# **Appendix A21.2**
# Stage 4 Specialist Assessments

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# Appendix A21.2: Stage 4 Specialist Assessments

## 1.1 Introduction

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

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

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

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

| Application Reference | LPA | 'Other Development' and Brief Description | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect | Uncertainty, Assumptions & Limitations |
|---|---|---|---|---|---|---|
| 3163/16 | DCC | The development will consist of the removal of all existing buildings on the site, and the construction of a commercial unit and 33 apartments in 2 buildings | **Operation** - 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.<br><br>**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. |
| 4261/16 and 4734/18 | DCC | The development will consist of the demolition of all existing structures including no. 20 Stoneybatter and the construction of a part 1, 3, 4 and 5 storey student accommodation development of 2,980.8 sqm, containing 96 single ensuite study bedrooms arranged in 12 no. 'houses'. | **Operation** - 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.<br><br>**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. |
| 2038/17 and 309657 | DCC | PROTECTED STRUCTURE: The proposed development shall comprise the following: (1) Demolition of existing Park Shopping Centre and nos. 42-45 Prussia Street, Dublin 7 for the Construction of new District Shopping Centre and student residential accommodation overhead the district centre buildings in two buildings | **Operation** - 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.<br><br>**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. |
| FW17A/0048 | FCC | The development will consist of: (a) Demolition of 4 no. existing houses and 2 no. garages. (b) Construction of 17 no. two storey houses consisting of 7 mid-terrace units, 10 no. end of terrace units. (c) Provision of off-street parking. (d) New access road with new entrance off Navan Road. (e) New boundary treatment and all associated site works. | **Operation** - 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.<br><br>**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. |
| FW17A/0108 | FCC | Demolition of existing structures on the site including to construct a two storey building on the subject (683.89 sq.m gfa). | **Operation** - 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.<br><br>**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. |
| 3328/18 | DCC | The proposed development will involve the demolition of all existing structures onsite (c. 1,028 sqm) to provide for a new 6-8 storey residential over ground floor commercial development (c.3,166.7 sqm GFA), in one block. | **Operation** - 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.<br><br>**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. |
| FW18A/0051 | FCC | The construction of 8 no. houses and associated ancillary works consisting of of 1 no. 3 bed 1.5 storey detached house, 6 no. 4 bed 2.5 storey semi-detached houses and 1 no. 5 bed 2.5 storey detached house at Clonross, Navan Road, Dublin 15. | **Operation** - 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.<br><br>**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 |
|---|---|---|---|---|---|---|
| 4252/19 | DCC | PROTECTED STRUCTURE: Permission for development of a multi-unit residential scheme comprising 15 no. apartments in 3 no. blocks at 14 Ushers Island (a Recorded Protected Structure), Dublin 8 on a site of 0.0463 ha. | **Operation** - 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.<br><br>**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. |
| 4237/19 | DCC | The proposed development will consist of a residential development of 33 no. residential units. The proposed development would also consist of the demolition of the 2 no. existing single storey detached dwellings and associated outbuildings and sheds. | **Operation** - 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.<br><br>**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. |
| 2409/20 | DCC | Permission for development at this site of c.0.055ha of Nos. 1, 1A and 2 Usher's Street and Nos. 29/30 Usher's Quay, Dublin 8. The construction of a 7 to 8 storey over single basement building which will comprise a 106-no. bedroom hotel, seating areas, ancillary restaurant, public bar, reception, ancillary hotel area/offices, associated staff areas, changing/shower rooms, toilets, stores, bin and bicycle stores, ESB substation and circulation throughout and plant at basement and roof level. | **Operation** - 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.<br><br>**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. |
| FW19A/0211 | FCC | (i) Demolition of existing detached bungalow and garage<br>(ii) Construction of 5 no. dwellings comprising of 1 no. detached, two storey, five bedroon dwelling (house type A, facing Beechpark Avenue) and 4 no. semi-detached, two storey, three - bedroom dwellings<br>(iii) The development will also include landscaping, boundary treatments and all ancillary site development works necessary to facilitate the development. | **Operation** - 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.<br><br>**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. |
| FW20A/0023 | FCC | Flynn & O'Flaherty Construction intend to apply for planning permission for development at the Former Phoenix Park Racecourse, Castleknock Road, Dublin 15. | **Operation** - 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.<br><br>**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. |
| 305979 | DCC | 485 Residential Units. Former CIE Lands, 2-4 Carnlough Road, Cabra, Dublin 7 | **Operation** - 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.<br><br>**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. |
| 307976 | FCC | Demolition of existing building Construction of 210 Apartments. Bradys Castleknock Inn, Old Navan Road, Blanchardstown, Dublin 15 | **Operation** - 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.<br><br>**Construction** - pre-mitigation significant effects 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 |
|---|---|---|---|---|---|---|
| | | | due to planned development in isolation - it follows that a significant cumulative impact is expected. | | | |
| 308875 | DCC | 321 Apartments, Phibsborough Shopping Centre | **Operation** - 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.<br><br>**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. |
| IW05 | | Blanchardstown. Blanchardstown Sewer Rehabilitation Works | **Operation** - 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.<br><br>**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. |
| IW06 | | Blanchardstown. Regional Drainage Scheme | **Operation** - 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.<br><br>**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. |
| MP08 | | DART+ Programme West | **Operation** - 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.<br><br>**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. |
| 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 | **Operation** - 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.<br><br>**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. |
| MP12 | | DART+ Programme South West | **Operation** - 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.<br><br>**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) | **Operation** - 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.<br><br>**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 |
|---|---|---|---|---|---|---|
| MP17 | | LUAS Cross City incorporating LUAS Green Line Capacity Enhancement - Phase 1 | **Operation** - 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.<br><br>**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 | **Operation** - 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.<br><br>**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. |
| MP33 | | Greater Dublin Drainage (GDD) | **Operation** - 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.<br><br>**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) | **Operation** - 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.<br><br>**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. |
| D1 | | Dublin BusConnects: Ballymun-Finglas to City Centre Core Bus Corridor Scheme | **Operation** - 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.<br><br>**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. |
| B2 | | Dublin BusConnects: Liffey Valley to City Centre Core Bus Corridor Scheme | **Operation** - 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.<br><br>**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 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 |
|---|---|---|---|---|---|---|
| 3163/16 | Dublin City Council | The development will consist of the removal of all existing buildings on the site, and the construction of a commercial unit and 33 apartments in 2 buildings; Block A facing onto North Brunswick Street is a 6-storey building including a recessed penthouse floor, and comprises 17 apartments; and Bock B facing onto North King Street is a 5-storey building, including a recessed penthouse floor, and comprises 16 apartments and 1 commercial unit. The overall development comprises 4 no. 3-bedroomed units, 18 no. 2-bedroomed units, 11 one-bedroomed units, all with balconies, one ground-floor commercial unit, bin store, internal landscaped courtyard, photovoltaic solar panels on support grids on roofs, and all associated site works. | Noise Sensitive Locations (NSLs) identified within 300m of the planned development. planned development.<br><br>Construction<br>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. Proposed project is screened from the Proposed Scheme by large multistorey building | To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1.1 of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. | Construction<br>Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.4.2 of Chapter 9 (Noise and Vibration). No significant residual cumulative effects post mitigation. | Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006). |
| 4261/16 | Dublin City Council | The development will consist of the demolition of all existing structures including no. 20 Stoneybatter and the construction of a part 1, 3, 4 and 5 storey student accommodation development of 2,980.8 sqm, containing 96 single ensuite study bedrooms arranged in 12 no. 'houses' with shared kitchen/living rooms, 222.6 sqm of indoor recreational facilities, 735 sqm active landscaped garden, 505 sqm landscaped roof terraces, 74 no. covered bicycle parking spaces in addition to replacement of no. 20 Stoneybatter to include upgraded vehicular access and a three bedroom apartment of 168.4 sqm with a rear balcony. Also proposed are all ancillary site and services accommodation works. | Noise Sensitive Locations (NSLs) identified within 300m of the planned development. planned development.<br><br>Construction<br>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. | Construction<br>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).<br>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). |
| 2038/17 | Dublin City Council | PROTECTED STRUCTURE: The proposed development shall comprise the following:<br>(1) Demolition of existing Park Shopping Centre and nos. 42-45 Prussia Street, Dublin 7<br>(2) Construction of new District Shopping Centre to comprise part-licensed supermarket, retail/non-retail service units, licensed restaurants and medical clinic.<br>(3) Construction of student residential accommodation overhead the district centre buildings (15 no. student houses accommodating 105 no. student residential units and 541 bedspaces) in two buildings ranging from 2 to 6 storeys. | Noise Sensitive Locations (NSLs) identified within 300m of the planned development. planned development.<br><br>Construction<br>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.<br><br>The planned development will require similar measures. | Construction<br>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).<br>Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation from both projects. | 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). |
| 4734/18 | Dublin City Council | Permission for development on a 2,160sqm site at No. 20 Stoneybatter and the lands to the rear of Nos. 20-23a | Noise Sensitive Locations (NSLs) identified within 300m of the planned development. planned development. | To ensure that construction activities associated with the Proposed Scheme are controlled | Construction<br>Magnitude of noise impacts will be dominated by Proposed Scheme and | Assumptions made based on professional judgement. Detailed data on third party project construction programmes, |

| Application Reference | LPA | 'Other Development' and Brief Description | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect | Uncertainty, Assumptions & Limitations |
|---|---|---|---|---|---|---|
| | | Stoneybatter, and Nos. 1-2a Manor Street, Stoneybatter, Dublin 7. The development will consist of the demolition of all existing structures on site including No. 20 Stoneybatter (958.87sqm); and the construction of a part 3 No. storey to part 5 No. storey Student Accommodation development. | <u>Construction</u><br>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. | 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. | therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration).<br>Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation. | 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). |
| FW17A/0048 | Fingal County Council | The development will consist of: (a) Demolition of 4 no. existing houses and 2 no. garages. (b) Construction of 17 no. two storey houses consisting of 7 mid-terrace units, 10 no. end of terrace units. (c) Provision of off-street parking. (d) New access road with new entrance off Navan Road. (e) New boundary treatment and all associated site works. | Noise Sensitive Locations (NSLs) identified within 300m of the planned development. planned development.<br><br><u>Construction</u><br>The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. | To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures. | <u>Construction</u><br>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).<br>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). |
| FW17A/0108 | Fingal County Council | Demolition of existing structures on the site including to construct a two storey building on the subject (683.89 sq.m gfa). | Noise Sensitive Locations (NSLs) identified within 300m of the planned development. planned development.<br><br><u>Construction</u><br>The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. | To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures. | <u>Construction</u><br>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).<br>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). |
| 3328/18 | Dublin City Council | The proposed development will involve the demolition of all existing structures onsite (c. 1,028 sqm) to provide for a new 6-8 storey residential over ground floor commercial development (c.3,166.7 sqm GFA), in one block. Usher's Street and Usher's Quay. | Noise Sensitive Locations (NSLs) identified within 300m of the planned development. planned development.<br><br><u>Construction</u><br>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 | 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 | <u>Construction</u><br>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).<br>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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| | | | Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. | development will require similar measures. | | |
| FW18A/0051 | Fingal City Council | The construction of 8 no. houses and associated ancillary works consisting of of 1 no. 3 bed 1.5 storey detached house, 6 no. 4 bed 2.5 storey semi-detached houses and 1 no. 5 bed 2.5 storey detached house at Clonross, Navan Road, Dublin 15. | Noise Sensitive Locations (NSLs) identified within 300m of the planned development. planned development.<br><br>Construction<br>The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. | To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures. | Construction<br>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).<br>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). |
| 4252/19 | Dublin City Council | PROTECTED STRUCTURE: Permission for development of a multi-unit residential scheme comprising 15 no. apartments in 3 no. blocks at 14 Ushers Island (a Recorded Protected Structure), Dublin 8 on a site of 0.0463 ha. The development comprises: Block 1 / Protected Structure the re-use, remodelling and extension of 2 no. floors above the existing two-storey over basement protected structure and as providing 5 no. 1 bed apartment units on 5 floors; Block 2 the development of a two-storey over basement block to the rear of Block 1 with associated access from Ushers Island to provide 1 no. 1 bed studio apartment and 1 no. 1 bed duplex unit over 3 floors; and Block 3 the development of a six storey block fronting and accessed from Island Street to provide 8 no. units (5 no. 1 bed, 1 no. 2 bed duplex and 2 no. 3 bed units) over 6 floors. The development also comprises; demolition of former warehouse storage unit, provision of respective communal amenity space, secure bicycle parking for 28 no. cycles, secure bin store and all associated services, surface and boundary treatments and works above and below ground at 14 Ushers Island a Recorded Protected Structure (DCC RPS Ref. No. 8197 & NIAH Reg. No. 50080345). | Noise Sensitive Locations (NSLs) identified within 300m of the planned development. planned development.<br><br>Construction<br>The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. | To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures. | Construction<br>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).<br>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). |
| 2409/20 | Dublin City Council | Permission for development at this site of c.0.055ha of Nos. 1, 1A and 2 Usher's Street and Nos. 29/30 Usher's Quay, Dublin 8. The site is on the corner of Usher's Quay and Usher's Street. The demolition of c. 1,028 sq.m of all existing structures on site. The construction of a 7 to 8 storey over single basement building which will comprise a 106-no. bedroom hotel, seating areas, ancillary restaurant, public bar, reception, ancillary hotel area/offices, associated staff areas, changing/shower rooms, toilets, stores, bin and bicycle stores, ESB substation and circulation throughout and plant at basement and roof level. There will be pedestrian access from Usher's Street and Usher's | Noise Sensitive Locations (NSLs) identified within 300m of the planned development. planned development.<br><br>Construction<br>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 | 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. | Construction<br>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).<br>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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| | | Quay. The total gross area of the building (including basement) is c. 4046.10 sq.m. All associated site development works and services provision required to enable the development of the site. | Proposed Scheme when occurring in their proximity. | | | |
| FW19A/0211 | Fingal City Council | (i) Demolition of existing detached bungalow (130 sq.m) and garage (25sqm),<br>(ii) Construction of 5 no. dwellings comprising of 1 no. detached, two storey, five bedroom dwelling (house type A, facing Beechpark Avenue) and 4 no. semi-detached, two storey, three - bedroom dwellings (house type B, to the rear of the site). Each dwelling will be provided with 2 no. car parking spaces (10 no. in total) and private amenity open spaces in the form of private gardens (65 sq.m to 89 sq.m) to the rear and<br>(iii) The development will also include landscaping, boundary treatments and all ancillary site development works necessary to facilitate the development. | Noise Sensitive Locations (NSLs) identified within 300m of the planned development. planned development.<br><br><u>Construction</u><br>The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. | To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures. | <u>Construction</u><br>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).<br>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). |
| FW20A/0023 | Fingal County Council | Flynn & O'Flaherty Construction intend to apply for planning permission for development at the Former Phoenix Park Racecourse, Castleknock Road, Dublin 15. The development will consist of the construction of 51 number dwellings to the south west end of the Phoenix Park Racecourse site (Deerpark Boundary), consisting of 15 No. 3 bed and 19 No. 4 bed two-storey semi-detached dwellings, and 17 No. 4 bed three-storey terraced dwellings, with access from the N3 (Navan Road) at both the east and west end entrance and all associated external works including modifications to previously granted road alignment (Permitted under Reg Ref FW18A/0096) to front of proposed dwellings 55 – 71 Phoenix Park Avenue. | Noise Sensitive Locations (NSLs) identified within 300m of the planned development. planned development.<br><br><u>Construction</u><br>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. Proposed project is screened from the Proposed Scheme 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. | <u>Construction</u><br>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).<br>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). |
| 307976 | Fingal | Demolition of existing building Construction of 210 Apartments. Bradys Castleknock Inn, Old Navan Road, Blanchardstown, Dublin 15 | Noise Sensitive Locations (NSLs) identified within 300m of the planned development. planned development.<br><br><u>Construction</u><br>The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. | To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures. | <u>Construction</u><br>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).<br>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). |
| IW05 | | Blanchardstown. Blanchardstown Sewer Rehabilitation Works | Noise Sensitive Locations (NSLs) identified within 300m of the planned development.<br><br><u>Construction</u><br>The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically | 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 | <u>Construction</u><br>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).<br>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 |

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| | | | 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. | Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. | | 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). |
| IW06 | | Blanchardstown. Regional Drainage Scheme | Noise Sensitive Locations (NSLs) identified within 300m of the planned development.<br><br>Construction<br>The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. | To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. | Construction<br>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).<br>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). |
| MP08 | | DART+ Programme West | Construction<br><br>The proposed rail development is set back at significant distances from the proposed development such that there is no potential cumulative construction noise impact to impacted NSLs associated with each individual project. | None required | Construction<br>Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). No residual cumulative effects post mitigation. | Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006). |
| 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 | Noise Sensitive Locations (NSLs) identified within 300m of the planned development.<br><br>Construction<br>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. Should Works associated with the proposed project occur at the same time as the Proposed Scheme, activities immediately adjacent to each NSLs will dominate irrespective of the project. | 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.<br>The planned development will require similar measures. | Construction<br>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).<br>No significant residual cumulative effects post mitigation. | Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006). |
| MP12 | | DART+ Programme South West | Construction<br><br>The proposed rail development is set back at significant distances from the proposed development such that there is no potential cumulative construction noise impact to impacted NSLs associated with each individual project. | None required | Construction<br>Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). No residual cumulative effects post mitigation. | Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement |

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| | | | | | | measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006). |
| MP15 | | DART+ Tunnel Element (Kildare Line to Northern Line) | Construction<br><br>The proposed rail development is set back at significant distances from the proposed development such that there is no potential cumulative construction noise impact to impacted NSLs associated with each individual project. | None required | Construction<br>Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). No residual cumulative effects post mitigation. | Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006). |
| MP17 | | LUAS Cross City incorporating LUAS Green Line Capacity Enhancement - Phase 1 | Construction<br><br>The proposed rail development is set back at significant distances from the proposed development such that there is no potential cumulative construction noise impact to impacted NSLs associated with each individual project. | None required | Construction<br>Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). No residual cumulative effects post mitigation. | Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006). |
| MP33 | | Greater Dublin Drainage (GDD) | Noise Sensitive Locations (NSLs) identified within 300m of the planned development.<br><br>Construction<br>The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. | To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme.<br>The planned development will require similar measures. | Construction<br>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).<br>No significant residual cumulative effects post mitigation. | Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006). |
| MP34 | | Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements) | Noise Sensitive Locations (NSLs) identified within 300m of the planned development.<br><br>Construction<br>The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. | To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme.<br>The planned development will require similar measures. | Construction<br>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).<br>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). |
| MP37 | | Snugborough Interchange Upgrade | Noise Sensitive Locations (NSLs) identified within 300m of the planned | To ensure that construction activities associated with the | Construction | Assumptions made based on professional judgement. Detailed data on third party |

| Application Reference | LPA | 'Other Development' and Brief Description | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect | Uncertainty, Assumptions & Limitations |
|---|---|---|---|---|---|---|
| | | | development.<br><br><u>Construction</u><br>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. Should Works associated with the proposed project occur at the same time as the Proposed Scheme, activities immediately adjacent to each NSLs will dominate irrespective of the project. | 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.<br>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).<br>No significant residual cumulative effects post mitigation. | 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). |
| D1 | | <u>Dublin BusConnects:</u> Ballymun-Finglas to City Centre Core Bus Corridor Scheme | Noise Sensitive Locations (NSLs) identified within 300m of the planned development.<br><br><u>Construction</u><br>The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. The project is set back at considerable distances from the Proposed Scheme such that cumulative impacts at the same NSL will not occur | 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. | <u>Construction</u><br>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).<br>No significant residual cumulative effects post mitigation. | Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006). |
| B2 | | <u>Dublin BusConnects:</u> Liffey Valley to City Centre Core Bus Corridor Scheme | Noise Sensitive Locations (NSLs) identified within 300m of the planned development.<br><br><u>Construction</u><br>The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. The project is set back at considerable distances from the Proposed Scheme such that cumulative impacts at the same NSL will not occur | 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. | <u>Construction</u><br>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).<br>No significant residual cumulative effects post mitigation. | Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006). |

**Table 3: Stage 3 and 4: Population**

| Application Reference | LPA | 'Other Development' and Brief Description | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect | Uncertainty, Assumptions & Limitations |
|---|---|---|---|---|---|---|
| 309657 | Dublin City Council | Demolition of the existing Park Shopping Centre and nos. 42-45 Prussia Street, construction of 175 no. residential units (3 no. houses, 29 no. Build to Rent apartments and 584 no. student bedspaces) and associated site works. | Construction<br>It is expected that if demolition of the Park Shopping Centre was underway before construction of the Proposed Scheme commenced then that land would be unavailable to use. It is possible that as the Proposed Scheme only requires a small section of the car park, that the construction and demolition could occur at the same time. The total area of cumulative land take would be limited but the duration of land take may potentially increase in a worst case scenario as construction of the Proposed Scheme follows demolition of the other development, and vice versa.<br>There is also the potential for adverse cumulative amenity impacts for surrounding businesses. No cumulative impacts on accessibility are expected.<br><br>Operation<br>There is no potential for cumulative effects on land take during operation. | Construction<br>No mitigation proposed.<br><br>Operation<br>No mitigation proposed. | Construction<br>The residual significance of effect on cumulative land take and amenity will be neutral and not significant.<br><br>Operation<br>As there is no potential for cumulative effects, there will be no residual cumulative effects | It is uncertain whether projects can be planned to avoid construction overlap. |

**Table 4: Stage 3 and 4: Human Health**

| Application Reference | LPA | 'Other Development' and Brief Description | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect | Uncertainty, Assumptions & Limitations |
|---|---|---|---|---|---|---|
| 3163/16 | DCC | Proposed mixed use development comprising a commercial unit and 33 apartments in 2 buildings; Block A facing onto North Brunswick Street is a 6-storey building including a recessed penthouse floor, and comprises 17 apartments; and Bock B facing onto North King Street is a 5-storey building, including a recessed penthouse floor, and comprises 16 apartments and 1 commercial unit. The overall development comprises 4 no. 3-bedroomed units, 18 no. 2-bedroomed units, 11 one-bedroomed units and all associated site works. | Construction<br>Potential for in-combination impact of noise, dust, general disruption from construction traffic and plant affecting nearby residents and employees in local businesses. However, there are relatively few receptors that are likely to be exposed to both projects if constructed simultaneously so the scale (magnitude) of impact is likely to be limited. 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.<br><br>Operation<br>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 cumulative impacts remain as Negative, Slight and Temporary to Short-term.<br><br>Operation<br>No impact. | It is uncertain that construction periods would overlap so this assessment presents a worst case situation. |
| 4261/16 | DCC | The development will consist of the demolition of all existing structures including no. 20 Stoneybatter and the construction of a part 1, 3, 4 and 5 storey student accommodation development of 2,980.8 sqm, containing 96 single ensuite study bedrooms arranged in 12 no. 'houses' in addition to replacement of no. 20 Stoneybatter to include upgraded vehicular access and a three bedroom apartment of 168.4 sqm with a rear balcony. Also proposed are all ancillary site and services accommodation works. | Construction<br>Potential for in-combination impact of noise, dust, general disruption from construction traffic and plant affecting nearby residents and employees in local businesses. However, there are relatively few receptors that are likely to be exposed to both projects if constructed simultaneously so the scale (magnitude) of impact is likely to be limited. 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.<br><br>Operation<br>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 cumulative impacts remain as Negative, Slight and Temporary to Short-term.<br><br>Operation<br>No impact. | It is uncertain that construction periods would overlap so this assessment presents a worst case situation. |
| 2038/17 | DCC | PROTECTED STRUCTURE: The proposed development shall comprise the following: (1) Demolition of existing Park Shopping Centre and nos. 42-45 Prussia Street, Dublin 7 (2) Construction of new District Shopping Centre to comprise part-licensed supermarket, retail/non-retail service units, licensed restaurants and medical clinic. (3) Construction of student residential accommodation overhead the district centre buildings (15 no. student houses accommodating 105 no. student residential units and 541 bedspaces) in two buildings ranging from 2 to 6 storeys | Construction<br>Potential for in-combination impact of noise, dust, general disruption from construction traffic and plant affecting nearby residents and employees in local businesses. There is also potential for cumulative disruption to pedestrians and cyclists in the affected area on Prussia Street. 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. The scale is judged to be Negative, Moderate and Short-term.<br><br>Operation<br>Both the Proposed Scheme and the Park Shopping Centre proposal are expected to result in an improvement to the public realm which may encourage more social interaction and improve wellbeing. However the impact is not expected to be significant. It is judged to be Slight, Positive, Medium term. | Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation. | Construction<br>Negative, Moderate and Short-term.<br><br>Operation<br>Slight, Positive, Medium term | It is uncertain that construction periods would overlap so this assessment presents a worst case situation. |
| 4734/18 (same site as 4261/16) | DCC | Permission for development on a 2,160sqm site at No. 20 Stoneybatter and the lands to the rear of Nos. 20-23a Stoneybatter, and Nos. 1-2a Manor Street, Stoneybatter, Dublin 7. The development will consist of the demolition of all existing structures on site including No. 20 Stoneybatter (958.87sqm); and the construction of a part 3 No. storey to part 5 No. storey | Construction<br>Potential for in-combination impact of noise, dust, general disruption from construction traffic and plant affecting nearby residents and employees in local businesses. However, there are relatively few receptors that are likely to be exposed to both projects if constructed simultaneously so the scale (magnitude) of impact is likely to be limited. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. | Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation. | Construction cumulative impacts remain as Negative, Slight and Temporary to Short-term.<br><br>Operation<br>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 |
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| | | Student Accommodation development. | Operation<br>No cumulative impacts on human health are anticipated during operation. | | | |
| FW20A/0023 | FCC | Application for development at the Former Phoenix Park Racecourse, Castleknock Road, Dublin 15. The development will consist of the construction of 51 number dwellings to the south west end of the Phoenix Park Racecourse site (Deerpark Boundary). | Construction<br>Potential for in-combination impact of noise, dust, general disruption from construction traffic and plant affecting nearby residents on Fairhaven Walk and Deerpark Drive. However, there are relatively few receptors that are likely to be exposed to both projects if constructed simultaneously so the scale (magnitude) of impact is likely to be limited. There may also be cumulative disruption of access for pedestrians traveling to/from Navan Road Parkway railway station although this disruption would be limited as the land where the proposed residential development would be sited is currently fenced off so there is no direct access between housing to the south and Parkway Road. 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.<br><br>Operation<br>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<br>Negative, Slight and Temporary to Short-term.<br><br>Operation<br>No impact. | It is uncertain that construction periods would overlap so this assessment presents a worst case situation. |
| 307976 | FCC | Demolition of existing building Construction of 210 Apartments. Bradys Castleknock Inn, Old Navan Road, Blanchardstown, Dublin 15 | Construction<br>Potential for in-combination impact of noise, dust, general disruption from construction traffic and plant affecting nearby residents on Old Navan Road, Talbot Downs and Talbot Close. However works from the Proposed Scheme are not likely to be particularly disruptive in this area. 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.<br><br>Operation<br>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<br>Negative, Slight and Temporary to Short-term.<br><br>Operation<br>No impact. | It is uncertain that construction periods would overlap so this assessment presents a worst case situation. |
| 309657 (same site as 2038/17) | DCC | Construction has already begun - Demolition of the existing Park Shopping Centre and nos. 42-45 Prussia Street, construction of 175 no. residential units (3 no. houses, 29 no. Build to Rent apartments and 584 no. student bedspaces) and associated site works. - | Construction<br>Construction on this project has already commenced but the duration of construction is uncertain. Therefore there is potential for in-combination impact of noise, dust, general disruption from construction traffic and plant affecting nearby residents and employees in local businesses. There is also potential for cumulative disruption to pedestrians and cyclists in the affected area on Prussia Street. 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. The scale is judged to be Negative, Moderate and Short-term.<br><br>Operation<br>Both the Proposed Scheme and the Park Shopping Centre proposal are expected to result in an improvement to the public realm which may encourage more social interaction and improve wellbeing. However the impact is not expected to be significant. It is judged to be Slight, Positive, Medium term. | Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation. | Construction<br>Negative, Moderate and Short-term.<br><br>Operation<br>Slight, Positive, Medium term | It is uncertain that construction periods would overlap so this assessment presents a worst case situation. |
| 310327 | DCC | 1,047 no. residential units (23 no. houses and 1,024 no. apartments), creche and associated site works at Former O'Devaney Gardens Site and lands previously part of St. Bricin's Military Hospital, Dublin 7 | The proposal is for the construction of a residential scheme at Former O'Devaney Gardens Site and lands previously part of St. Bricin's Military Hospital, Dublin 7 approx. 500m south-west of the Proposed Scheme.<br><br>Construction<br>During construction, there is potential for construction | 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 | Construction<br>As for pre-mitigation: Negative, Slight and Temporary to Short-term.<br><br>Operation<br>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 |
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| | | | noise and general disruption to affect residents in the houses which are close to both the residential development and the Proposed Scheme. Additionally, the nearby St Bricin's Military Hospital may also be adversely affected by the simultaneous development of both schemes. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term.<br><br>Operation<br>No cumulative impacts on human health are anticipated during operation. | would be used by each project in isolation. | | |
| MP08 | | DART+ Programme West | Construction<br>Potential cumulative noise, dust and general disruption during construction where two projects are close-by near Navan Road Parkway and near M50/N3 Interchange at Castlenock. However, these are relatively sparsely populated areas, so the main sensitive receptors would be users of the Royal Canal tow path (e.g. walkers and cyclists) whose amenity would be temporarily disrupted. Health outcomes (mainly annoyance) are likely to be Negative, Slight and Temporary.<br><br>Operation<br>During operation the two projects in combination would support a multimodal interchange (access to rail, bus and cycle route) at Navan Road Parkway Station. It is considered that the proposals are complementary and could have cumulative beneficial effects by connecting different communities and destinations which would improve general accessibility to areas of leisure and employment which can have positive effects on mental health. This is judged to be Positive and Significant in the Long-term on health. | Mitigation for construction would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation. | Construction<br>Negative, Slight and Temporary<br><br>Operation<br>Positive, Moderate and Long-term | It is uncertain that construction periods would overlap so this assessment presents a worst case situation. |
| MP12 | | DART+ Programme South West | Construction<br>Potential cumulative noise, dust and general disruption during construction where the Proposed Scheme passes over the railway at Old Cabra Road. Impacts likely to be localised to circa 20 residential properties on Old Cabra Road/Glenbeigh Road/Ellesmere Avenue and Cabra Drive. The combination of impacts is only likely to be marginally more noticeable cumulatively than for each project in isolation. Health outcomes (mainly annoyance) are likely to be Negative, Slight and Temporary.<br><br>Operation<br>It is considered that the proposals for the railway and Proposed Scheme are complementary and could have cumulative beneficial effects by connecting different communities and destinations which would improve general accessibility to areas of leisure and employment which can have positive effects on mental health. This is judged to be Positive and Significant in the Long-term on health. | Mitigation for construction would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation. | Construction<br>Negative, Slight and Temporary<br><br>Operation<br>No impact. | It is uncertain that construction periods would overlap so this assessment presents a worst case situation. |
| MP15 | | DART+ Tunnel Element (Kildare Line to Northern Line) | **Construction**<br>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.<br><br>**Operation**<br>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 | 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**<br>As for pre-mitigation (Not Significant)<br><br>**Operation**<br>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 |
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| | | | improve general accessibility to areas of leisure and employment which can have positive effects on mental health. This is judged to be Positive and Significant in the Long-term on health. | | | |
| MP32 | | MetroLink | **Construction**<br>No significant cumulative construction impacts due to distance between Proposed Scheme and Metrolink (circa 1.7km).<br><br>**Operation**<br>It is considered that the proposals for the MetroLink and Proposed Scheme are complementary and could have cumulative beneficial effects by connecting different communities and destinations which would improve general accessibility to areas of leisure and employment which can have positive effects on mental health. This is judged to be Positive and Significant in the Long-term on health. | Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. Given the 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**<br>As for pre-mitigation (Not Significant)<br><br>**Operation**<br>Positive, Significant in the Long term on health. | It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. |
| MP33 | | Greater Dublin Drainage | Construction<br>Potential cumulative noise, dust and general disruption during construction where two projects are close-by near near M50/N3 Interchange at Castlenock. However, this is a relatively sparsely populated areas, so the main sensitive receptors would be users of the Royal Canal tow path (e.g. walkers and cyclists) whose amenity would be temporarily disrupted. Health outcomes (mainly annoyance) are likely to be Negative, Slight and Temporary.<br><br>Operation<br>No likely cumulative impact in operation. | Mitigation for construction would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation. | Construction<br>Negative, Slight and Temporary<br><br>Operation<br>No impact. | 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**<br>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 area to be affected would be the proposed Royal Canal Greenway. However, it is not anticipated to translate into a change of health status to the population affected. On this basis the impact is predicted to be Negative, Moderate and Temporary to Short-term.<br><br>**Operation**<br>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**<br>If construction programmes can be phased to limit combined disruption, the effect could be reduced to Negative, Slight and Temporary to Short-term.<br><br>**Operation**<br>Positive, Significant in the Long term on health. | It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. |
| MP37 | | Snugborough Interchange | **Construction**<br>No likely significant cumulative impact. It is assumed the interchange project will be completed in time for the Proposed Scheme to tie into and the increase in duration of works in the interchange area will be perceived as part of the same overall programme**.**<br><br>**Operation**<br>Project and Proposed Scheme likely to have complementary cumulative effect by improving accessibility in the Blanchardstown area for active travel and public transport users. This would support greater uptake of physical activity which is judged to be Positive, Significant in the Long term on health. | Construction interaction will be planned to ensure smooth tie in. | **Construction**<br>Imperceptible cumulative impact.<br><br>Operation<br>Positive, Significant in the Long term | No notable uncertainties. |
| A1 | | Dublin BusConnects: Clongriffin to City Centre Core Bus Corridor Scheme | **Construction**<br>No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.<br><br>**Operation** | Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable. | **Construction**<br>No significant cumulative impacts on human health anticipated.<br><br>**Operation** | It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.<br>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 |
|---|---|---|---|---|---|---|
| | | | 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. | | Positive, Very Significant, Long-term | |
| B1 | | Dublin BusConnects: Swords to City Centre Core Bus Corridor Scheme | **Construction**<br>No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.<br><br>**Operation**<br>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**<br>No significant cumulative impacts on human health anticipated.<br><br>**Operation**<br>Positive, Very Significant, Long-term | It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.<br>It is assumed that all 12 Proposed Schemes would be operational. |
| D1 | | Dublin BusConnects: Ballymun-Finglas to City Centre Core Bus Corridor Scheme | **Construction**<br>No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance and intervening buildings.<br><br>**Operation**<br>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**<br>No significant cumulative impacts on human health anticipated.<br><br>**Operation**<br>Positive, Very Significant, Long-term | It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.<br>It is assumed that all 12 Proposed Schemes would be operational. |
| A2 | | Dublin BusConnects: Lucan to City Centre Core Bus Corridor Scheme | **Construction**<br>No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance and separation by River Liffey.<br><br>**Operation**<br>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**<br>No significant cumulative impacts on human health anticipated.<br><br>**Operation**<br>Positive, Very Significant, Long-term | It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.<br>It is assumed that all 12 Proposed Schemes would be operational. |
| B2 | | Dublin BusConnects: Liffey Valley to City Centre Core Bus Corridor Scheme | **Construction**<br>No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.<br><br>**Operation**<br>The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of | Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable. | **Construction**<br>No significant cumulative impacts on human health anticipated.<br><br>**Operation**<br>Positive, Very Significant, Long-term | It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.<br>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 |
|---|---|---|---|---|---|---|
| | | | 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. | | | |
| A3 | | Dublin BusConnects: Tallaght-Clondalkin to City Centre Core Bus Corridor Scheme | **Construction**<br>No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.<br><br>**Operation**<br>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**<br>No significant cumulative impacts on human health anticipated.<br><br>**Operation**<br>Positive, Very Significant, Long-term | It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.<br>It is assumed that all 12 Proposed Schemes would be operational. |
| C2 | | Dublin BusConnects: Templeogue-Rathfarnham to City Centre Core Bus Corridor Scheme | **Construction**<br>No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance and separation by River Liffey.<br><br>**Operation**<br>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**<br>No significant cumulative impacts on human health anticipated.<br><br>**Operation**<br>Positive, Very Significant, Long-term | It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.<br>It is assumed that all 12 Proposed Schemes would be operational. |
| D2 | | Dublin BusConnects: Kimmage to City Centre Core Bus Corridor Scheme | **Construction**<br>No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.<br><br>**Operation**<br>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**<br>No significant cumulative impacts on human health anticipated.<br><br>**Operation**<br>Positive, Very Significant, Long-term | It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.<br>It is assumed that all 12 Proposed Schemes would be operational. |
| B3 | | Dublin BusConnects: Bray to City Centre Core Bus Corridor Scheme | **Construction**<br>No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.<br><br>**Operation**<br>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 | 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**<br>No significant cumulative impacts on human health anticipated.<br><br>**Operation**<br>Positive, Very Significant, Long-term | It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.<br>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 |
|---|---|---|---|---|---|---|
| | | | 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. | | | |
| C3 | | Dublin BusConnects: Belfield/Blackrock to City Centre Core Bus Corridor Scheme | **Construction**<br>No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.<br><br>**Operation**<br>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**<br>No significant cumulative impacts on human health anticipated.<br><br>**Operation**<br>Positive, Very Significant, Long-term | It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.<br>It is assumed that all 12 Proposed Schemes would be operational. |
| D3 | | Dublin BusConnects: Ringsend to City Centre Core Bus Corridor Scheme | **Construction**<br>No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.<br><br>**Operation**<br>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**<br>No significant cumulative impacts on human health anticipated.<br><br>**Operation**<br>Positive, Very Significant, Long-term | It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.<br>It is assumed that all 12 Proposed Schemes would be operational. |

**Table 5: Stage 3 and 4: Biodiversity**

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

| Application Reference | Applicant for 'Other Development' and Brief Description | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect | Uncertainty, Assumptions, & Limitations |
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| | | in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>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.<br><br>Operation<br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | regard loss of habitat will remain albeit at the local geographic scale. | |
| MP06 | Reconfiguration of the N4 from its junction with the M50 to Leixlip to rationalise accesses and to provide additional capacity at the Quarryvale junction | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>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.<br><br>Operation<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.<br><br>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale. | Biodiversity:<br>None |
| MP07 | Clonburris SDZ roads development: | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>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.<br><br>Operation<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.<br><br>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale. | Biodiversity:<br>None |
| MP08 | DART+ Programme West | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.<br><br>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale. | Biodiversity:<br>None |

| Application Reference | Applicant for 'Other Development' and Brief Description | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect | Uncertainty, Assumptions, & Limitations |
|---|---|---|---|---|---|
| | | Operation<br>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. | | | |
| MP09 | Porterstown Distributor Link Road | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>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.<br><br>Operation<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.<br><br>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale. | Biodiversity:<br>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 | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>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.<br><br>Operation<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.<br><br>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale | Biodiversity:<br>None |
| MP11 | Lucan LUAS | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>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.<br><br>Operation<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. | Biodiversity:<br>None |

| Application Reference | Applicant for 'Other Development' and Brief Description | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect | Uncertainty, Assumptions, & Limitations |
|---|---|---|---|---|---|
| MP12 | DART+ Programme South West | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>Operation<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.<br>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale. | Biodiversity:<br>None |
| MP13 | Junction upgrades and other capacity improvements on the M1 motorway, including additional lanes south of Drogheda, where required | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>Operation<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. | Biodiversity:<br>None |
| MP14 | Finglas LUAS (Green Line extension Broombridge to Finglas) | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>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.<br><br>Operation<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. | Biodiversity:<br>None |
| MP15 | DART+ Tunnel Element (Kildare Line to Northern Line) | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>Operation<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.<br>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale. | Biodiversity:<br>None |

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| MP16 | Potential Metro South alignment: SW option | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>Operation<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. | Biodiversity:<br>None |
| MP17 | LUAS Cross City incorporating LUAS Green Line Capacity Enhancement - Phase 1 | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>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.<br><br>Operation<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.<br><br>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale. | Biodiversity:<br>None |
| MP18 | Oldtown-Mooretown Western Distributor Link Road | Biodiversity: None | Biodiversity: Not applicable | Biodiversity: None | Biodiversity:<br>None |
| MP19 | Potential Metro South alignment: Charlemont to Sandyford | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>Operation<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. | Biodiversity:<br>None |
| MP20 | Poolbeg LUAS | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>Operation<br>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 | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. | Biodiversity:<br>None |

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| | | result in habitat degradation, and habitat loss arising from extreme habitat degradation. | | | |
| MP21 | Leopardstown Link Road Phase 2 | Biodiversity: None | Biodiversity: Not applicable | Biodiversity: Not Applicable | 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 | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>Operation<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. | Biodiversity: None |
| MP23 | Poolbeg SDZ roads development: refer to "Details" link | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>Operation<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. | Biodiversity: None |
| MP24 | Glenamuck District Distributor Road | Biodiversity: None | Biodiversity: Not applicable | Biodiversity: Not Applicable | Biodiversity: None |
| MP25 | DART+ Programme Coastal North | Construction<br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>Operation<br>Not applicable | Construction<br>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.<br><br>Operation<br>Not applicable | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. | Biodiversity: None |
| MP26 | Widening of the M50 to three lanes in each direction between Junction 14 (Sandyford) and Junction 17 (M11) plus related junction and other changes | Biodiversity: None | Biodiversity: Not applicable | Biodiversity: Not Applicable | Biodiversity: None |
| MP27 | Cherrywood SDZ roads development: refer to "Details" link | Biodiversity: None | Biodiversity: Not applicable | Biodiversity: Not Applicable | Biodiversity: None |
| MP28 | DART+ Programme Coastal South | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>Operation<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. | Biodiversity: None |

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| MP29 | R126 Donabate Relief Road: R132 to Portrane Demesne | Biodiversity: None | Biodiversity: Not applicable | Biodiversity: Not Applicable | Biodiversity: None |
| MP30 | Extension of LUAS Green Line to Bray | Biodiversity: None | Biodiversity: Not applicable | Biodiversity: Not Applicable | Biodiversity: None |
| MP31 | Capacity enhancement and reconfiguration of the M11/N11 from Junction 4 (M50) to Junction 14 (Ashford) inclusive of ancillary and associated road schemes, to provide additional lanes and upgraded junctions, plus service roads and linkages to cater for lo | Biodiversity: None | Biodiversity: Not applicable | Biodiversity: Not Applicable | Biodiversity: None |
| MP32 | MetroLink | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>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.<br><br>Operation<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.<br><br>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale. | Biodiversity: None |
| MP33 | Greater Dublin Drainage (GDD) | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>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.<br><br>Operation<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.<br><br>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale. | Biodiversity: None |
| MP34 | Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements) | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>Operation<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.<br><br>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale. | Biodiversity: None |

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| MP35 | Dublin Array - offshore windfarm | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>Operation<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>None | Biodiversity:<br>None |
| MP36 | Southern Port Access Route (SPAR) – Construction of a new access route to Dublin Port for HGVs | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>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.<br><br>Operation<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>Mitigation proposed to minimize habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.<br><br>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale | Biodiversity:<br>None |
| MP37 | Snugborough Interchange | Biodiversity: None | Biodiversity: Not applicable | Biodiversity: Not Applicable | Biodiversity:<br>None |
| 303678 | Air insulated switchgear 110kV transmission substation. Platin, Duleek | Biodiversity: None | Biodiversity: Not applicable | Biodiversity: Not Applicable | Biodiversity:<br>None |
| 304799 | Construction of a new distributor road and junction to the southwest of Kells town centre. Kells | Biodiversity: None | Biodiversity: Not applicable | Biodiversity: Not Applicable | Biodiversity:<br>None |
| JA0040 | Dublin Mountain Visitors Centre and all associated works. Killakee and Jamestown | Biodiversity: None | Biodiversity: Not applicable | Biodiversity: Not Applicable | Biodiversity:<br>None |
| 304624 | FCC/12/0001 Broadmeadow Way.Greenway between Malahide Demesne and Newbridge Demesne to be known as 'Broadmeadow Way'. Malahide | Biodiversity: None | Biodiversity: Not applicable | Biodiversity: Not Applicable | Biodiversity:<br>None |
| 307073 | Alternations to a permitted double circuit 110kV electricity transmission line development between substations. Darndale / Belcamp | Biodiversity: None | Biodiversity: Not applicable | Biodiversity: Not Applicable | Biodiversity:<br>None |
| 303249 | 110kV onsite electrical substation with associated electrical plant, electrical equipment, welfare facilities and waste water holding tank and security fencing. 110kV overhead line grid connection cabling, upgrade of existing tracks and provision of new site access roads with all associated site development and ancillary works at Timahoe East. | Biodiversity: None | Biodiversity: Not applicable | Biodiversity: Not Applicable | Biodiversity:<br>None |
| 304888 | 15-year permission for development at Oil Berth 3 and Oil Berth 4, Eastern Oil Jetty and at Berths 50A, 50N, 50S, 51, 51A, 49, 52, 53 and associated | Construction<br>Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during | Biodiversity:<br>None |

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| | terminal yards to provide for various elements including new Ro-Ro jetty and consolidation of passenger terminal buildings. Dublin Port. | pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>Operation<br>Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. | Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | construction will remain albeit at the local geographic scale. | |
| 306583 | 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: None | Biodiversity: Not applicable | Biodiversity: Not Applicable | Biodiversity:<br>None |
| 307352 | The proposed development for Brexit Infrastructure will consist of - Installation of porta-cabin structures. Resurfacing and amalgamation of existing yards. Parking for heavy good vehicles, cars and bicycles. Gates, signage and all ancillary site works. Dublin Port. | Biodiversity: None | Biodiversity: Not applicable | Biodiversity: Not Applicable | Biodiversity:<br>None |
| 306834 | Provision of a double circuit 220kV transmission line and a 220kV gas insulated switchgear (GIS) substation along with associated and ancillary works. Townlands of Cruiserath, Goddamendy and Bay, Co. Dublin. | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>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.<br><br>Operation<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.<br><br>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale. | Biodiversity:<br>None |
| 307296 | Construction of a 2 storey 110kV Gas Insulated Switchgear (GIS) substation, underground cable and all associated and ancillary site works. Former Clyde House, IDA Blanchardstown Business and Technology Park, Snugborough Road, Blanchardstown, Dublin 15 | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>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.<br><br>Operation<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.<br><br>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale. | Biodiversity:<br>None |

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| 306725 | Flood alleviation works along and adjacent to the River Poddle extending from the upper reaches of the river. Tymon North, Tallaght to Merchant's Quay, Dublin. | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>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.<br><br>Operation<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale. | Biodiversity:<br>None |
| 245738 (DCC ref: 2552/15) | Aviation fuel pipeline. Location: Inlet Station: Team CV, Bond Drive, Dublin Port, Dublin 1 to Dublin Airport, Co. Dublin | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>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.<br><br>Operation<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.<br><br>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale. | Biodiversity:<br>None |
| A1 | Dublin BusConnects: Clongriffin to City Centre Core Bus Corridor Scheme | Construction<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>Not significant | Biodiversity:<br>None |
| B1 | Dublin BusConnects: Swords to City Centre Core Bus Corridor Scheme | Construction<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>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.<br><br>Operation | Biodiversity<br>Not significant | Biodiversity:<br>None |

| Application Reference | Applicant for 'Other Development' and Brief Description | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect | Uncertainty, Assumptions, & Limitations |
|---|---|---|---|---|---|
| | | | Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | | |
| D1 | Dublin BusConnects: Ballymun-Finglas to City Centre Core Bus Corridor Scheme | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>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.<br><br>Operation<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>Not significant | Biodiversity:<br>None |
| A2 | Dublin BusConnects: Lucan to City Centre Core Bus Corridor Scheme | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>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.<br><br>Operation<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.<br><br>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale | Biodiversity:<br>None |
| B2 | Dublin BusConnects: Liffey Valley to City Centre Core Bus Corridor Scheme | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>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.<br><br>Operation<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.<br><br>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale. | Biodiversity:<br>None |
| A3 | Dublin BusConnects: Tallaght-Clondalkin to City Centre Core Bus Corridor Scheme | Construction<br>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 | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>Mitigation proposed to reduce disturbance impacts on fauna species during | Biodiversity<br>Not significant. | Biodiversity:<br>None |

| Application Reference | Applicant for 'Other Development' and Brief Description | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect | Uncertainty, Assumptions, & Limitations |
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| | | habitat loss arising from extreme habitat degradation.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>Operation<br>Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. | the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | | |
| C2 | Dublin BusConnects: Templeogue-Rathfarnham to City Centre Core Bus Corridor Scheme | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>Operation<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>Not significant | Biodiversity:<br>None |
| D2 | Dublin BusConnects: Kimmage to City Centre Core Bus Corridor Scheme | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>Operation<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>Not significant. | Biodiversity:<br>None |
| B3 | Dublin BusConnects: Bray to City Centre to City Centre Core Bus Corridor Scheme | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>Operation<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>Not significant | Biodiversity:<br>None |
| C3 | Dublin BusConnects: Blackrock/Belfield to City Centre Core Bus Corridor Scheme | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>Operation | Biodiversity<br>Not significant. | Biodiversity:<br>None |

| Application Reference | Applicant for 'Other Development' and Brief Description | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect | Uncertainty, Assumptions, & Limitations |
|---|---|---|---|---|---|
| | | Operation<br>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. | | |
| D3 | Dublin BusConnects: Ringsend to City Centre to City Centre Core Bus Corridor Scheme | Construction<br>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.<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.<br><br>Operation<br>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. | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.<br><br>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.<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events. | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.<br><br>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale. | Biodiversity:<br>None |
| | SHDs<br>(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) | Construction<br>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.**<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.*<br><br>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 Schem.e*<br><br>Operation<br>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.** | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.**<br><br>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.*<br><br>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.*<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.** | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.*<br><br>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale.* | Biodiversity:<br>None |
| 309146,<br>309773 | Strategic Infrastructure Developments (SIDs)<br>2 no. 110kV transmission lines and a 110kV Gas Insulated Switchgear (GIS) substation | Construction<br>Potential for in-combination effects in respect of vegetation loss and impacts to birds and Bats. 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.**<br><br>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.*<br><br>Operation<br>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.** | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.**<br><br>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.*<br><br>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.*<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.** | Biodiversity: Not applicable | Biodiversity:<br>Not applicable |
| | Irish Water Projects<br>(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 | Construction<br>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.**<br><br>Should the construction periods overlap there is potential for | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.**<br><br>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<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.*<br><br>A significant residual effect with | Biodiversity:<br>None |

| Application Reference | Applicant for 'Other Development' and Brief Description | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect | Uncertainty, Assumptions, & Limitations |
|---|---|---|---|---|---|
| | Scheme)<br>Larger scale Irish Water infrastructure projects are described separately under major projects. | in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.*<br><br>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.*<br><br>Operation<br>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.*<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.** | regard loss of habitat will remain albeit at the local geographic scale.* | |
| IW05 | Irish Water Blanchardstown Sewer Rehabilitation works | Construction<br>Not applicable as construction complete.<br><br>Operation<br>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.** | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.**<br><br>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.*<br><br>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.*<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.** | Biodiversity<br>Not applicable | Biodiversity:<br>None |
| IW06 | Irish Water Blanchardstown Regional Drainage Scheme & Irish Water 9C Sewer duplication and storage | Construction<br>Pipeline element complete.<br>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.**<br><br>As the possibility that the construction periods may overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.*<br><br>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.*<br><br>Operation<br>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.** | Construction<br>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.**<br><br>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*<br><br>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.*<br><br>Operation<br>Mitigation proposed to protect surface water quality during operation of the Proposed. | Biodiversity<br>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.*<br><br>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale.* | Biodiversity:<br>None |
| | Irish Water Lower Liffey Valley Regional Sewerage Scheme – Leixlip transfer pipeline and Wastewater Network Upgrade forms part of the Lower Liffey Valley Regional Sewerage Scheme Network upgrade – Project Completed | Biodiversity: Not applicable<br>Works complete December 2021 | Biodiversity: Not applicable | Biodiversity: Not applicable | Biodiversity:<br>Not applicable |

**Table 6: Stage 3 and 4: Water**

| Application Reference | LPA | 'Other Development' and Brief Description | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect | Uncertainty, Assumptions & Limitations |
|---|---|---|---|---|---|---|
| FW17A/0048 | FCC | The development will consist of: (a) Demolition of 4 no. existing houses and 2 no. garages. (b) Construction of 17 no. two storey houses consisting of 7 mid-terrace units, 10 no. end of terrace units. (c) Provision of off-street parking. (d) New access road with new entrance off Navan Road. (e) New boundary treatment and all associated site works. | **Construction**<br>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.<br>**Operation**<br>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 |
| FW17A/0108 | FCC | Demolition of existing structures on the site including to construct a two storey building on the subject (683.89 sq.m gfa). | **Construction**<br>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.<br>**Operation**<br>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 |
| 4237/19 | DCC | The proposed development will consist of a residential development of 33 no. residential units. The proposed development would also consist of the demolition of the 2 no. existing single storey detached dwellings and associated outbuildings and sheds. | **Construction**<br>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 Shceme 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.<br>**Operation**<br>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 |
| FW20A/0023 | FCC | Flynn & O'Flaherty Construction intend to apply for planning permission for development at the Former Phoenix Park Racecourse, Castleknock Road, Dublin 15. | **Construction**<br>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.<br>**Operation**<br>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 |
| IW05 | | Blanchardstown. Blanchardstown Sewer Rehabilitation Works | Operation<br>There is potential for cumulative positive effects; the Proposed Scheme will provide SUDs which will bring positive effects. The sewer rehabilitation works will | None 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 |
|---|---|---|---|---|---|---|
| | | | also bring positive effects. However the benefits from the Proposed Scheme will be Imperceptible and so no significant positive cumulative impacts are likely. | | | |
| IW06 | | Blanchardstown. Regional Drainage Scheme | Operation<br>There is potential for cumulative positive effects; the Proposed Scheme will provide SUDs which will bring positive effects. The sewer rehabilitation works will also bring positive effects. However the benefits from the Proposed Scheme will be Imperceptible and so no significant positive cumulative impacts are likely. | None required | Imperceptible | Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage |
| MP08 | | DART+ Programme West | Construction<br>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.<br>Operation<br>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 |
| 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 | Construction<br>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.<br>Operation<br>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 |
| MP33 | | Greater Dublin Drainage (GDD) | Construction<br>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.<br>Operation<br>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 7: Stage 3 and 4: Archaeological and Cultural Heritage**

| Application Reference | LPA | 'Other Development' and Brief Description | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect | Uncertainty, Assumptions & Limitations |
|---|---|---|---|---|---|---|
| 309657 | Dublin City Council | Demolition of the existing Park Shopping Centre and nos. 42-45 Prussia Street, construction of 175 no. residential units (3 no. houses, 29 no. Build to Rent apartments and 584 no. student bedspaces) and associated site works. | This project is within Historic City of Dublin Zone of Archaeological Potential and at RMP site of 18th/19th century house. Any remains that survive will be partial and heavily truncated by the previous development.<br><br>Construction<br>Archaeological investigations have already place and further mitigation will occur. The assessment identified that works can and will be archaeologically mitigated. Taken in conjunction with the Bus Connects Project, they will not cause an additional significant impact from an archaeological perspective.<br><br>Operation<br>There is no potential for cumulative effects on archaeology and cultural heritage during operation. | Construction<br>No mitigation proposed.<br><br>Operation<br>No mitigation proposed. | Construction<br>Neutral and not significant.<br><br>Operation<br>As there is no potential for cumulative effects, there will be no residual cumulative effects | It is uncertain whether projects can be planned to avoid construction overlap. |

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

| Application Reference | LPA | 'Other Development' and Brief Description | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect | Uncertainty, Assumptions & Limitations |
|---|---|---|---|---|---|---|
| 2453/15 | Dublin City Council | Permission for development of a site of c.0.31ha. at Nos. 30 & 32-36 Thomas Street and 10 Hanbury Lane, Dublin 8. | Construction<br>Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area.<br>Operation<br>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 an area of ongoing development and no significant cumulative effects are expected. | Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable. | Construction<br>If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. No effects expected otherwise.<br><br>Operation<br>No significant cumulative effects expected. | |
| 3163/16 | Dublin City Council | The development will consist of the removal of all existing buildings on the site, and the construction of a commercial unit and 33 apartments in 2 buildings; Block A facing onto North Brunswick Street is a 6-storey building including a recessed penthouse floor, and comprises 17 apartments; and Bock B facing onto North King Street is a 5-storey building, including a recessed penthouse floor, and comprises 16 apartments and 1 commercial unit. | Construction<br>Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area.<br>Operation<br>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 an area of ongoing development and no significant cumulative effects are expected. | Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable. | Construction<br>If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. No effects expected otherwise.<br><br>Operation<br>No significant cumulative effects expected. | |
| 4261/16 and 4734/18 | Dublin City Council | The development will consist of the demolition of all existing structures including no. 20 Stoneybatter and the construction of a part 1, 3, 4 and 5 storey student accommodation | Construction<br>Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area.<br>Operation<br>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 an area of ongoing development and no significant cumulative effects are expected. | Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable. | Construction<br>If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. No effects expected otherwise.<br><br>Operation<br>No significant cumulative effects expected. | |
| 2038/17 and 309657 | Dublin City Council | The proposed development shall comprise the following: (1) Demolition of existing Park Shopping Centre and nos. 42-45 Prussia Street, Dublin 7 and | Construction<br>Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of | 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<br>If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction | |

| Application Reference | LPA | 'Other Development' and Brief Description | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect | Uncertainty, Assumptions & Limitations |
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| | | creation of portal openings in the former boundary wall | surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area.<br>Operation<br>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 an area of ongoing development and no significant cumulative effects are expected. | 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. | in the townscape/streetscape. No effects expected otherwise.<br><br>Operation<br>No significant cumulative effects expected. | |
| IW05 | | Blanchardstown. Blanchardstown Sewer Rehabilitation Works | Construction<br>Works are not expected to overlap, due to scheduled completion of this project before the Proposed Scheme is under construction<br><br>Operation<br>No effects expected | Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable. | Construction<br>No significant cumulative effects expected<br><br>Operation<br>No significant cumulative effects expected | |
| IW06 | | Blanchardstown. Regional Drainage Scheme | Construction<br>Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Potential for localised significant temporary / short-term cumulative construction effects on Tolka Valley.<br><br>Operation<br>Potential for moderate / significant long-term landscape / townscape effects due to overall increase in built form and loss of trees in Tolka Valley. | 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<br>Potential for localised significant temporary / short-term cumulative construction effects in local area remains.<br><br>Operation<br>Potential for moderate / significant long-term townscape effects due to overall increase in built form and loss of trees in Tolka Valley remains. | |
| MP08 | | DART+ Programme West | Construction<br>Potential for temporary significant in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Potential for significant temporary / short-term cumulative construction effects in local area between railway and Proposed Scheme, most notably in Ashtown area with works to road network and substantial tree loss proposed for both this project and Proposed Scheme.<br><br>Operation<br>Potential for significant long-term townscape effects from changes to townscape mainly through loss of | Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However | Construction<br>If construction periods overlap / are successive, there remains potential for significant temporary / short-term cumulative construction in the townscape/streetscape. No effects expected otherwise.<br><br>Operation<br>Potential for significant long-term townscape effects from changes to townscape mainly through loss of existing established trees in the townscape. Effect will reduce over | There are uncertainties regarding nature of changes at Ashtown. |

| Application Reference | LPA | 'Other Development' and Brief Description | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect | Uncertainty, Assumptions & Limitations |
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| | | | existing established trees in the townscape. This is most likely in the Ashtown area. | 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. | time with establishment of proposed vegetation. | |
| 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 | Construction<br>Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Potential for localised significant temporary / short-term cumulative construction effects in local area.<br><br>Operation<br>Potential for moderate long-term townscape effects from changes to townscape mainly potential loss of 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<br>If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. No effects expected otherwise.<br><br>Operation<br>Potential for moderate long-term townscape effects from changes to townscape remains. | There are uncertainties regarding nature of changes particularly tree loss |
| MP12 | | DART+ Programme South West | Construction<br>If construction periods overlap / are successive, potential for temporary in-combination indirect townscape / visual effects in the local area of the intersection between this project and the Proposed Scheme. Construction will occur mainly within existing railway although there will be works to road bridges and construction of substations and other structures. Potential for localised moderate / significant temporary or short-term construction effects in local area.<br>Operation<br>Potential cumulative effects are likely to be minor due to small area of intersection between schemes and self-contained nature of the railway. | 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<br>If construction periods overlap / are successive, potential for localised moderate / significant temporary or short-term construction effects in local area remain. No effects expected otherwise.<br><br>Operation<br>No significant cumulative effects expected. | |
| MP33 | | Greater Dublin Drainage (GDD) | Construction<br>Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Potential for localised significant temporary / short-term cumulative construction effects in local area, most notably within Tolka Valley / Mill Road area.<br>Operation<br>Potential for significant medium / long-term cumulative effects on Tolka Valley due to tree loss and increase of built form in the valley. | 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<br>If construction periods overlap / are successive, there remains potential for localised significant temporary / short-term cumulative construction effects most notably within Tolka Valley / Mill Road area. No effects expected otherwise.<br><br>Operation<br>Potential for significant medium/long-term cumulative effects remain at Tolka Valley due to tree loss and increase of built form in the valley. | There are uncertainties regarding nature of tree loss at Tolka Valley as part of this project. |

| Application Reference | LPA | 'Other Development' and Brief Description | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect | Uncertainty, Assumptions & Limitations |
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| MP34 | | Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements) | Construction<br>Potential for localised moderate short-term / temporary cumulative construction effects at intersections of this scheme and the Proposed Scheme if construction periods overlap / are successive. These effects are likely to be limited to indirect visual effects on private properties and townscape effects on open spaces near to intersections of the scheme and Proposed Scheme, due to enclosing effect of surrounding built form.<br>Operation<br>The primary potential cause of cumulative effects during operation would be the combined long-term effects from cumulative loss of trees during construction. Potential for moderate long-term cumulative townscape / visual 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<br>If construction periods overlap / are successive, potential for localised moderate short-term, temporary cumulative construction effects remain. No effects expected otherwise.<br><br>Operation<br>Potential for moderate long-term cumulative townscape / visual effects remain. | Construction<br>If construction periods overlap / are successive, potential for localised moderate short-term, temporary cumulative construction effects remain. No effects expected otherwise.<br>Operation<br>Potential for moderate long-term cumulative townscape / visual effects remain. |
| MP37 | | Snugborough Interchange Upgrade | Construction<br>Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Potential for localised moderate temporary / short-term cumulative construction effects in local area in proximity to the interchange.<br>Operation<br>Potential for moderate short-term cumulative effects on areas of trees in the local area. As tree cover in this area is generally young, the effects will be greatly reduced in the long-term as replacement vegetation establishes. | 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<br>If construction periods overlap / are successive, potential for localised moderate short-term, temporary cumulative construction effects remain. No effects expected otherwise.<br><br>Operation<br>Potential for moderate short-term cumulative townscape / visual effects remain, with a reduction in the long-term. | Extents of replacement planting under this project not known |
| B1 | | Dublin BusConnects: Swords to City Centre Core Bus Corridor Scheme | Construction<br>Potential for temporary in-combination indirect townscape effects are limited by distance. Potential for slight short-term / temporary cumulative construction effects on a wide townscape area if the construction periods coincide / are successive.<br>Operation<br>The primary potential cause of cumulative effects during operation would be the combined long-term effects from cumulative loss of trees during construction. Likely to be minimal or neutral effect on trees from Swords to City Centre Core Bus Corridor Scheme. No cumulative operational townscape / visual effects expected. | Landscape and Visual - Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable. | Construction<br>Slight short-term / temporary cumulative construction effects remain on a wide townscape area if the construction periods coincide / are successive. No effects expected otherwise.<br>Operation<br>No cumulative townscape/visual effects expected. | Some uncertainty on final assessment for Swords to City Centre Core Bus Corridor Scheme at this point |
| D1 | | Dublin BusConnects: Ballymun-Finglas to City Centre Core Bus Corridor Scheme | Construction<br>Potential for temporary in-combination indirect townscape / visual effects on local intervening townscape around Smithfield, interconnecting roads, Liffey Quays and other local receptors. Potential for moderate short-term / temporary cumulative | Landscape and Visual - Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the | Construction<br>If the construction periods coincide / are successive, potential for moderate short-term / temporary cumulative construction effects remains. No effects expected otherwise. | Some uncertainty on final assessment for Ballymun-Finglas to City Centre Core Bus Corridor Scheme at this point |

| Application Reference | LPA | 'Other Development' and Brief Description | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect | Uncertainty, Assumptions & Limitations |
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| | | | construction effects if the construction periods coincide / are successive.<br>Operation<br>Potential for slight cumulative operational townscape/visual effects on townscape on the intervening area between the two schemes around Smithfield / Liffey Quays. | 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. | Operation<br>Potential for slight cumulative townscape effects remains. | |
| A2 | | Dublin BusConnects: Lucan to City Centre to City Centre Core Bus Corridor Scheme | Construction<br>Potential for temporary in-combination indirect townscape effects is limited by distance. Potential for slight short-term / temporary cumulative construction effects on a wide townscape area if the construction periods coincide / are successive.<br>Operation<br>Limited changes by Proposed Scheme at closest point on Liffey Quays and other townscape sections more distant and spatially distinct. Minimal impacts on trees for both schemes at closest points. No cumulative operational townscape/visual effects expected. | Landscape and Visual - Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable. | Construction<br>Slight short-term / temporary cumulative construction effects remain on a wide townscape area if the construction periods coincide / are successive. No effects expected otherwise.<br>Operation<br>No cumulative townscape/visual effects expected. | Some uncertainty on final assessment for Lucan to City Centre to City Centre Core Bus Corridor Scheme at this point |
| B2 | | Dublin BusConnects: Liffey Valley to City Centre Core Bus Corridor Scheme | Construction<br>Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected.<br>Operation<br>Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected. | Landscape and Visual - Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable. | Construction<br>No cumulative townscape/visual effects expected.<br>Operation<br>No cumulative townscape/visual effects expected. | Some uncertainty on final assessment for Liffey Valley to City Centre Core Bus Corridor Scheme at this point |
| A3 | | Dublin BusConnects: Tallaght-Clondalkin to City Centre Core Bus Corridor Scheme | Construction<br>Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape / visual effects expected.<br>Operation<br>Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected. | Landscape and Visual - Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of | Construction<br>No cumulative townscape/visual effects expected.<br>Operation<br>No cumulative townscape/visual effects expected." | Some uncertainty on final assessment for Tallaght-Clondalkin to City Centre Core Bus Corridor Scheme at this point |

| Application Reference | LPA | 'Other Development' and Brief Description | Assessment of Cumulative Effect with Proposed Project | Proposed Mitigation | Residual Cumulative Effect | Uncertainty, Assumptions & Limitations |
|---|---|---|---|---|---|---|
| | | | | 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. | | |