConnects: Swords to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	
D1		Dublin BusConnects: Ballymun-Finglas to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	

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			Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.		
C1		Dublin BusConnects: Blanchardstown to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	
A2		Dublin BusConnects: Lucan to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	
B2		Dublin BusConnects: Liffey Valley to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	
A3		Dublin BusConnects: Tallaght-Clondalkin	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	

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				impacted through removal is neither possible nor practicable.		
D2		Dublin BusConnects: Kimmage to City Centre	Construction Potential for temporary in-combination indirect and direct townscape / visual effects at the intersection of the schemes, if the construction periods coincide / are successive. Potential for localised moderate temporary / short-term cumulative construction effects which would be localised and contained within the streetscape, due to enclosing effect of surrounding built form. Some cumulative effects are also possible for the Grand Canal corridor. Operation Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected. Both schemes will provide a long-term enhancement to streetscape at their intersection. Potential for moderate positive long-term cumulative effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction Predicted localised moderate temporary / short-term cumulative construction effects at the intersection of the scheme and on Grand Canal if construction periods are concurrent / successive. Effects would be not significant if this is not the case. Concurrent / successive construction is not predicted. Operation A positive cumulative change in the urban realm at the intersection of the schemes is expected. Predicted moderate / significant positive medium to long-term effects on the townscape.	
B3		Dublin BusConnects: Bray to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	
C3		Dublin BusConnects: Blackrock/Belfield to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	
D3		Dublin BusConnects: Ringsend to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	

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			cumulative operational townscape/visual effects expected.	on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.		