

The background is a vibrant yellow. It is decorated with several abstract geometric shapes in shades of blue, teal, and white. These include circles, semi-circles, and rounded rectangular shapes, some of which are partially cut off by the edges of the page. The shapes are arranged in a dynamic, non-repeating pattern.

Appendix A21.2

Stage 4 Specialist Assessments

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Introduction

This appendix includes the topic assessments of cumulative impacts of the Ballymun / Finglas to City Centre Core Bus Corridor Scheme (hereafter referred to as the Proposed Scheme) and other projects which were shortlisted at Stage 2 for more detailed assessment.

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

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

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

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3391/20	Dublin City Council	The development will consist of the demolition of the existing two storey mixed-use buildings at 146-147 Phibsborough Road and a derelict single storey dwelling known as 10 Eglinton Terrace to the rear and construction of new mixed-use development.	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2395/20	Dublin City Council	The development will consist of the demolition of existing St. Vincent's Swimming Pool and the construction of 5 no. dwellings including all associated on and off-site development works, car parking, boundary treatment works, soft and hard landscaping on the site of c. 0.24ha.	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
F06A/0513/E1	Fingal County Council	Construction of an office development through the modification of part of the layout granted permission under Ref. F05A/0327. The development comprises 3 no. office blocks plus permanent surface (145 spaces total), temporary surface carpark (248 spaces total), ESB substations, landscaping, bin stores and associated siteworks.	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2525/13	Dublin City Council	A residential development which will consist of the demolition of an existing factory together with all associated ancillary structures and the construction of 49 no. dwellings.	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3402/13	Dublin City Council	Demolition of no's 1-4 Rivermount Cottages and reduction in height of boundary wall along Ballyboggan Road to allow for construction of 51 no residential units comprising of 32 no duplex units (two and three bedroom), 6 no. one bed apartments and 13 no. houses (three bedrooms) split over five residential blocks.	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2402/14	Dublin City Council	Development on a site of approximately 0.7325ha at the Old Bakery Site, also known as 113 Phibsborough Road, Cross Guns Bridge, Phibsborough Road, Dublin 7. The development will consist of the demolition of existing buildings on site and the construction of a predominantly residential development with some commercial use.	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction

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			<p>developments assessed.</p> <p>Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.</p>	development will require similar measures.		materials. This data is unavailable while development is in planning stage.
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.	<p>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.</p> <p>Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.</p>	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.
2709/17	Dublin City Council	PERMISSION & RETENTION: Development at a site of 0.969 ha bounded by North Circular Road to the South, Connaught Street to the North, Dalymount Park to the West and Phibsborough Road to the East. The development consists of the part demolition of existing structures, site clearance and associated boundary hoarding.	<p>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.</p> <p>Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.</p>	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.
F17A/0686	Fingal County Council	Construction of a new Operations Depot and Civic amenity Site to include 4 storey office building, Central Stores Warehouse building and workshops, Multi-Storey carpark, Salt barn, Civic Amenity Site office and Store for recycled batteries and clothes.	<p>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.</p> <p>Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.</p>	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.
3870/18	Dublin City Council	The proposed development will consist of the demolition of the vacant motor vehicle showroom and No. 38 Glasnevin Hill (a vacant dwelling) and the development of a residential (with associated, ancillary facilities), retail and retail / medical scheme arranged in 2 No. blocks.	<p>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.</p> <p>Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.</p>	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.
F18A/0438	Fingal County Council	The proposed development on this site of c.0.83 hectares is phase 2 of a 2-phase masterplan for a mixed residential and commercial development on an overall site of c.1.47 hectares, including adjoining lands to the west bound by Northwood Avenue and Domville Wood (the Old Ballymun Road). The proposed Phase 2 development will comprise the construction of 2 no. blocks comprising offices and residential development respectively and shares the central access and circulation space with Phase 1 (Reg. Ref. F18A/0421).	<p>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.</p> <p>Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.</p>	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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F18A/0421	Fingal County Council	The proposed development, on this site of c. 0.75 hectares, is Phase 1 of a 2-phase masterplan for a mixed residential and commercial development on an overall site of c. 1.47 hectares including adjoining lands to the east bound by Northwood Avenue and Northwood Park. The proposed phase 1 development will comprise the construction of a 2-7 storey block to include: 99 no. apartments.	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2370/19	Dublin City Council	The demolition of the existing 1 to 2 no. storey building at the subject site and the construction of a 7 no. storey over basement, 195 bedroom hotel of approximately 6,200 sq.m with an eight floor penthouse on the Little Green Street corner.	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
4791/19	Dublin City Council	The development will consist of construction of a mixed-use development of 9. No apartments, a ground level Café unit, part basement level to accommodate bike storage for 30 no. bicycles, refuse storage, surface water attenuation tank & all other plant and storage areas associated with apartments & Café unit.	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
F19A/0401	Fingal County Council	The proposed development is Phase 1 of a 2 Phase masterplan for a mixed residential and commercial scheme. The proposed Phase 1 development will comprise the construction of 2 no. blocks comprising a residential and commercial office development, with a new proposed shared access road from Northwood Road to the east.	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
F19A/0419	Fingal County Council	The proposed development is Phase 2 of a 2 Phase masterplan for a mixed development. The proposed Phase 2 development will comprise the construction of a proposed shared access road from Northwood Road to the east and a new residential block comprising 6 storeys to include 78 residential units.	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2628/17	Dublin City Council	PERMISSION & RETENTION PERMISSION: The development consists of the part demolition of existing structures on the site and the construction of an extension to the existing Phibsborough Shopping Centre onto Phibsborough Road and North Circular Road ranging in height from 3 to 7 storeys.	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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			planned development in isolation - it follows that a significant cumulative impact is expected.			
2458/17	Dublin City Council	The development will consist of (a) 69 apartments; (32 no. two bedroom units, 19 no. one bedroom units, 15 no. three bedroom units & 3 no. studio apartments) in two five storey blocks.	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
4037/20	Dublin City Council	Revision to previously granted permission 4078/18 for an extension to the existing hospital facilities so as to increase the permitted extension by a further 1,309 sq.m to a total of 2,733 sq.m all to accommodate as before a new Oncology Department and Clinical Day Ward at ground and first floor levels respectively.	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3618/20	Dublin City Council	Planning permission for the construction of a four storey clinical extension to a accommodate the expansion to Operating Theatres Department (Level 3), Radiology Unit expansion (Level 2), Outpatients Clinic expansion (Level 1) and Ophthalmic Clinic expansion.	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3253/22	Dublin City Council	Permission for the refurbishment and extension of the existing Raven House office building to provide 37 No build to rent apartment units, consisting of 26 No. one bed units and 11 No. two bed units.	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3361/22	Dublin City Council	The proposed development will consist of the following: The construction of 52 residential units (each with private balcony/terrace) within three apartments blocks (A, B and C) ranging from 3 to 8 storeys, with a ground floor unit in Block A.	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3596/22	Dublin City Council	Planning permission is sought for development at a site formerly known as The Drake Inn, 59-60 Main Street, Finglas, Dublin 11. The proposed development will consist of the demolition of the existing two-storey over part basement (three storey), terraced,	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction

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		commercial building and the construction of a six-storey over full basement (seven storey) terraced mixed-use building	developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	development will require similar measures.		materials. This data is unavailable while development is in planning stage.
3665/15	Dublin City Council	Development at a site of circa 2.02 hectares comprising lands at the southern part of the former Printworks/ Smurfit Site, adjoining the rear of properties on Iona Road and Iona Park. The proposed development consists of the construction of a residential scheme comprising 131 no. residential units (43 houses and 88 apartments), together with a café, childcare facility and ancillary development. Application extended until 2024.	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
305312	Dublin City Council	245 Apartments. Finglas Road	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
306075	Fingal County Council	331 Apartments. Off Northwood Avenue, Santry, Dublin 9	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
308228	Dublin City Council	Demolition of existing structures, Construction of 360 bedrooms. Little Green Street	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
308905	Dublin City Council	101 Apartments, Glasnevin Hill	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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308875	Dublin City Council	321 Apartments, Phibsborough Shopping Centre	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
308875	Dublin City Council	An Application for Strategic Housing Development and alterations to previously permitted application (300241). was granted in 2021.	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
308905	Dublin City Council	An Application for Strategic Housing Development and Demolition of existing vacant motor vehicle showroom and no. 38 Glasnevin Hill. was granted in 2021.	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
309345	Dublin City Council	An application for Strategic Housing Development at Old Bakery Site, 113 Phibsborough Road. was granted in 2021.	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
310722	Dublin City Council	An application for Strategic Housing Development on Finglas Road. was granted in 2021.	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
MP08		DART+ Programme West	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			planned development in isolation - it follows that a significant cumulative impact is expected.			
MP12		DART+ Programme South West	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
MP14		Finglas LUAS (Green Line extension Broombridge to Finglas)	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
MP15		DART+ Tunnel Element (Kildare Line to Northern Line)	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
MP17		LUAS Cross City incorporating LUAS Green Line Capacity Enhancement - Phase 1	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
MP32		MetroLink	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	Residential receptors identified within 350m of the planned development. PM ₁₀ background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			<p>developments assessed.</p> <p>Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.</p>	development will require similar measures.		materials. This data is unavailable while development is in planning stage.
B1		<u>Dublin BusConnects</u> : Swords to City Centre Core Bus Corridor Scheme	<p>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.</p> <p>Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.</p>	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.
C1		<u>Dublin BusConnects</u> : Blanchardstown to City Centre Core Bus Corridor Scheme	<p>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.</p> <p>Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.</p>	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		<u>Dublin BusConnects</u> : Liffey Valley to City Centre Core Bus Corridor Scheme	<p>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.</p> <p>Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.</p>	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
A3		<u>Dublin BusConnects</u> : Tallaght / Clondalkin Core Bus Corridor Scheme	<p>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.</p> <p>Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.</p>	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3391/20	Dublin City Council	The development will consist of the demolition of the existing two storey mixed-use buildings at 146-147 Phibsborough Road and a derelict single storey dwelling known as 10 Eglinton Terrace to the rear and construction of new mixed-use development.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228-1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
2395/20	Dublin City Council	The development will consist of the demolition of existing St. Vincent's Swimming Pool and the construction of 5 no. dwellings including all associated on and off-site development works, car parking, boundary treatment works, soft and hard landscaping on the site of c. 0.24ha.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228-1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
F06A/0513/E1	Fingal County Council	Construction of an office development through the modification of part of the layout granted permission under Ref. F05A/0327. The development comprises 3 no. office blocks plus permanent surface (145 spaces total), temporary surface carpark (248 spaces total), ESB substations, landscaping, bin stores and associated siteworks.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228-1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
2525/13	Dublin City Council	A residential development which will consist of the demolition of an existing factory together with all associated ancillary structures and the construction of 49 no. dwellings.	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	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	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	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

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	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).
3402/13	Dublin City Council	Demolition of no's 1-4 Rivermount Cottages and reduction in height of boundary wall along Ballyboggan Road to allow for construction of 51 no residential units comprising of 32 no duplex units (two and three bedroom), 6 no. one bed apartments and 13 no. houses (three bedrooms) split over five residential blocks.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228-1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
2402/14	Dublin City Council	Development on a site of approximately 0.7325ha at the Old Bakery Site, also known as 113 Phibsborough Road, Cross Guns Bridge, Phibsborough Road, Dublin 7. The development will consist of the demolition of existing buildings on site and the construction of a predominantly residential development with some commercial use.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228-1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
2709/17	Dublin City Council	PERMISSION & RETENTION: Development at a site of 0.969 ha bounded by North Circular Road to the South, Connaught Street to the North, Dalymount Park to the West and Phibsborough Road to the East. The development consists of the part demolition of existing structures, site clearance and associated boundary hoarding.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228-1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
					cumulative effects post mitigation.	
F17A/0686	Fingal County Council	Construction of a new Operations Depot and Civic amenity Site to include 4 storey office building, Central Stores Warehouse building and workshops, Multi-Storey carpark, Salt barn, Civic Amenity Site office and Store for recycled batteries and clothes.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228-1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
3870/18	Dublin City Council	The proposed development will consist of the demolition of the vacant motor vehicle showroom and No. 38 Glasnevin Hill (a vacant dwelling) and the development of a residential (with associated, ancillary facilities), retail and retail / medical scheme arranged in 2 No. blocks.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228-1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
F18A/0438	Fingal County Council	The proposed development on this site of c.0.83 hectares is phase 2 of a 2-phase masterplan for a mixed residential and commercial development on an overall site of c.1.47 hectares, including adjoining lands to the west bound by Northwood Avenue and Domville Wood (the Old Ballymun Road). The proposed Phase 2 development will comprise the construction of 2 no. blocks comprising offices and residential development respectively and shares the central access and circulation space with Phase 1 (Reg. Ref. F18A/0421).	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228-1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
F18A/0421	Fingal County Council	The proposed development, on this site of c. 0.75 hectares, is Phase 1 of a 2-phase masterplan for a mixed residential and commercial development on an overall site of c. 1.47 hectares including adjoining lands to the east bound by Northwood Avenue and Northwood Park.	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	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	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
		The proposed phase 1 development will comprise the construction of a 2-7 storey block to include: 99 no. apartments.	Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	(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.	alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	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).
4791/19	Dublin City Council	The development will consist of construction of a mixed-use development of 9. No apartments, a ground level Café unit, part basement level to accommodate bike storage for 30 no. bicycles, refuse storage, surface water attenuation tank & all other plant and storage areas associated with apartments & Café unit.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228-1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
2628/17	Dublin City Council	PERMISSION & RETENTION PERMISSION: The development consists of the part demolition of existing structures on the site and the construction of an extension to the existing Phibsborough Shopping Centre onto Phibsborough Road and North Circular Road ranging in height from 3 to 7 storeys.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228-1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
2458/17	Dublin City Council	The development will consist of (a) 69 apartments; (32 no. two bedroom units, 19 no. one bedroom units, 15 no. three bedroom units & 3 no. studio apartments) in two five storey blocks.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual	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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4037/20	Dublin City Council	Revision to previously granted permission 4078/18 for an extension to the existing hospital facilities so as to increase the permitted extension by a further 1,309 sq.m to a total of 2,733 sq.m all to accommodate as before a new Oncology Department and Clinical Day Ward at ground and first floor levels respectively.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228-1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
3361/22	Dublin City Council	The proposed development will consist of the following: The construction of 52 residential units (each with private balcony/terrace) within three apartments blocks (A, B and C) ranging from 3 to 8 storeys, with a ground floor unit in Block A.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228-1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
3665/15	Dublin City Council	Development at a site of circa 2.02 hectares comprising lands at the southern part of the former Printworks/ Smurfit Site, adjoining the rear of properties on Iona Road and Iona Park. The proposed development consists of the construction of a residential scheme comprising 131 no. residential units (43 houses and 88 apartments), together with a café, childcare facility and ancillary development. Application extended until 2024.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228-1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
305312	Dublin City Council	245 Apartments. Finglas Road	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the	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	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme	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

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308228	Dublin City Council	Demolition of existing structures, Construction of 360 bedrooms. Little Green Street	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228-1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
308905	Dublin City Council	101 Apartments, Glasnevin Hill	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228-1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
308875	Dublin City Council	321 Apartments, Phibsborough Shopping Centre	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual	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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308875	Dublin City Council	An Application for Strategic Housing Development and alterations to previously permitted application (300241). was granted in 2021.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228-1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
308905	Dublin City Council	An Application for Strategic Housing Development and Demolition of existing vacant motor vehicle showroom and no. 38 Glasnevin Hill. was granted in 2021.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228-1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
309345	Dublin City Council	An application for Strategic Housing Development at Old Bakery Site, 113 Phibsborough Road. was granted in 2021.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228-1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
310722	Dublin City Council	An application for Strategic Housing Development on Finglas Road. was granted in 2021.	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	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	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme	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

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MP08		DART+ Programme West	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228-1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
MP12		DART+ Programme South West	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228-1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
MP14		Finglas LUAS (Green Line extension Broombridge to Finglas)	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual	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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MP15		DART+ Tunnel Element (Kildare Line to Northern Line)	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228-1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
MP17		LUAS Cross City incorporating LUAS Green Line Capacity Enhancement - Phase 1	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228-1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
MP32		MetroLink	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228-1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
MP34 (TBC)		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the	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	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	(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.	alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	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).
C1		Dublin BusConnects: Blanchardstown to City Centre Core Bus Corridor Scheme	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228-1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).

Table A21.2.3 Stage 3 and 4: Population

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
2628/17	Dublin City Council	PERMISSION & RETENTION PERMISSION: The development consists of the part demolition of existing structures on the site and the construction of an extension to the existing Phibsborough Shopping Centre onto Phibsborough Road and North Circular Road ranging in height from 3 to 7 storeys.	<u>Population:</u> Phibsborough Shopping Centre is located immediately adjacent to the Proposed Scheme. Land-take is required from Phibsborough Shopping Centre to accommodate the construction and operation of the Proposed Scheme, while separate proposals for the Shopping Centre which may be constructed at the same time as the Proposed Scheme may have a significant cumulative impact on amenity nearby. <u>Construction:</u> Land-take (and accessibility): The requirements of constructing both the Proposed Scheme and Phibsborough Shopping Centre proposals may have a cumulative impact on land-take (and accessibility), however given the limited interface in respect to the overall length of the Proposed Scheme and the wider community area, such impacts are not anticipated to be significant. Amenity: Constructing both the Proposed Scheme and Phibsborough Shopping Centre proposals at the same time has the potential to bring about significant impacts on amenity in the immediate vicinity of works during a temporary period, given the scale and type of works envisaged / proposed. <u>Operation:</u> Land-take (and accessibility): The operation of both the Proposed Scheme and the Phibsborough Shopping Centre proposals are not expected to bring about any cumulative impacts on land-take however issues of accessibility are likely to be significantly improved as a result of both Schemes. Amenity: The operation of both the Proposed Scheme and Phibsborough Shopping Centre proposals has the potential to bring about significant cumulative impacts on amenity that are positive in the immediate vicinity of both schemes, given their nature.	<u>Construction:</u> To mitigate cumulative impacts on amenity, it may be possible to collaborate with third party developers to plan construction so as to reduce impacts where reasonably practicable, or to ascertain whether the construction programme of both schemes are not concurrent.	No significant cumulative impacts.	N/A
3361/22	Dublin City Council	The proposed development will consist of the following: The construction of 52 residential units (each with private balcony/terrace) within three apartments blocks (A, B and C) ranging from 3 to 8 storeys, with a ground floor unit in Block A.	<u>Population:</u> This development is located immediately adjacent to the Proposed Scheme. Separate proposals for the development which may be constructed at the same time as the Proposed Scheme may have a significant cumulative impact on amenity nearby. <u>Construction:</u> Amenity: Constructing both the Proposed Scheme and this development at the same time has the potential to bring about significant impacts on amenity in the immediate vicinity of works during a temporary period, given the scale and type of works envisaged / proposed. <u>Operation:</u> No cumulative impacts expected.	<u>Construction:</u> To mitigate cumulative impacts on amenity, it may be possible to collaborate with third party developers to plan construction so as to reduce impacts where reasonably practicable, or to ascertain whether the construction programme of both schemes are not concurrent.	No significant cumulative impacts.	N/A
308905	Dublin City Council	101 Apartments, Glasnevin Hill	<u>Population:</u> This development is located immediately adjacent to the Proposed Scheme. Separate proposals for the development which may be constructed at the same time as the Proposed Scheme may have a significant cumulative impact on amenity nearby. <u>Construction:</u> Amenity: Constructing both the Proposed Scheme and this development at the same time has the potential to bring about significant impacts on amenity in the immediate vicinity of works during a temporary period, given the scale and type of works envisaged / proposed. <u>Operation:</u> No cumulative impacts expected.	<u>Construction:</u> To mitigate cumulative impacts on amenity, it may be possible to collaborate with third party developers to plan construction so as to reduce impacts where reasonably practicable, or to ascertain whether the construction programme of both schemes are not concurrent.	No significant cumulative impacts.	N/A
309345	Dublin City Council	An application for Strategic Housing Development at Old Bakery Site, 113 Phibsborough Road. was granted in 2021.	<u>Population:</u> This development is located immediately adjacent to the Proposed Scheme. Separate proposals for the development which may be constructed at the same time as the Proposed Scheme may have a significant cumulative impact on amenity nearby. <u>Construction:</u> Amenity: Constructing both the Proposed Scheme and this development at the same time has the potential to bring about significant impacts on amenity in the immediate vicinity of works during a temporary period, given the scale and type of works envisaged / proposed.	<u>Construction:</u> To mitigate cumulative impacts on amenity, it may be possible to collaborate with third party developers to plan construction so as to reduce impacts where reasonably practicable, or to ascertain whether the construction programme of both schemes are not concurrent.	No significant cumulative impacts.	N/A

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			<p><u>Operation:</u> No cumulative impacts expected.</p>			
310722	Dublin City Council	An application for Strategic Housing Development on Finglas Road. was granted in 2021.	<p><u>Population:</u> This development is located immediately adjacent to the Proposed Scheme. Separate proposals for the development which may be constructed at the same time as the Proposed Scheme may have a significant cumulative impact on amenity nearby.</p> <p><u>Construction:</u> Amenity: Constructing both the Proposed Scheme and this development at the same time has the potential to bring about significant impacts on amenity in the immediate vicinity of works during a temporary period, given the scale and type of works envisaged / proposed.</p> <p><u>Operation:</u> No cumulative impacts expected.</p>	<p><u>Construction:</u> To mitigate cumulative impacts on amenity, it may be possible to collaborate with third party developers to plan construction so as to reduce impacts where reasonably practicable, or to ascertain whether the construction programme of both schemes are not concurrent.</p>	No significant cumulative impacts.	N/A
MP08		DART+ Programme West	<p><u>Population:</u> This Scheme is located immediately adjacent to the Proposed Scheme. Separate proposals for the scheme which may be constructed at the same time as the Proposed Scheme may have a significant cumulative impact on amenity nearby.</p> <p><u>Construction:</u> Amenity: Constructing both the Proposed Scheme and this scheme at the same time has the potential to bring about significant impacts on amenity in the immediate vicinity of works during a temporary period, given the scale and type of works envisaged / proposed.</p> <p><u>Operation:</u> No cumulative impacts expected.</p>	<p><u>Construction:</u> To mitigate cumulative impacts on amenity, it may be possible to collaborate with third party developers to plan construction so as to reduce impacts where reasonably practicable, or to ascertain whether the construction programme of both schemes are not concurrent.</p>	No significant cumulative impacts.	N/A
MP14		Finglas LUAS (Green Line extension Broombridge to Finglas)	<p><u>Population:</u> The route for Finglas LUAS is located immediately adjacent to the Proposed Scheme. Land-take is required from Mellows Park to accommodate the construction and operation of the Proposed Scheme as well as Finglas LUAS. The proximity of the Proposed Scheme to the Finglas LUAS route may also result in the potential for significant cumulative impacts on amenity during construction and operational phases.</p> <p><u>Construction:</u> Land-take (and accessibility): The requirements of constructing both the Proposed Scheme and Finglas LUAS may have a cumulative impact on land-take (and accessibility) of Mellows Park, however given the limited interface in respect to the overall length of the Proposed Scheme and the wider area of the park, such impacts are not anticipated to be significant. Amenity: Constructing both the Proposed Scheme and Finglas LUAS at the same time has the potential to bring about significant impacts on amenity in the immediate vicinity of works during a temporary period, given the scale and type of works envisaged / proposed.</p> <p><u>Operation:</u> Land-take (and accessibility): The operation of both the Proposed Scheme and Finglas LUAS are not expected to bring about any significant cumulative impacts on land-take however issues of accessibility are likely to be significantly improved as a result of both Schemes. Amenity: The operation of both the Proposed Scheme and Finglas LUAS has the potential to bring about significant cumulative impacts on amenity that are positive in the immediate vicinity of both schemes, given their nature.</p>	<p><u>Construction:</u> To mitigate cumulative impacts on amenity, it may be possible to collaborate with third party developers to plan construction so as to reduce impacts where reasonably practicable, or to ascertain whether the construction programme of both schemes are not concurrent.</p>	No significant cumulative impacts.	N/A
MP32		MetroLink	<p><u>Population:</u> The route for MetroLink interfaces with the route of the Proposed Scheme, particularly at the proposed new MetroLink station at Glasnevin (Prospect Road). Land-take is required from along Prospect Road to accommodate the construction and operation of the Proposed Scheme as well as MetroLink (i.e. Glasnevin MetroLink Station). The proximity of the Proposed Scheme to the MetroLink route may also result in the potential for significant cumulative impacts on amenity during construction and operational phases.</p> <p><u>Construction:</u></p>	<p><u>Construction:</u> To mitigate cumulative impacts on amenity, it may be possible to collaborate with third party developers to plan construction so as to reduce impacts where reasonably practicable, or to ascertain whether the construction programme of both schemes are not concurrent.</p>	No significant cumulative impacts.	N/A

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			<p>Land-take (and accessibility): The requirements of constructing both the Proposed Scheme and MetroLink may have a cumulative impact on land-take (and accessibility) along Prospect Road, however given the limited interface in respect to the overall length of the Proposed Scheme and the wider community, such impacts are not anticipated to be significant.</p> <p>Amenity: Constructing both the Proposed Scheme and MetroLink at the same time has the potential to bring about significant impacts on amenity in the immediate vicinity of works during a temporary period, given the scale and type of works envisaged / proposed.</p> <p><u>Operation:</u></p> <p>Land-take (and accessibility): The operation of both the Proposed Scheme and MetroLink are not expected to bring about any significant cumulative impacts on land-take however issues of accessibility are likely to be significantly improved as a result of both Schemes.</p> <p>Amenity: The operation of both the Proposed Scheme and MetroLink has the potential to bring about significant cumulative impacts on amenity that are positive in the immediate vicinity of both schemes, given their nature.</p>			

Table A21.2.4 Stage 3 and 4: Human Health

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3391/20	Dublin City Council	The development will consist of the demolition of the existing two storey mixed-use buildings at 146-147 Phibsborough Road and a derelict single storey dwelling known as 10 Eglinton Terrace to the rear and construction of new mixed-use development.	<p><u>Construction</u></p> <p>Potential for cumulative construction impacts such as noise, dust, general disruption to pedestrians, transport and local residents and workers from construction vehicles, plant and activities in this relatively busy area, where the Proposed Scheme would potentially be under construction at same time as 3391/20 and also other proposed developments at Phibsborough Shopping Centre location (2709/17; 2628/17; SHD 308875). Impacts are likely to be psychosocial responses, such as irritation and loss of concentration, however health impacts are likely to be transient. On this basis the impact is predicted to be Negative, Moderate and Temporary.</p> <p><u>Operation</u></p> <p>No likely significant cumulative impacts are anticipated from operation of Proposed Scheme in combination with this development.</p>	<p><u>Construction</u></p> <p>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.</p>	<p><u>Construction</u></p> <p>Negative, Moderate and Temporary.</p> <p><u>Operation</u></p> <p>No impact.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
2395/20	Dublin City Council	The development will consist of the demolition of existing St. Vincent's Swimming Pool and the construction of 5 no. dwellings including all associated on and off-site development works, car parking, boundary treatment works, soft and hard landscaping on the site of c. 0.24ha.	<p><u>Construction</u></p> <p>Potential for cumulative construction impacts such as noise, dust, general disruption to pedestrians, transport and local residents and workers from construction vehicles, plant and activities, where the Proposed Scheme would potentially be under construction at same time as 2395/20. Sensitive receptors include schoolchildren in St Vincent's School and residents of Towerview Cottages and Clareville Court. There is an Alzheimer Café in Clareville Court which may experience construction noise, but access is unlikely to be significantly impacted on. Impacts are likely to be psychosocial responses, such as irritation and loss of concentration, however health impacts are likely to be transient. On this basis the impact is predicted to be Negative, Moderate and Temporary.</p> <p><u>Operation</u></p> <p>No likely significant cumulative impacts are anticipated from operation of Proposed Scheme in combination with this development.</p>	<p><u>Construction</u></p> <p>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.</p>	<p><u>Construction</u></p> <p>Negative, Moderate and Temporary.</p> <p><u>Operation</u></p> <p>No impact.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
3402/13	Dublin City Council	Demolition of no's 1-4 Rivermount Cottages and reduction in height of boundary wall along Ballyboggan Road to allow for construction of 51 no residential units comprising of 32 no duplex units (two and three bedroom), 6 no. one bed apartments and 13 no. houses (three bedrooms) split over five residential blocks.	<p><u>Construction</u></p> <p>Potential for cumulative construction impacts such as noise, dust, general disruption to pedestrians, transport and local residents and workers from construction vehicles, plant and activities, where the Proposed Scheme would potentially be under construction at same time as 3402/13. Receptors would be residents in Lisin Glenn Apartments and Glasnevin Woods. Impacts are likely to be psychosocial responses, such as irritation and loss of concentration, however health impacts are likely to be transient. On this basis the impact is predicted to be Negative, Slight and Temporary.</p>	<p><u>Construction</u></p> <p>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.</p>	<p><u>Construction</u></p> <p>Negative, Slight and Temporary.</p> <p><u>Operation</u></p> <p>No impact.</p>	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
			<p><u>Operation</u></p> <p>No likely significant cumulative impacts are anticipated from operation of Proposed Scheme in combination with this development.</p>			
309345	Dublin City Council	An application for Strategic Housing Development at Old Bakery Site, 113 Phibsborough Road. was granted in 2021.	<p><u>Construction</u></p> <p>Potential for cumulative construction impacts such as noise, dust, general disruption to pedestrians, transport and local residents and workers from construction vehicles, plant and activities, where the Proposed Scheme would potentially be under construction at same time as 2402/14 or SHD 309345. Potential receptors would be residents on Phibsborough Road and Leinster Street North; however, these residents would not face Proposed Scheme and exposure to both construction sites would be relatively limited. Impacts are likely to be psychosocial responses, such as irritation and loss of concentration, however health impacts are likely to be transient. On this basis the impact is predicted to be Negative, Slight and Temporary.</p> <p><u>Operation</u></p> <p>No likely significant cumulative impacts are anticipated from operation of Proposed Scheme in combination with this development.</p>	<p><u>Construction</u></p> <p>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.</p>	<p><u>Construction</u></p> <p>Negative, Slight and Temporary.</p> <p><u>Operation</u></p> <p>No impact.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
2709/17	Dublin City Council	PERMISSION & RETENTION: Development at a site of 0.969 ha bounded by North Circular Road to the South, Connaught Street to the North, Dalymount Park to the West and Phibsborough Road to the East. The development consists of the part demolition of existing structures, site clearance and associated boundary hoarding.	<p><u>Construction</u></p> <p>Potential for cumulative construction impacts such as noise, dust, general disruption to pedestrians, transport and local residents and workers from construction vehicles, plant and activities in this relatively busy area, where the Proposed Scheme would potentially be under construction at same time as 2709/17 and also other proposed developments at or opposite Phibsborough Shopping Centre location (2628/17; SHD 308875; 3391/20). Impacts are likely to be psychosocial responses, such as irritation and loss of concentration, however health impacts are likely to be transient. On this basis the impact is predicted to be Negative, Moderate and Temporary.</p> <p><u>Operation</u></p> <p>No likely significant cumulative impacts are anticipated from operation of Proposed Scheme in combination with this development.</p>	<p><u>Construction</u></p> <p>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.</p>	<p><u>Construction</u></p> <p>Negative, Moderate and Temporary.</p> <p><u>Operation</u></p> <p>No impact.</p>	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
3870/18 or 308905	Dublin City Council	<p>Proposed mixed use scheme on this site of c.0.4496 hectares at lands comprising a property previously known as both No. 54 Glasnevin Hill No. 38 Glasnevin Hill, No.52 Glasnevin Hill, lands to the rear of Nos. 48,50 and 52 Glasnevin Hill, and the properties previously known as Nos. 40 and 42 Glasnevin Village, Dublin 9. The proposed development will consist of the demolition of the vacant motor vehicle showroom and No. 38 Glasnevin Hill and the development of 74 residential apartments (with associated, ancillary facilities), retail and retail / medical scheme arranged in 2 No. blocks.</p> <p>SHD 308905 is a proposal for 105 residential apartments.</p>	<p><u>Construction</u></p> <p>Potential for cumulative construction impacts such as noise, dust, general disruption to pedestrians, transport and local residents and workers from construction vehicles, plant and activities in a relatively localised area of Glasnevin Hill, where the Proposed Scheme would potentially be under construction at same time as 3870/18 or SHD 308905. There is also potential for further cumulative impacts from construction works to the Bon Secours Hospital under proposal 4037/20. Impacts are likely to be psychosocial responses, such as irritation and loss of concentration, however health impacts are likely to be transient. On this basis the impact is predicted to be Negative, Slight and Temporary.</p> <p><u>Operation</u></p> <p>No likely significant cumulative impacts are anticipated from operation of Proposed Scheme in combination with this development</p>	<p><u>Construction</u></p> <p>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.</p>	<p><u>Construction</u></p> <p>Negative, Slight and Temporary.</p> <p><u>Operation</u></p> <p>No impact.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
F18A/0438	Fingal County Council	<p>The proposed development on this site of c.0.83 hectares is phase 2 of a 2-phase masterplan for a mixed residential and commercial development on an overall site of c.1.47 hectares, including adjoining lands to the west bound by Northwood Avenue and Domville Wood (the Old Ballymun Road). The proposed Phase 2 development will comprise the construction of 2 no. blocks comprising offices and residential development respectively and shares the central access and circulation space with Phase 1 (Reg. Ref. F18A/0421).</p>	<p><u>Construction</u></p> <p>While this development is relatively distant from the Proposed Scheme, the combination of this development with F18A/0421, F19A/0401 and F19A/0419 increase the likelihood of cumulative construction impacts such as noise, dust, general disruption to pedestrians, transport and local residents and workers from construction vehicles, plant and activities affecting residents and workers in the Northwood Business Park area. This is an area of change and ongoing development. Potential sensitive receptors are residents at the Northwood Nursing Home although it is expected that existing development on Northwood Green would provide a buffer between construction projects in Northwood Park and the Proposed Scheme on Ballymun Road. Impacts are likely to be psychosocial responses, such as irritation and loss of concentration, however health impacts are likely to be transient. On this basis the impact is predicted to be Negative, Slight and Temporary.</p> <p><u>Operation</u></p> <p>No likely significant cumulative impacts are anticipated from operation of Proposed Scheme in combination with this development</p>	<p><u>Construction</u></p> <p>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.</p>	<p><u>Construction</u></p> <p>Negative, Slight and Temporary.</p> <p><u>Operation</u></p> <p>No impact.</p>	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
F18A/0421	Fingal County Council	The proposed development, on this site of c. 0.75 hectares, is Phase 1 of a 2-phase masterplan for a mixed residential and commercial development on an overall site of c. 1.47 hectares including adjoining lands to the east bound by Northwood Avenue and Northwood Park. The proposed phase 1 development will comprise the construction of a 2-7 storey block to include: 99 no. apartments.	<p><u>Construction</u></p> <p>While this development is relatively distant from the Proposed Scheme, the combination of this development with F18A/0438, F19A/0401 and F19A/0419 increase the likelihood of cumulative construction impacts such as noise, dust, general disruption to pedestrians, transport and local residents and workers from construction vehicles, plant and activities affecting residents and workers in the Northwood Business Park area. This is an area of change and ongoing development. Potential sensitive receptors are residents at the Northwood Nursing Home although it is expected that existing development on Northwood Green would provide a buffer between construction projects in Northwood Park and the Proposed Scheme on Ballymun Road. Impacts are likely to be psychosocial responses, such as irritation and loss of concentration, however health impacts are likely to be transient. On this basis the impact is predicted to be Negative, Slight and Temporary.</p> <p><u>Operation</u></p> <p>No likely significant cumulative impacts are anticipated from operation of Proposed Scheme in combination with this development</p>	<p><u>Construction</u></p> <p>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.</p>	<p><u>Construction</u></p> <p>Negative, Slight and Temporary.</p> <p><u>Operation</u></p> <p>No impact.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
F19A/0401	Fingal County Council	The proposed development is Phase 1 of a 2 Phase masterplan for a mixed residential and commercial scheme. The proposed Phase 1 development will comprise the construction of 2 no. blocks comprising a residential and commercial office development, with a new proposed shared access road from Northwood Road to the east.	<p><u>Construction</u></p> <p>While this development is relatively distant from the Proposed Scheme, the combination of this development with F18A/0421, F18A/0438 and F19A/0419 increase the likelihood of cumulative construction impacts such as noise, dust, general disruption to pedestrians, transport and local residents and workers from construction vehicles, plant and activities affecting residents and workers in the Northwood Business Park area. This is an area of change and ongoing development. Potential sensitive receptors are residents at the Northwood Nursing Home although it is expected that existing development on Northwood Green would provide a buffer between construction projects in Northwood Park and the Proposed Scheme on Ballymun Road. Impacts are likely to be psychosocial responses, such as irritation and loss of concentration, however health impacts are likely to be transient. On this basis the impact is predicted to be Negative, Slight and Temporary.</p> <p><u>Operation</u></p> <p>No likely significant cumulative impacts are anticipated from operation of Proposed Scheme in combination with this development</p>	<p><u>Construction</u></p> <p>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.</p>	<p><u>Construction</u></p> <p>Negative, Slight and Temporary.</p> <p><u>Operation</u></p> <p>No impact.</p>	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
F19A/0419	Fingal County Council	The proposed development is Phase 2 of a 2 Phase masterplan for a mixed development. The proposed Phase 2 development will comprise the construction of a proposed shared access road from Northwood Road to the east and a new residential block comprising 6 storeys to include 78 residential units.	<p><u>Construction</u></p> <p>While this development is relatively distant from the Proposed Scheme, the combination of this development with F18A/0421, F19A/0401 and F18A/0438 increase the likelihood of cumulative construction impacts such as noise, dust, general disruption to pedestrians, transport and local residents and workers from construction vehicles, plant and activities affecting residents and workers in the Northwood Business Park area. This is an area of change and ongoing development. Potential sensitive receptors are residents at the Northwood Nursing Home although it is expected that existing development on Northwood Green would provide a buffer between construction projects in Northwood Park and the Proposed Scheme on Ballymun Road. Impacts are likely to be psychosocial responses, such as irritation and loss of concentration, however health impacts are likely to be transient. On this basis the impact is predicted to be Negative, Slight and Temporary.</p> <p><u>Operation</u></p> <p>No likely significant cumulative impacts are anticipated from operation of Proposed Scheme in combination with this development</p>	<p><u>Construction</u></p> <p>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.</p>	<p><u>Construction</u></p> <p>Negative, Slight and Temporary.</p> <p><u>Operation</u></p> <p>No impact.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
4791/19	Dublin City Council	The development will consist of construction of a mixed-use development of 9. No apartments, a ground level Café unit, part basement level to accommodate bike storage for 30 no. bicycles, refuse storage, surface water attenuation tank & all other plant and storage areas associated with apartments & Café unit.	<p><u>Construction</u></p> <p>Potential for cumulative construction impacts such as noise, dust, general disruption to pedestrians, transport and local residents and workers from construction vehicles, plant and activities, where the Proposed Scheme would potentially be under construction at same time as 4791/19. There is also potential for 2402/14 or SHD 309345 on adjacent site to be under construction. Potential receptors would be residents on Phibsborough Road and Leinster Street North; however, these residents would not face Proposed Scheme and exposure to both construction sites would be relatively limited. Impacts are likely to be psychosocial responses, such as irritation and loss of concentration, however health impacts are likely to be transient. On this basis the impact is predicted to be Negative, Slight and Temporary.</p> <p><u>Operation</u></p> <p>No likely significant cumulative impacts are anticipated from operation of Proposed Scheme in combination with this development.</p>	<p><u>Construction</u></p> <p>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.</p>	<p><u>Construction</u></p> <p>Negative, Slight and Temporary.</p> <p><u>Operation</u></p> <p>No impact.</p>	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
2628/17 and 308875	Dublin City Council	<p>PERMISSION & RETENTION PERMISSION: Planning permission and retention for development at a site of 0.969 ha. at Phibsborough Shopping Centre and 345-349 North Circular Road, Dublin 7. The development consists of the part demolition of existing structures on the site and the construction of an extension to the existing Phibsborough Shopping Centre onto Phibsborough Road and North Circular Road ranging in height from 3 to 7 storeys to contain new retail/restaurant and office units, student accommodation, a new civic plaza and an upgrade of the existing Shopping Centre and commercial office tower facade with a total new build gross floor area of 15,775m² (including basement).</p> <p>SHD 308875 is for 321 apartments within the same location.</p>	<p><u>Construction</u> Potential for cumulative construction impacts such as noise, dust, general disruption to pedestrians, transport and local residents and workers from construction vehicles, plant and activities in this relatively busy area, where the Proposed Scheme would potentially be under construction at same time as 2628/17 and SHD 308875 and also other proposed developments at or opposite Phibsborough Shopping Centre location (2709/17; 3391/20). Impacts are likely to be psychosocial responses, such as irritation and loss of concentration, however health impacts are likely to be transient. On this basis the impact is predicted to be Negative, Moderate and Temporary.</p> <p><u>Operation</u> No likely significant cumulative impacts are anticipated from operation of Proposed Scheme in combination with this development.</p>	<p><u>Construction</u> 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.</p>	<p><u>Construction</u> Negative, Moderate and Temporary.</p> <p><u>Operation</u> No impact.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
2458/17	Dublin City Council	The development will consist of (a) 69 apartments; (32 no. two bedroom units, 19 no. one bedroom units, 15 no. three bedroom units & 3 no. studio apartments) in two five storey blocks.	<p><u>Construction</u> Potential for cumulative construction impacts such as noise, dust, general disruption to pedestrians, transport and local residents from construction vehicles, plant and activities. However there are relatively few residential receptors in this area – likely those at junction with Old Finglas Road, and those on Violet Hill. Impacts are likely to be psychosocial responses, such as irritation and loss of concentration, however health impacts are likely to be transient. On this basis the impact is predicted to be Negative, Slight and Temporary.</p> <p><u>Operation</u> No likely significant cumulative impacts are anticipated from operation of Proposed Scheme in combination with this development.</p>	<p><u>Construction</u> 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.</p>	<p><u>Construction</u> Negative, Slight and Temporary.</p> <p><u>Operation</u> No impact.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
4037/20	Dublin City Council	Revision to previously granted permission 4078/18 for an extension to the existing hospital facilities so as to increase the permitted extension by a further 1,309 sq.m to a total of 2,733 sq.m all to accommodate as before a new Oncology Department and Clinical Day Ward at ground and first floor levels respectively.	<p><u>Construction</u> Potential for cumulative construction impacts such as noise, dust, general disruption to pedestrians, transport and local residents and workers from construction vehicles, plant and activities in a relatively localised area of Glasnevin Hill, where the Proposed Scheme would potentially be under construction at same time as hospital development. There is also potential for further cumulative impacts from construction works to 3870/18 or SHD 308905. However there are relatively few receptors that would likely be exposed to cumulative impacts. Impacts are likely to be psychosocial responses, such as irritation and loss of concentration, however health impacts are likely to be transient. On this basis the impact is predicted to be Negative, Slight and Temporary.</p>	<p><u>Construction</u> 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.</p>	<p><u>Construction</u> Negative, Slight and Temporary.</p> <p><u>Operation</u> No impact.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.

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			<p><u>Operation</u></p> <p>No likely significant cumulative impacts are anticipated from operation of Proposed Scheme in combination with this development</p>			
3361/22	Dublin City Council	The proposed development will consist of the following: The construction of 52 residential units (each with private balcony/terrace) within three apartment blocks (A, B and C) ranging from 3 to 8 storeys, with a ground floor unit in Block A.	<p><u>Construction</u></p> <p>Potential for cumulative construction impacts such as noise, dust, general disruption to pedestrians, transport and local residents and workers from construction vehicles, plant and activities in a relatively localised area of junction between Brunswick Street North and Church Street Upper. Impacts are likely to be psychosocial responses, such as irritation and loss of concentration, however health impacts are likely to be transient. On this basis the impact is predicted to be Negative, Slight and Temporary.</p> <p><u>Operation</u></p> <p>No likely significant cumulative impacts are anticipated from operation of Proposed Scheme in combination with this development</p>	<p><u>Construction</u></p> <p>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.</p>	<p><u>Construction</u></p> <p>Negative, Slight and Temporary.</p> <p><u>Operation</u></p> <p>No impact.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
3665/15	Dublin City Council	Development at a site of circa 2.02 hectares comprising lands at the southern part of the former Printworks/ Smurfit Site, adjoining the rear of properties on Iona Road and Iona Park. The proposed development consists of the construction of a residential scheme comprising 131 no. residential units (43 houses and 88 apartments), together with a café, childcare facility and ancillary development. Application extended until 2024.	<p><u>Construction</u></p> <p>Potential for cumulative construction impacts such as noise, dust, general disruption to pedestrians, transport and local residents and workers from construction vehicles, plant and activities in the vicinity of Botanic Road, Iona Road and Iona Park. Impacts are likely to be psychosocial responses, such as irritation and loss of concentration, however health impacts are likely to be transient. On this basis the impact is predicted to be Negative, Slight and Temporary.</p> <p><u>Operation</u></p> <p>No likely significant cumulative impacts are anticipated from operation of Proposed Scheme in combination with this development</p>	<p><u>Construction</u></p> <p>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.</p>	<p><u>Construction</u></p> <p>Negative, Slight and Temporary.</p> <p><u>Operation</u></p> <p>No impact.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.

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305312 310722	Fingal County Council	SHD 305312 – 245 apartments, Finglas Road SHD 310722 – 191 apartments, Finglas Road	<p>These two SHDs are for the same site.</p> <p><u>Construction</u> Potential for cumulative construction impacts such as noise, dust, general disruption to pedestrians, transport and local residents and workers from construction vehicles, plant and activities in a relatively localised area on Finglas Road. Potential receptors would be residents on Glenhill Road, while Glenhill Nursing Home would face both the Proposed Scheme and SHD development site so residents may be sensitive receptors to the potential cumulative impacts. Impacts are likely to be psychosocial responses, such as irritation and loss of concentration, however health impacts are likely to be transient. On this basis the impact is predicted to be Negative, Slight and Temporary.</p> <p><u>Operation</u> No likely significant cumulative impacts are anticipated from operation of Proposed Scheme in combination with this development</p>	<p><u>Construction</u> 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.</p>	<p><u>Construction</u> Negative, Slight and Temporary.</p> <p><u>Operation</u> No impact.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
306075	Fingal County Council	331 apartments off Northwood Avenue, Santry, Dublin 9.	<p><u>Construction</u> While this development is relatively distant from the Proposed Scheme, the combination of this development with F18A/0421, F19A/0401, F18A/0438 and F19A/0419 increase the likelihood of cumulative construction impacts such as noise, dust, general disruption to pedestrians, transport and local residents and workers from construction vehicles, plant and activities affecting residents and workers in the Northwood Business Park area. This is an area of change and ongoing development. It is expected that existing commercial development on north side of Northwood Avenue would provide a buffer between SHD 306075 and other construction projects in Northwood Park and the Proposed Scheme on Ballymun Road. Impacts are likely to be psychosocial responses, such as irritation and loss of concentration, however health impacts are likely to be transient. On this basis the impact is predicted to be Negative, Slight and Temporary.</p> <p><u>Operation</u> No likely significant cumulative impacts are anticipated from operation of Proposed Scheme in combination with this development</p>	<p><u>Construction</u> 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.</p>	<p><u>Construction</u> Negative, Slight and Temporary.</p> <p><u>Operation</u> No impact.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.

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MP08		DART+ Programme West	<p><u>Construction</u></p> <p>In the unlikely scenario that construction period overlap there would be potential cumulative noise, dust and general disruption during construction particularly for residents and workers in Prospect Road area who would be exposed to construction activities for both projects. The combination of impacts is only likely to be marginally more noticeable cumulatively than for each project in isolation. Health outcomes (mainly annoyance) are likely to be Negative, Slight and Temporary.</p> <p><u>Operation</u></p> <p>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.</p>	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.	<p><u>Construction</u></p> <p>Negative, Slight and Temporary</p> <p><u>Operation</u></p> <p>No impact.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
MP12		DART+ Programme South West	<p><u>Construction</u></p> <p>In the unlikely scenario that construction period overlap there would be potential cumulative noise, dust and general disruption during construction particularly for residents and workers in Prospect Road area who would be exposed to construction activities for both projects. The combination of impacts is only likely to be marginally more noticeable cumulatively than for each project in isolation. Health outcomes (mainly annoyance) are likely to be Negative, Slight and Temporary.</p> <p><u>Operation</u></p> <p>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.</p>	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.	<p><u>Construction</u></p> <p>Negative, Slight and Temporary</p> <p><u>Operation</u></p> <p>No impact.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
MP14		Finglas LUAS (Green Line extension Broombridge to Finglas)	<p>Finglas LUAS is routed from Broombridge to Charlestown through Tolka Valley and Finglas village. There is potential to interact with the Proposed Scheme in the Mellows Park area.</p> <p><u>Construction</u></p> <p>In the unlikely scenario that construction periods overlap there would be in-combination impacts of noise, dust, general disruption from construction traffic and traffic management. Residents along Casement Road and users of the park would be potentially exposed to these cumulative impacts. The combination of impacts is only likely to be marginally more noticeable cumulatively than for each project in isolation.</p>	<p>Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity.</p> <p>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.</p>	<p><u>Construction</u></p> <p>As for pre-mitigation (Not Significant)</p> <p><u>Operation</u></p> <p>Positive, Moderate in the Long term on health.</p>	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
			<p>Health outcomes (mainly annoyance) are likely to be Negative, Slight and Temporary.</p> <p><u>Operation</u> It is considered that the proposals for the LUAS and Proposed Scheme are complementary and could have cumulative beneficial effects by connecting different communities and destinations which would improve general accessibility to areas of leisure and employment which can have positive effects on mental health. Since some of the same population would be served with similar destinations, the cumulative impact is limited. This is judged to be Positive and Moderate in the Long-term on health.</p>			
MP15		DART+ Tunnel Element (Kildare Line to Northern Line)	<p><u>Construction</u> 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. Material from the proposed tunnel would likely be transported along routes distant from the Proposed Scheme. No significant cumulative impacts on human health anticipated.</p> <p><u>Operation</u> 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.</p>	<p>Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity.</p> <p>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.</p>	<p><u>Construction</u> As for pre-mitigation (Not Significant)</p> <p><u>Operation</u> Positive, Significant in the Long term on health.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
MP17		LUAS Cross City incorporating LUAS Green Line Capacity Enhancement - Phase 1	<p><u>Construction</u> It is not considered that capacity enhancement would likely result in a cumulative construction impact with the Proposed Scheme where the LUAS line crosses the Proposed Scheme route in the Constitution Hill/Phibsborough Road junction area. No significant cumulative impacts on human health anticipated.</p> <p><u>Operation</u> It is considered that the proposals for the LUAS and Proposed Scheme are complementary and could have cumulative beneficial effects by connecting different communities and destinations which would improve general accessibility to areas of leisure and employment which can have positive effects on mental health. Since some of the same population would be served with similar destinations, the cumulative impact is limited. This is judged to be Positive and Moderate in the Long-term on health.</p>	<p>Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity.</p>	<p><u>Construction</u> As for pre-mitigation (Not Significant)</p> <p><u>Operation</u> Positive, Moderate in the Long term on health.</p>	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
MP32		MetroLink	<p><u>Construction</u> In the unlikely scenario that construction for the Proposed Scheme and Metrolink overlap, there is potential for cumulative impacts such as noise, dust, general disruption to pedestrians, transport and local residents and workers from construction vehicles, plant and activities in the Prospect Road area who would be exposed to construction activities for both projects and where a Metrolink station (Glasnevin) is proposed. Impacts are likely to be psychosocial responses, such as irritation and loss of concentration, however health impacts are likely to be transient. On this basis the impact is predicted to be Negative, Moderate and Temporary.</p> <p><u>Operation</u> 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.</p>	<p>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. This would reduce the likely significance of effect during construction.</p>	<p><u>Construction</u> If construction programmes can be phased to limit combined disruption, the effect could be reduced to Negative, Slight and Temporary.</p> <p><u>Operation</u> Positive, Significant in the Long term on health.</p>	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)	<p><u>Construction</u> 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 areas, which may have Negative impacts on wellbeing. Key areas to be affected would be the residents close to junction with King Street North and Church Street Upper; junction with Phibsborough Road, Constitution Hill and Western Way; junctions with Phibsborough Road and Royal Canal Bank and North Circular; Griffith Avenue and St Mobhi Road; and Ballymun Road junctions with Glasnevin Avenue and Santry Road. However, it is not anticipated to translate into a change of health status to the population affected. On this basis the impact is predicted to be Negative, Slight and Temporary to Short-term.</p> <p><u>Operation</u> 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.</p>	<p>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.</p>	<p><u>Construction</u> Negative, Slight and Temporary</p> <p><u>Operation</u> Positive, Significant in the Long term on health.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.

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A1		Dublin BusConnects: Clongriffin to City Centre Core Bus Corridor Scheme	<p><u>Construction</u> No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.</p> <p><u>Operation</u> 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.</p>	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	<p><u>Construction</u> No significant cumulative impacts on human health anticipated.</p> <p><u>Operation</u> Positive, Very Significant, Long-term</p>	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
B1		Dublin BusConnects: Swords to City Centre Core Bus Corridor Scheme	<p><u>Construction</u> No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.</p> <p><u>Operation</u> 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.</p>	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	<p><u>Construction</u> No significant cumulative impacts on human health anticipated.</p> <p><u>Operation</u> Positive, Very Significant, Long-term</p>	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
C1		Dublin BusConnects: Blanchardstown to City Centre Core Bus Corridor Scheme	<p><u>Construction</u> In the unlikely scenario that construction periods overlap there would be in-combination impacts of noise, dust, general disruption from construction traffic and traffic management. This would be localised to King Street North, Brunswick Street North and Arran Quay areas. 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.</p> <p><u>Operation</u> 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.</p>	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	<p><u>Construction</u> No significant cumulative impacts on human health anticipated.</p> <p><u>Operation</u> Positive, Very Significant, Long-term</p>	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
A2		Dublin BusConnects: Lucan to City Centre Core Bus Corridor Scheme	<p><u>Construction</u> No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.</p> <p><u>Operation</u> 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.</p>	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.	<p><u>Construction</u> No significant cumulative impacts on human health anticipated</p> <p><u>Operation</u> Positive, Very Significant, Long-term</p>	<p>Mitigation is that the Proposed Scheme would not be constructed at the same time as Lucan to City Centre Core Bus Corridor Scheme.</p> <p>It is assumed that all 12 Proposed Schemes would be operational.</p>
B2		Dublin BusConnects: Liffey Valley to City Centre Core Bus Corridor Scheme	<p><u>Construction</u> No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance and separation by River Liffey.</p> <p><u>Operation</u> 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.</p>	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.	<p><u>Construction</u> No significant cumulative impacts on human health anticipated.</p> <p><u>Operation</u> Positive, Very Significant, Long-term</p>	<p>It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.</p> <p>It is assumed that all 12 Proposed Schemes would be operational.</p>
C2		Dublin BusConnects: Templeogue / Rathfarnham Core Bus Corridor Scheme	<p><u>Construction</u> No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance and separation by River Liffey.</p> <p><u>Operation</u> 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.</p>	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.	<p><u>Construction</u> No significant cumulative impacts on human health anticipated.</p> <p><u>Operation</u> Positive, Very Significant, Long-term</p>	<p>It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.</p> <p>It is assumed that all 12 Proposed Schemes would be operational.</p>

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
D2		Dublin BusConnects: Kimmage to City Centre Core Bus Corridor Scheme	<p><u>Construction</u> No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.</p> <p><u>Operation</u> 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.</p>	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	<p><u>Construction</u> No significant cumulative impacts on human health anticipated.</p> <p><u>Operation</u> Positive, Very Significant, Long-term</p>	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
A3		Dublin BusConnects: Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme	<p><u>Construction</u> No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance and separation by River Liffey.</p> <p><u>Operation</u> 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.</p>	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	<p><u>Construction</u> No significant cumulative impacts on human health anticipated</p> <p><u>Operation</u> Positive, Very Significant, Long-term</p>	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
B3		Dublin BusConnects: Bray to City Centre Core Bus Corridor Scheme	<p><u>Construction</u> No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.</p> <p><u>Operation</u> 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.</p>	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.	<p><u>Construction</u> No significant cumulative impacts on human health anticipated.</p> <p><u>Operation</u> Positive, Very Significant, Long-term</p>	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
C3		Dublin BusConnects: Belfield / Blackrock to City Centre Core Bus Corridor Scheme	<p><u>Construction</u> No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.</p> <p><u>Operation</u> 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.</p>	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	<p><u>Construction</u> No significant cumulative impacts on human health anticipated.</p> <p><u>Operation</u> Positive, Very Significant, Long-term</p>	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
D3		Dublin BusConnects: Ringsend to City Centre Core Bus Corridor Scheme	<p><u>Construction</u> No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.</p> <p><u>Operation</u> 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.</p>	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	<p><u>Construction</u> No significant cumulative impacts on human health anticipated.</p> <p><u>Operation</u> Positive, Very Significant, Long-term</p>	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.

Table A21.2.5 Stage 3 and 4: Biodiversity

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

Application Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
		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 protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events		
MP06	Reconfiguration of the N4 from its junction with the M50 to Leixlip to rationalise accesses and to provide additional capacity at the Quarryvale junction	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>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</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events</p> <p>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.</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events</p>	<p>Biodiversity: A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale</p>	<p>Biodiversity: None</p>
MP07	Clonburris SDZ roads development: refer to "Details" link	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>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</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events</p> <p>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.</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events</p>	<p>Biodiversity: A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale</p>	<p>Biodiversity: None</p>
MP08	DART+ Programme West	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>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</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events</p> <p>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.</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events</p>	<p>Biodiversity A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale</p>	<p>Biodiversity: None</p>
MP09	Porterstown Distributor Link Road	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events</p>	<p>Biodiversity A significant residual effect with regard loss of</p>	<p>Biodiversity: None</p>

Application Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
		<p>arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p> <p>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</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>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</p> <p>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.</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events</p>	<p>habitat will remain albeit at the local geographic scale</p>	
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	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>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</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events</p> <p>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.</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events</p>	<p>Biodiversity A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale</p>	Biodiversity: None
MP11	Lucan LUAS	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>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</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events</p> <p>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.</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events</p>	<p>Biodiversity A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale</p>	Biodiversity: None
MP12	DART+ Programme South West	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p>Biodiversity No significant residual effects</p>	Biodiversity: None

Application Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP13	Junction upgrades and other capacity improvements on the M1 motorway, including additional lanes south of Drogheda, where required	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	Biodiversity: None	<u>Biodiversity:</u> None
MP14	Finglas LUAS (Green Line extension Broombridge to Finglas)	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>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</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events</p> <p>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.</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events</p>	<p>Biodiversity</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale</p>	<u>Biodiversity:</u> None
MP15	DART+ Tunnel Element (Kildare Line to Northern Line)	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p>Biodiversity</p> <p>No significant residual effects predicted</p>	<u>Biodiversity:</u> None
MP16	Potential Metro South alignment: SW option	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	Biodiversity: None	<u>Biodiversity:</u> None
MP17	LUAS Cross City incorporating LUAS Green Line Capacity Enhancement - Phase 1	<p>Biodiversity Construction</p>	<p>Biodiversity Construction</p>	Biodiversity	<u>Biodiversity:</u> 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
		<p>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.</p> <p>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</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events</p> <p>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.</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events</p>	A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	
MP18	Oldtown-Mooretown Western Distributor Link Road	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: None	Biodiversity: None
MP19	Potential Metro South alignment: Charlemont to Sandyford	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	Biodiversity No significant residual effect predicted.	Biodiversity: None
MP20	Poolbeg LUAS	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	Biodiversity: None	Biodiversity: None
MP21	Leopardstown Link Road Phase 2	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: None	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	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	Biodiversity: None	Biodiversity: None

Application Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP23	Poolbeg SDZ roads development: refer to "Details" link	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	Biodiversity: None	Biodiversity: None
MP24	Glenamuck District Distributor Road	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: None	Biodiversity: None
MP25	DART+ Programme Coastal North	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: None	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: None	Biodiversity: None
MP27	Cherrywood SDZ roads development: refer to "Details" link	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: None	Biodiversity: None
MP28	DART+ Programme Coastal South	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	Biodiversity No significant residual effect predicted.	Biodiversity: None
MP29	R126 Donabate Relief Road: R132 to Portrane Demesne	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: None	Biodiversity: None
MP30	Extension of LUAS Green Line to Bray	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: None	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: None	Biodiversity: None
MP32	MetroLink	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>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</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events</p> <p>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.</p> <p>Operation Mitigation proposed to protect surface water</p>	Biodiversity A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	Biodiversity: None

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		events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	quality during operation of the Proposed Scheme will prevent surface water pollution events		
MP33	Greater Dublin Drainage (GDD)	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>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</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events</p> <p>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.</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events</p>	<p>Biodiversity A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale</p>	Biodiversity: None
MP34	Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>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</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>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.</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p>Biodiversity A significant residual effect with regard habitat loss of fauna during construction will remain albeit at the local geographic scale.</p>	Biodiversity: None
MP35 (TBC)	Dublin Array - offshore windfarm	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	Biodiversity: None	Biodiversity: None
MP36 (TBC)	Snugborough Interchange Upgrade	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: None	Biodiversity: None
303678	Air insulated switchgear 110kV transmission substation. Platin, Duleek	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: None	Biodiversity: None
304799	Construction of a new distributor road and junction to the southwest of Kells town centre. Kells	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: None	Biodiversity: None
JA0040	Dublin Mountain Visitors Centre and all associated works. Killakee and Jamestown	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: None	Biodiversity: None

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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: None	Biodiversity: None
307073	Alternations to a permitted double circuit 110kV electricity transmission line development between substations. Darndale / Belcamp	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: None	Biodiversity: None
303249	110kV onsite electrical substation with associated electrical plant, electrical equipment, welfare facilities and waste water holding tank and security fencing. 110kV overhead line grid connection cabling, upgrade of existing tracks and provision of new site access roads with all associated site development and ancillary works. Timahoe East	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: None	Biodiversity: 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 terminal yards to provide for various elements including new Ro-Ro jetty and consolidation of passenger terminal buildings. Dublin Port.	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	Biodiversity: None	Biodiversity: None
306583	A residential development with ancillary commercial uses (retail unit, café and crèche) partially comprising a "Build to Rent" scheme on circa 9.69 hectares. The townlands of Shanganagh, Cork Little and Shankill, Co. Dublin.	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: None	Biodiversity: 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: None	Biodiversity: None
306834	Provision of a double circuit 220kV transmission line and a 220kV gas insulated switchgear (GIS) substation along with associated and ancillary works. Townlands of Cruiserath, Goddamendy and Bay, Co. Dublin.	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>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</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events</p> <p>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.</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events</p>	Biodiversity A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	Biodiversity: None
307296	Construction of a 2 storey 110kV Gas Insulated Switchgear (GIS) substation, underground cable and all associated and ancillary site works. Former Clyde House, IDA Blanchardstown Business and Technology Park, Snugborough Road, Blanchardstown, Dublin 15	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>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</p> <p>Operation</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events</p> <p>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.</p> <p>Operation</p>	Biodiversity: None	Biodiversity: None

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		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 protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events		
306725	Flood alleviation works along and adjacent to the River Poddle extending from the upper reaches of the river. Tymon North, Tallaght to Merchant's Quay, Dublin.	<p>Biodiversity: Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>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</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>Biodiversity: Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events</p> <p>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.</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events</p>	Biodiversity: None	Biodiversity: None
309812	Increase the capacity of the Dublin Waste to Energy Facility from 600,000 tonnes per annum to 690,000 tonnes per annum	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events</p>	Biodiversity Not Significant	Biodiversity: None
308585	Clutterland 110kV GIS Substation building and 2 underground single circuit transmission lines	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events</p>	Biodiversity Not Significant	Biodiversity: None
309951	Provision of two 110kV transmission lines. Connecting Coolderrig 110kV GIS Substation to Grange Castle - Kilmahud circuits.	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events</p>	Biodiversity Not Significant	Biodiversity: None

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		events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.			
A1	Dublin BusConnects: Clongriffin to City Centre Core Bus Corridor Scheme	Biodiversity: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity: Mitigation proposed to protect surface water quality during construction and operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity: Not significant	Biodiversity: None
B1	Dublin BusConnects: Swords to City Centre Core Bus Corridor Scheme	Biodiversity: Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity: Mitigation proposed to protect surface water quality during construction and operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity: Not significant	Biodiversity: None
C1	Dublin BusConnects: Blanchardstown to City Centre Core Bus Corridor Scheme	Biodiversity: Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Potential for in-combination effects on habitats and species as a result of direct habitat loss or treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity: Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Biodiversity: A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	Biodiversity: None
A2	Dublin BusConnects: Lucan to City Centre Core Bus Corridor Scheme	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Potential for in-combination effects on habitats and species as a result of direct habitat loss or treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Biodiversity A significant residual effect with regard to loss of habitat will remain albeit at the local geographic scale	Biodiversity: None
B2	Dublin BusConnects: Liffey Valley to City Centre Core Bus Corridor Scheme	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Potential for in-combination effects on habitats and species as a result of direct habitat loss or treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme Operation Potential for in-combination effects on downstream habitats	Biodiversity Construction Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. Operation Mitigation proposed to protect surface water	Biodiversity A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	Biodiversity: None

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		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.	quality during operation of the Proposed Scheme will prevent surface water pollution events		
A3	Dublin BusConnects: Tallaght / Clondalkin Core Bus Corridor Scheme	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p>Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction may arise if the timelines of both projects coincide, albeit at the local geographic scale.</p>	Biodiversity: None
C2	Dublin BusConnects: Templeogue / Rathfarnham to City Centre Core Bus Corridor Scheme	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	Biodiversity: None	Biodiversity: None
D2	Dublin BusConnects: Kimmage to City Centre Core Bus Corridor Scheme	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	Biodiversity: None	Biodiversity: None
B3	Dublin BusConnects: Bray to City Centre Core Bus Corridor Scheme	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>Biodiversity Construction Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	Biodiversity: None	Biodiversity: None
C3	Dublin BusConnects: Blackrock / Belfield Core Bus Corridor Scheme	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed</p>	Biodiversity: None	Biodiversity: None

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		<p>construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>Scheme will prevent surface water pollution events.</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>		
D3	Dublin BusConnects: Ringsend to City Centre Core Bus Corridor Scheme	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	Biodiversity: None	Biodiversity: None
	<p>SHDs (Impact dependent on proximity to Proposed Scheme. Items marked with * are only relevant if within close proximity to the Proposed Scheme and items marked with ** are only relevant if they are located within the same catchment as the Proposed Scheme)</p>	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.**</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality*</p> <p>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*</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.**</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events**</p> <p>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.*</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events**</p>	<p>Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction may arise if the timelines of both projects coincide, albeit at the local geographic scale..*</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale*</p>	Biodiversity: None
	<p>Irish Water Projects (Impact dependent on proximity to Proposed Scheme. Items marked with * are only relevant if within close proximity to the Proposed Scheme and items marked with ** are only relevant if they are located within the same catchment as the Proposed Scheme) Larger scale Irish Water infrastructure projects are described separately under major projects</p>	<p>Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.**</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality*</p> <p>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*</p> <p>Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the</p>	<p>Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events**</p> <p>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.*</p> <p>Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events**</p>	<p>Biodiversity A significant residual effect with regard disturbance and displacement of fauna during construction may arise if the timelines of both projects coincide, albeit at the local geographic scale..*</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale*</p>	Biodiversity: None

Application Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
		construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.**			

Table A21.2.6 Stage 3 and 4: Water

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
F06A/0513/E1	Fingal County Council	Construction of an office development through the modification of part of the layout granted permission under Ref. F05A/0327. The development comprises 3 no. office blocks plus permanent surface (145 spaces total), temporary surface carpark (248 spaces total), ESB substations, landscaping, bin stores and associated siteworks.	<p><u>Construction</u> 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 not significant.</p> <p><u>Operation</u> 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.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
2525/13	Dublin City Council	A residential development which will consist of the demolition of an existing factory together with all associated ancillary structures and the construction of 49 no. dwellings.	<p><u>Construction</u> 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 not significant.</p> <p><u>Operation</u> 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.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
3402/13	Dublin City Council	Demolition of no's 1-4 Rivermount Cottages and reduction in height of boundary wall along Ballyboggan Road to allow for construction of 51 no residential units comprising of 32 no duplex units (two and three bedroom), 6 no. one bed apartments and 13 no. houses (three bedrooms) split over five residential blocks.	<p><u>Construction</u> 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 not significant.</p> <p><u>Operation</u> 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.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
2402/14	Dublin City Council	Development on a site of approximately 0.7325ha at the Old Bakery Site, also known as 113 Phibsborough Road, Cross Guns Bridge, Phibsborough Road, Dublin 7. The development will consist of the demolition of existing buildings on site and the construction of a predominantly residential development with some commercial use.	<p><u>Construction</u> 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 not significant.</p> <p><u>Operation</u> 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.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
F17A/0686	Fingal County Council	Construction of a new Operations Depot and Civic amenity Site to include 4 storey office building, Central Stores Warehouse building and workshops, Multi-Storey carpark, Salt barn, Civic Amenity Site office and Store for recycled batteries and clothes.	<p><u>Construction</u> 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 not significant.</p> <p><u>Operation</u> There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	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
			require all new developments to adhere to this. As such there will be no cumulative impacts during operation.			
3870/18	Dublin City Council	The proposed development will consist of the demolition of the vacant motor vehicle showroom and No. 38 Glasnevin Hill (a vacant dwelling) and the development of a residential (with associated, ancillary facilities), retail and retail / medical scheme arranged in 2 No. blocks.	<u>Construction</u> 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 not significant. <u>Operation</u> 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.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
F18A/0438	Fingal County Council	The proposed development on this site of c.0.83 hectares is phase 2 of a 2-phase masterplan for a mixed residential and commercial development on an overall site of c.1.47 hectares, including adjoining lands to the west bound by Northwood Avenue and Domville Wood (the Old Ballymun Road). The proposed Phase 2 development will comprise the construction of 2 no. blocks comprising offices and residential development respectively and shares the central access and circulation space with Phase 1 (Reg. Ref. F18A/0421).	<u>Construction</u> 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. The widening of the road between St. Mobhi Drive and Botanic Avenue as part of the Proposed Scheme will require earthworks. 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 not significant. <u>Operation</u> 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.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
F18A/0421	Fingal County Council	The proposed development, on this site of c. 0.75 hectares, is Phase 1 of a 2-phase masterplan for a mixed residential and commercial development on an overall site of c. 1.47 hectares including adjoining lands to the east bound by Northwood Avenue and Northwood Park. The proposed phase 1 development will comprise the construction of a 2-7 storey block to include: 99 no. apartments.	<u>Construction</u> 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 not significant. <u>Operation</u> 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.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
4791/19	Dublin City Council	The development will consist of construction of a mixed-use development of 9. No apartments, a ground level Café unit, part basement level to accommodate bike storage for 30 no. bicycles, refuse storage, surface water attenuation tank & all other plant and storage areas associated with apartments & Café unit.	<u>Construction</u> 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 not significant. <u>Operation</u> 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.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
F19A/0401	Fingal County Council	The proposed development is Phase 1 of a 2 Phase masterplan for a mixed residential and commercial scheme. The proposed Phase 1 development will comprise the construction of 2 no. blocks comprising a residential and commercial office development, with a new proposed shared access road from Northwood Road to the east.	<u>Construction</u> 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 not significant.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	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
			<u>Operation</u> 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.			
F19A/0419	Fingal County Council	The proposed development is Phase 2 of a 2 Phase masterplan for a mixed development. The proposed Phase 2 development will comprise the construction of a proposed shared access road from Northwood Road to the east and a new residential block comprising 6 storeys to include 78 residential units.	<u>Construction</u> 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 not significant. <u>Operation</u> 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.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
2458/17	Dublin City Council	The development will consist of (a) 69 apartments; (32 no. two bedroom units, 19 no. one bedroom units, 15 no. three bedroom units & 3 no. studio apartments) in two five storey blocks.	<u>Construction</u> 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 not significant. <u>Operation</u> 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.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
4037/20	Dublin City Council	Revision to previously granted permission 4078/18 for an extension to the existing hospital facilities so as to increase the permitted extension by a further 1,309 sq.m to a total of 2,733 sq.m all to accommodate as before a new Oncology Department and Clinical Day Ward at ground and first floor levels respectively.	<u>Construction</u> 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 not significant. <u>Operation</u> 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.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
3253/22	Dublin City Council	Permission for the refurbishment and extension of the existing Raven House office building to provide 37 No build to rent apartment units, consisting of 26 No. one bed units and 11 No. two bed units.	<u>Construction</u> 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 not significant. <u>Operation</u> 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.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
3596/22	Dublin City Council	Planning permission is sought for development at a site formerly known as The Drake Inn, 59-60 Main Street, Finglas, Dublin 11. The proposed development will consist of the demolition of the existing two-storey over part basement (three storey), terraced, commercial building and the construction of a six-storey over full basement (seven storey) terraced mixed-use building	<u>Construction</u> 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 not significant.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	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
			<u>Operation</u> 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.			
3665/15	Dublin City Council	Development at a site of circa 2.02 hectares comprising lands at the southern part of the former Printworks/ Smurfit Site, adjoining the rear of properties on Iona Road and Iona Park. The proposed development consists of the construction of a residential scheme comprising 131 no. residential units (43 houses and 88 apartments), together with a café, childcare facility and ancillary development. Application extended until 2024.	There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; this development includes attenuation measures in its drainage design to ensure no net increase in runoff to the surface water system. As such there will be no cumulative impacts during operation.	No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
305405	Dublin City Council	Demolition of existing building 1240 Student Bedspaces. Collins Avenue (DCU)	<u>Construction</u> 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 not significant. <u>Operation</u> 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.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
306075	Fingal County Council	331 Apartments. Off Northwood Avenue, Santry, Dublin 9	<u>Construction</u> 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 not significant. <u>Operation</u> 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.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
308875	Dublin City Council	321 Apartments, Phibsborough Shopping Centre	<u>Construction</u> 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 not significant. <u>Operation</u> 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.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
308905	Dublin City Council	An Application for Strategic Housing Development and Demolition of existing vacant motor vehicle showroom and no. 38 Glasnevin Hill. was granted in 2021.	<u>Construction</u> 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 not significant. <u>Operation</u> There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	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
			require all new developments to adhere to this. As such there will be no cumulative impacts during operation.			
309345	Dublin City Council	An application for Strategic Housing Development at Old Bakery Site, 113 Phibsborough Road. was granted in 2021.	<p><u>Construction</u> 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 not significant.</p> <p><u>Operation</u> 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.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
310722	Dublin City Council	An application for Strategic Housing Development on Finglas Road. was granted in 2021.	<p><u>Construction</u> 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 not significant.</p> <p><u>Operation</u> 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.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	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	<p><u>Construction</u> The proposed development will be subject to the EIA process and as such a full assessment and required mitigation will be proposed. It is anticipated that appropriate measures will be implemented by Irish Rail during construction so that impacts on local waterbodies is not significant. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. As a result, cumulative impacts will be not significant.</p> <p><u>Operation</u> There may be an increase in impermeable area to facilitate the Dart + projects, however it is anticipated that this will be subject to the same standards required by Dublin CC as is the Proposed Scheme and SUDS will be implemented to ensure no net increase in runoff. the Proposed Scheme includes SUDs to ensure no net increase in runoff. As such there will be no cumulative impacts during operation.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
MP12		DART+ Programme South West	<p><u>Construction</u> The proposed development will be subject to the EIA process and as such a full assessment and required mitigation will be proposed. It is anticipated that appropriate measures will be implemented by Irish Rail during construction so that impacts on local waterbodies is not significant. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. As a result, cumulative impacts will be not significant.</p> <p><u>Operation</u> There may be an increase in impermeable area to facilitate the Dart + projects, however it is anticipated that this will be subject to the same standards required by Dublin CC as is the Proposed Scheme and SUDS will be implemented to ensure no net increase in runoff. the Proposed Scheme includes SUDs to ensure no net increase in runoff. As such there will be no cumulative impacts during operation.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
MP14		Finglas LUAS (Green Line extension Broombridge to Finglas)	<p><u>Construction</u> The proposed development will be subject to the EIA process and as such a full assessment and required mitigation will be proposed. It is anticipated that appropriate measures will be implemented by Irish Rail during construction so that impacts on local waterbodies is not significant. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. As a result, cumulative impacts will be not significant.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	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
			<p><u>Operation</u> There may be an increase in impermeable area to facilitate the Dart + projects, however it is anticipated that this will be subject to the same standards required by Dublin CC as is the Proposed Scheme and SUDS will be implemented to ensure no net increase in runoff. the Proposed Scheme includes SUDS to ensure no net increase in runoff. As such there will be no cumulative impacts during operation.</p>			
MP17		LUAS Cross City incorporating LUAS Green Line Capacity Enhancement - Phase 1	<p><u>Construction</u> The proposed development will be subject to the EIA process and as such a full assessment and required mitigation will be proposed. It is anticipated that appropriate measures will be implemented by NTA during construction so that impacts on local waterbodies is not significant. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. As a result, cumulative impacts will be not significant.</p> <p><u>Operation</u> There may be an increase in impermeable area , however it is anticipated that this will be subject to the same standards required by Dublin CC as is the Proposed Scheme and SUDS will be implemented to ensure no net increase in runoff. the Proposed Scheme includes SUDS to ensure no net increase in runoff. As such there will be no cumulative impacts during operation.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
MP32		MetroLink	<p><u>Construction</u> The proposed development is subject to the EIA process and as such a full assessment and required mitigation will be proposed. It is anticipated that appropriate measures will be implemented by TII/NTA during construction in accordance with their own guidance so that impacts on local waterbodies is not significant. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. As a result, cumulative impacts will be not significant.</p> <p><u>Operation</u> There may be an increase in impermeable area to facilitate the project, however it is anticipated that this will be subject to the same standards required by Dublin CC as is the Proposed Scheme and SUDS will be implemented to ensure no net increase in runoff. the Proposed Scheme includes SUDS to ensure no net increase in runoff. As such there will be no cumulative impacts during operation.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	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)	<p><u>Construction</u> The proposed development is subject to the EIA process and as such a full assessment and required mitigation will be proposed. It is anticipated that appropriate measures will be implemented by TII/NTA during construction in accordance with their own guidance so that impacts on local waterbodies is not significant. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. As a result, cumulative impacts will be not significant.</p> <p><u>Operation</u> There may be an increase in impermeable area to facilitate the project, however it is anticipated that this will be subject to the same standards required by Dublin CC as is the Proposed Scheme and SUDS will be implemented to ensure no net increase in runoff. the Proposed Scheme includes SUDS to ensure no net increase in runoff. As such there will be no cumulative impacts during operation.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
B1		<u>Dublin BusConnects</u> : Swords to City Centre Core Bus Corridor Scheme	<p><u>Construction</u> The proposed development is subject to the EIA process and as such a full assessment and required mitigation will be proposed. It is anticipated that appropriate measures will be implemented by NTA during construction in accordance with their own guidance so that impacts on local waterbodies is not significant. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. As a result, cumulative impacts will be not significant.</p> <p><u>Operation</u> There may be an increase in impermeable area to facilitate the project, however it is anticipated that this will be subject to the same standards required by Dublin CC as is the Proposed Scheme and SUDS will be implemented to ensure no net increase in runoff. the Proposed Scheme includes SUDS to ensure no net increase in runoff. As such there will be no cumulative impacts during operation.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	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
C1		<u>Dublin BusConnects</u> : Blanchardstown to City Centre Core Bus Corridor Scheme	<p><u>Construction</u> The proposed development is subject to the EIA process and as such a full assessment and required mitigation will be proposed. It is anticipated that appropriate measures will be implemented by NTA during construction in accordance with their own guidance so that impacts on local waterbodies is not significant. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. As a result, cumulative impacts will be not significant.</p> <p><u>Operation</u> There may be an increase in impermeable area to facilitate the project, however it is anticipated that this will be subject to the same standards required by Dublin CC as is the Proposed Scheme and SUDS will be implemented to ensure no net increase in runoff. the Proposed Scheme includes SUDs to ensure no net increase in runoff. As such there will be no cumulative impacts during operation.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
B2		<u>Dublin BusConnects</u> : Liffey Valley to City Centre Core Bus Corridor Scheme	<p><u>Construction</u> The proposed development is subject to the EIA process and as such a full assessment and required mitigation will be proposed. It is anticipated that appropriate measures will be implemented by NTA during construction in accordance with their own guidance so that impacts on local waterbodies is not significant. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. As a result, cumulative impacts will be not significant.</p> <p><u>Operation</u> There may be an increase in impermeable area to facilitate the project, however it is anticipated that this will be subject to the same standards required by Dublin CC as is the Proposed Scheme and SUDS will be implemented to ensure no net increase in runoff. the Proposed Scheme includes SUDs to ensure no net increase in runoff. As such there will be no cumulative impacts during operation.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
A3		<u>Dublin BusConnects</u> : Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme	<p><u>Construction</u> The proposed development is subject to the EIA process and as such a full assessment and required mitigation will be proposed. It is anticipated that appropriate measures will be implemented by NTA during construction in accordance with their own guidance so that impacts on local waterbodies is not significant. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. As a result, cumulative impacts will be not significant.</p> <p><u>Operation</u> There may be an increase in impermeable area to facilitate the project, however it is anticipated that this will be subject to the same standards required by Dublin CC as is the Proposed Scheme and SUDS will be implemented to ensure no net increase in runoff. the Proposed Scheme includes SUDs to ensure no net increase in runoff. As such there will be no cumulative impacts during operation.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
C2		<u>Dublin BusConnects</u> : Templeogue / Rathfarnham to City Centre Core Bus Corridor Scheme	<p><u>Construction</u> The proposed development is subject to the EIA process and as such a full assessment and required mitigation will be proposed. It is anticipated that appropriate measures will be implemented by NTA during construction in accordance with their own guidance so that impacts on local waterbodies is not significant. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. As a result, cumulative impacts will be not significant.</p> <p><u>Operation</u> There may be an increase in impermeable area to facilitate the project, however it is anticipated that this will be subject to the same standards required by Dublin CC as is the Proposed Scheme and SUDS will be implemented to ensure no net increase in runoff. the Proposed Scheme includes SUDs to ensure no net increase in runoff. As such there will be no cumulative impacts during operation.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Table A21.2.7 Stage 3 and 4: Architectural Heritage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
MP08		DART+ Programme West	Project lies partly within the Royal Canal Conservation Area and is located at the Cross Guns Railway Tunnel (NIAH 50060112) and the Cross Guns or Westmoreland bridge over Royal Canal (DCC RPS 8807). There is potential for damage as a result of the proposed works	Mitigation includes protection and monitoring of the historic fabric as outlined in Appendix 16.3.	The predicted post-mitigation impact is Negative, Slight and Temporary.	
MP12		DART+ Programme South West	Project lies partly within the Royal Canal Conservation Area and is located at the Cross Guns Railway Tunnel (NIAH 50060112) and the Cross Guns or Westmoreland bridge over Royal Canal (DCC RPS 8807). There is potential for damage as a result of the proposed works	Mitigation includes protection and monitoring of the historic fabric as outlined in Appendix 16.3.	The predicted post-mitigation impact is Negative, Slight and Temporary.	
MP32		MetroLink	Project lies partly within the Royal Canal Conservation Area and is located at the Cross Guns Railway Tunnel (NIAH 50060112) and the Cross Guns or Westmoreland bridge over Royal Canal (DCC RPS 8807). There is potential for damage as a result of the proposed works	Mitigation includes protection and monitoring of the historic fabric as outlined in Appendix 16.3.	The predicted post-mitigation impact is Negative, Slight and Temporary.	
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	Potential direct and visual impact of the development on adjoining protected structures and architectural heritage features	Mitigation includes protection and monitoring of the historic fabric as outlined in Appendix 16.3.	The predicted post-mitigation impact is Negative, Slight and Temporary.	

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

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3391/20	Dublin City Council	The development will consist of the demolition of the existing two storey mixed-use buildings at 146-147 Phibsborough Road and a derelict single storey dwelling known as 10 Eglinton Terrace to the rear and construction of new mixed-use development.	<p><u>Landscape and Visual - Construction</u> 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.</p> <p><u>Landscape and Visual - Operation</u> Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However this is in keeping with an area of ongoing development and no significant cumulative effects are expected.</p>	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.	<p><u>Landscape and Visual - Construction</u> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction effects in the townscape/streetscape. No effects expected otherwise.</p> <p><u>Landscape and Visual - Operation</u> No significant cumulative effects expected.</p>	
2395/20	Dublin City Council	The development will consist of the demolition of existing St. Vincent's Swimming Pool and the construction of 5 no. dwellings including all associated on and off-site development works, car parking, boundary treatment works, soft and hard landscaping on the site of c. 0.24ha.	<p><u>Landscape and Visual - Construction</u> 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.</p> <p><u>Landscape and Visual - Operation</u> Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However this is in keeping with an area of ongoing development and no significant cumulative effects are expected.</p>	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.	<p><u>Landscape and Visual - Construction</u> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction effects in the townscape/streetscape. No effects expected otherwise.</p> <p><u>Landscape and Visual - Operation</u> No significant cumulative effects expected.</p>	
2525/13	Dublin City Council	A residential development which will consist of the demolition of an existing factory together with all associated ancillary structures and the construction of 49 no. dwellings.	<p><u>Landscape and Visual - Construction</u> 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.</p> <p><u>Landscape and Visual - Operation</u> Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However this is in keeping with an area of ongoing development and no significant cumulative effects are expected.</p>	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.	<p><u>Landscape and Visual - Construction</u> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction effects in the townscape/streetscape. No effects expected otherwise.</p> <p><u>Landscape and Visual - Operation</u> No significant cumulative effects expected.</p>	
2402/14	Dublin City Council	Development on a site of approximately 0.7325ha at the Old Bakery Site, also known as 113 Phibsborough Road, Cross Guns Bridge, Phibsborough Road, Dublin 7. The development will consist of the demolition of existing buildings on site and the construction of a predominantly residential development with some commercial use.	<p><u>Landscape and Visual - Construction</u> 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.</p> <p><u>Landscape and Visual - Operation</u> Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However this is in keeping with an area of ongoing development and no significant cumulative effects are expected.</p>	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.	<p><u>Landscape and Visual - Construction</u> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction effects in the townscape/streetscape. No effects expected otherwise.</p> <p><u>Landscape and Visual - Operation</u> No significant cumulative effects expected.</p>	

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
2709/17	Dublin City Council	PERMISSION & RETENTION: Development at a site of 0.969 ha bounded by North Circular Road to the South, Connaught Street to the North, Dalymount Park to the West and Phibsborough Road to the East. The development consists of the part demolition of existing structures, site clearance and associated boundary hoarding.	<u>Landscape and Visual - Construction</u> 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. <u>Landscape and Visual - Operation</u> Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However this is in keeping with an area of ongoing development and no significant cumulative effects are 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.	<u>Landscape and Visual - Construction</u> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction effects in the townscape/streetscape. No effects expected otherwise. <u>Landscape and Visual - Operation</u> No significant cumulative effects expected.	
3870/18	Dublin City Council	The proposed development will consist of the demolition of the vacant motor vehicle showroom and No. 38 Glasnevin Hill (a vacant dwelling) and the development of a residential (with associated, ancillary facilities), retail and retail / medical scheme arranged in 2 No. blocks.	<u>Landscape and Visual - Construction</u> 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. <u>Landscape and Visual - Operation</u> Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However this is in keeping with an area of ongoing development and no significant cumulative effects are 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.	<u>Landscape and Visual - Construction</u> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction effects in the townscape/streetscape. No effects expected otherwise. <u>Landscape and Visual - Operation</u> No significant cumulative effects expected.	
4791/19	Dublin City Council	The development will consist of construction of a mixed-use development of 9. No apartments, a ground level Café unit, part basement level to accommodate bike storage for 30 no. bicycles, refuse storage, surface water attenuation tank & all other plant and storage areas associated with apartments & Café unit.	<u>Landscape and Visual - Construction</u> 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. <u>Landscape and Visual - Operation</u> Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However this is in keeping with an area of ongoing development and no significant cumulative effects are 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.	<u>Landscape and Visual - Construction</u> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction effects in the townscape/streetscape. No effects expected otherwise. <u>Landscape and Visual - Operation</u> No significant cumulative effects expected.	
2628/17	Dublin City Council	PERMISSION & RETENTION PERMISSION: The development consists of the part demolition of existing structures on the site and the construction of an extension to the existing Phibsborough Shopping Centre onto Phibsborough Road and North Circular Road ranging in height from 3 to 7 storeys.	<u>Landscape and Visual - Construction</u> 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. <u>Landscape and Visual - Operation</u> Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However this is in keeping with an area of ongoing development and no significant cumulative effects are 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.	<u>Landscape and Visual - Construction</u> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction effects in the townscape/streetscape. No effects expected otherwise. <u>Landscape and Visual - Operation</u> No significant cumulative effects expected.	
2458/17	Dublin City Council	The development will consist of (a) 69 apartments; (32 no. two bedroom units, 19 no. one bedroom units, 15 no. three	<u>Landscape and Visual - Construction</u> Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are	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	<u>Landscape and Visual - Construction</u> If construction periods overlap / are successive, there remains potential for	

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
		bedroom units & 3 no. studio apartments) in two five storey blocks.	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. <u>Landscape and Visual - Operation</u> Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However this is in keeping with an area of ongoing development and no significant cumulative effects are expected.	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.	localised moderate temporary / short-term cumulative construction effects in the townscape/streetscape. No effects expected otherwise. <u>Landscape and Visual - Operation</u> No significant cumulative effects expected.	
4037/20	Dublin City Council	Revision to previously granted permission 4078/18 for an extension to the existing hospital facilities so as to increase the permitted extension by a further 1,309 sq.m to a total of 2,733 sq.m all to accommodate as before a new Oncology Department and Clinical Day Ward at ground and first floor levels respectively.	<u>Landscape and Visual - Construction</u> 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. <u>Landscape and Visual - Operation</u> Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However this is in keeping with an area of ongoing development and no significant cumulative effects are 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.	<u>Landscape and Visual - Construction</u> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction effects in the townscape/streetscape. No effects expected otherwise. <u>Landscape and Visual - Operation</u> No significant cumulative effects expected.	
3361/22	Dublin City Council	The proposed development will consist of the following: The construction of 52 residential units (each with private balcony/terrace) within three apartments blocks (A, B and C) ranging from 3 to 8 storeys, with a ground floor unit in Block A.	<u>Landscape and Visual - Construction</u> 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. <u>Landscape and Visual - Operation</u> Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However this is in keeping with an area of ongoing development and no significant cumulative effects are 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.	<u>Landscape and Visual - Construction</u> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction effects in the townscape/streetscape. No effects expected otherwise. <u>Landscape and Visual - Operation</u> No significant cumulative effects expected.	
3402/13	Dublin City Council	Demolition of no's 1-4 Rivermount Cottages and reduction in height of boundary wall along Ballyboggan Road to allow for construction of 51 no residential units comprising of 32 no duplex units (two and three bedroom), 6 no. one bed apartments and 13 no. houses (three bedrooms) split over five residential blocks.	<u>Landscape and Visual - Construction</u> 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. <u>Landscape and Visual - Operation</u> Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However this is in keeping with an area of ongoing development and no significant cumulative effects are 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.	<u>Landscape and Visual - Construction</u> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction effects in the townscape/streetscape. No effects expected otherwise. <u>Landscape and Visual - Operation</u> No significant cumulative effects expected.	
3665/15	Dublin City Council	Development at a site of circa 2.02 hectares comprising lands at the southern part of the former Printworks/ Smurfit Site, adjoining the rear of properties on Iona Road and Iona Park. The proposed development consists of the construction of a residential scheme comprising 131 no.	<u>Landscape and Visual - Construction</u> 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	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	<u>Landscape and Visual - Construction</u> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction effects in the townscape/streetscape. No effects expected	

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
		residential units (43 houses and 88 apartments), together with a café, childcare facility and ancillary development. Application extended until 2024.	/ short-term cumulative construction effects in local area. <u>Landscape and Visual - Operation</u> Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However this is in keeping with an area of ongoing development and no significant cumulative effects are expected.	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.	otherwise. <u>Landscape and Visual - Operation</u> No significant cumulative effects expected.	
308905	Dublin City Council	101 Apartments, Glasnevin Hill	<u>Landscape and Visual - Construction</u> 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. <u>Landscape and Visual - Operation</u> Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However this is in keeping with an area of ongoing development and no significant cumulative effects are 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.	<u>Landscape and Visual - Construction</u> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction effects in the townscape/streetscape. No effects expected otherwise. <u>Landscape and Visual - Operation</u> No significant cumulative effects expected.	
308875	Dublin City Council	321 Apartments, Phibsborough Shopping Centre	<u>Landscape and Visual - Construction</u> 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. <u>Landscape and Visual - Operation</u> Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However this is in keeping with an area of ongoing development and no significant cumulative effects are 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.	<u>Landscape and Visual - Construction</u> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction effects in the townscape/streetscape. No effects expected otherwise. <u>Landscape and Visual - Operation</u> No significant cumulative effects expected.	
308875	Dublin City Council	An Application for Strategic Housing Development and alterations to previously permitted application (300241). was granted in 2021.	<u>Landscape and Visual - Construction</u> 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. <u>Landscape and Visual - Operation</u> Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However this is in keeping with an area of ongoing development and no significant cumulative effects are 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.	<u>Landscape and Visual - Construction</u> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction effects in the townscape/streetscape. No effects expected otherwise. <u>Landscape and Visual - Operation</u> No significant cumulative effects expected.	
308905	Dublin City Council	An Application for Strategic Housing Development and Demolition of existing vacant motor vehicle showroom and no. 38 Glasnevin Hill. was granted in 2021.	<u>Landscape and Visual - Construction</u> 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. <u>Landscape and Visual - Operation</u> Landscape and visual: there will be a minor cumulative increase in	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	<u>Landscape and Visual - Construction</u> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction effects in the townscape/streetscape. No effects expected otherwise. <u>Landscape and Visual - Operation</u> No significant cumulative effects expected.	

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			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.	and visual characteristics which will be directly impacted through removal is neither possible nor practicable.		
309345	Dublin City Council	An application for Strategic Housing Development at Old Bakery Site, 113 Phibsborough Road. was granted in 2021.	<p><u>Landscape and Visual - Construction</u> 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.</p> <p><u>Landscape and Visual - Operation</u> Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However this is in keeping with an area of ongoing development and no significant cumulative effects are expected.</p>	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.	<p><u>Landscape and Visual - Construction</u> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction effects in the townscape/streetscape. No effects expected otherwise.</p> <p><u>Landscape and Visual - Operation</u> No significant cumulative effects expected.</p>	
305312	Dublin City Council	245 Apartments. Finglas Road	<p><u>Landscape and Visual - Construction</u> 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.</p> <p><u>Landscape and Visual - Operation</u> Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However this is in keeping with an area of ongoing development and no significant cumulative effects are expected.</p>	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.	<p><u>Landscape and Visual - Construction</u> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction effects in the townscape/streetscape. No effects expected otherwise.</p> <p><u>Landscape and Visual - Operation</u> No significant cumulative effects expected.</p>	
310722	Dublin City Council	An application for Strategic Housing Development on Finglas Road. was granted in 2021.	<p><u>Landscape and Visual - Construction</u> 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.</p> <p><u>Landscape and Visual - Operation</u> Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However this is in keeping with an area of ongoing development and no significant cumulative effects are expected.</p>	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.	<p><u>Landscape and Visual - Construction</u> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction effects in the townscape/streetscape. No effects expected otherwise.</p> <p><u>Landscape and Visual - Operation</u> No significant cumulative effects expected.</p>	
MP08		DART+ Programme West	<p><u>Landscape and Visual - Construction</u> 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, most notably at intersections of Prospect Road, Whitworth Road, Phibsborough Road and Royal Canal, as well as at residential area of Claremont Lawns / Clareville Court which will experience cumulative tree loss.</p> <p><u>Landscape and Visual - Operation</u></p>	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.	<p><u>Landscape and Visual - Construction</u> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction effects in the townscape/streetscape. No effects expected otherwise.</p> <p><u>Landscape and Visual - Operation</u> No significant cumulative effects expected.</p>	

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			Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However this is in keeping with an area of ongoing development and no significant cumulative effects are expected.			
MP12		DART+ Programme South West	<p><u>Landscape and Visual - Construction</u> 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 and enclosed nature of railway cutting at closest point. Potential for localised slight temporary / short-term cumulative construction effects in local area.</p> <p><u>Landscape and Visual - Operation</u> Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However this is in keeping with an area of ongoing development and no significant cumulative effects are expected.</p>	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.	<p><u>Landscape and Visual - Construction</u> If construction periods overlap / are successive, there remains potential for slight temporary / short-term cumulative construction effects in the townscape/streetscape. No effects expected otherwise.</p> <p><u>Landscape and Visual - Operation</u> No significant cumulative effects expected.</p>	Uncertainties over form of development.
MP14		Finglas LUAS (Green Line extension Broombridge to Finglas)	<p><u>Landscape and Visual - Construction</u> 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 and enclosed nature of railway cutting at closest point. Potential for localised moderate temporary / short-term cumulative construction effects in local area, most notably around St Margaret's Road.</p> <p><u>Landscape and Visual - Operation</u> Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However this is in keeping with an area of ongoing development and no significant cumulative effects are expected.</p>	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.	<p><u>Landscape and Visual - Construction</u> If construction periods overlap / are successive, there remains potential for moderate temporary / short-term cumulative construction effects in the townscape/streetscape. No effects expected otherwise.</p> <p><u>Landscape and Visual - Operation</u> No significant cumulative effects expected.</p>	Uncertainties over form of development.
MP17		LUAS Cross City incorporating LUAS Green Line Capacity Enhancement - Phase 1	<p><u>Landscape and Visual - Construction</u> 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 and enclosed nature of railway cutting at closest point. Potential for localised moderate temporary / short-term cumulative construction effects in local area.</p> <p><u>Landscape and Visual - Operation</u> Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However this is in keeping with an area of ongoing development and no significant cumulative effects are expected.</p>	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.	<p><u>Landscape and Visual - Construction</u> If construction periods overlap / are successive, there remains potential for moderate temporary / short-term cumulative construction effects in the townscape/streetscape. No effects expected otherwise.</p> <p><u>Landscape and Visual - Operation</u> No significant cumulative effects expected.</p>	Uncertainties over form of development.
MP32		MetroLink	<p><u>Landscape and Visual - Construction</u> 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, most</p>	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).	<p><u>Landscape and Visual - Construction</u> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction effects in the townscape/streetscape. No effects expected otherwise.</p>	Uncertainties over form of development.

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			notably at locations of proposed Metro stations between Glasnevin and Ballymun. <u>Landscape and Visual - Operation</u> Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However this is in keeping with an area of ongoing development and no significant cumulative effects are expected.	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.	<u>Landscape and Visual - Operation</u> No significant cumulative effects expected.	
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	<u>Landscape and Visual - Construction</u> 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. <u>Landscape and Visual - Operation</u> 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.	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.	<u>Landscape and Visual - Construction</u> If construction periods overlap / are successive, potential for localised moderate short-term, temporary cumulative construction effects remain. No effects expected otherwise. <u>Landscape and Visual - Operation</u> Replacement planting as part of Proposed Scheme would result in reduced effects. Potential for slight long-term cumulative townscape / visual effects remain.	Landscape and Visual - There are major uncertainties regarding form and location of development, most notably tree loss.
C1		<u>Dublin BusConnects</u> : Blanchardstown to City Centre Core Bus Corridor Scheme	<u>Landscape and Visual - Construction</u> 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 construction effects if the construction periods coincide / are successive. <u>Landscape and Visual - Operation</u> Potential for slight cumulative operational townscape/visual effects on townscape on the area around Smithfield/Liffey Quays. There would be cumulative improvements in the streetscape and effects are likely to be generally positive.	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.	<u>Landscape and Visual - Construction</u> Potential for moderate short-term / temporary cumulative construction effects remains. <u>Landscape and Visual - Operation</u> Potential for slight cumulative positive townscape / streetscape and visual effects remains on the area around the two schemes in Smithfield/Liffey Quays.	
B2		<u>Dublin BusConnects</u> : Liffey Valley to City Centre Core Bus Corridor Scheme	<u>Construction</u> Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. <u>Operation</u> Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	<u>Construction</u> No cumulative townscape/visual effects expected. <u>Operation</u> No cumulative townscape/visual effects expected.	
A3		<u>Dublin BusConnects</u> : Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme	<u>Construction</u> Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. <u>Operation</u> Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual	<u>Construction</u> No cumulative townscape/visual effects expected. <u>Operation</u> No cumulative townscape/visual effects expected.	

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				characteristics directly impacted through removal is neither possible nor practicable.		
B1		<u>Dublin BusConnects: Swords to City Centre Core Bus Corridor Scheme</u>	<p><u>Construction</u> Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected.</p> <p><u>Operation</u> Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.</p>	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	<p><u>Construction</u> No cumulative townscape/visual effects expected.</p> <p><u>Operation</u> No cumulative townscape/visual effects expected.</p>	
C2		<u>Dublin BusConnects: Templeogue / Rathfarnham to City Centre Core Bus Corridor Scheme</u>	<p><u>Construction</u> Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected.</p> <p><u>Operation</u> Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.</p>	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	<p><u>Construction</u> No cumulative townscape/visual effects expected.</p> <p><u>Operation</u> No cumulative townscape/visual effects expected.</p>	
D2		<u>Dublin BusConnects: Kimmage to City Centre Core Bus Corridor Scheme</u>	<p><u>Construction</u> Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected.</p> <p><u>Operation</u> Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.</p>	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	<p><u>Construction</u> No cumulative townscape/visual effects expected.</p> <p><u>Operation</u> No cumulative townscape/visual effects expected.</p>	
A2		<u>Dublin BusConnects: Lucan to City Centre Core Bus Corridor Scheme</u>	<p><u>Construction</u> Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected.</p> <p><u>Operation</u> Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.</p>	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	<p><u>Construction</u> No cumulative townscape/visual effects expected.</p> <p><u>Operation</u> No cumulative townscape/visual effects expected.</p>	
D3		<u>Dublin BusConnects: Ringsend to City Centre Core Bus Corridor Scheme</u>	<p><u>Construction</u> Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected.</p> <p><u>Operation</u> Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.</p>	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual	<p><u>Construction</u> No cumulative townscape/visual effects expected.</p> <p><u>Operation</u> No cumulative townscape/visual effects expected.</p>	

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				characteristics directly impacted through removal is neither possible nor practicable.		
B3		Dublin BusConnects: Bray to City Centre Core Bus Corridor Scheme	<p><u>Construction</u> Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected.</p> <p><u>Operation</u> Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.</p>	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	<p><u>Construction</u> No cumulative townscape/visual effects expected.</p> <p><u>Operation</u> No cumulative townscape/visual effects expected.</p>	
C3		Dublin BusConnects: Blackrock / Belfield to City Centre Core Bus Corridor Scheme	<p><u>Construction</u> Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected.</p> <p><u>Operation</u> Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.</p>	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	<p><u>Construction</u> No cumulative townscape/visual effects expected.</p> <p><u>Operation</u> No cumulative townscape/visual effects expected.</p>	
A1		Dublin BusConnects: Clongriffin to City Centre Core Bus Corridor Scheme	<p><u>Construction</u> Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected.</p> <p><u>Operation</u> Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.</p>	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	<p><u>Construction</u> No cumulative townscape/visual effects expected.</p> <p><u>Operation</u> No cumulative townscape/visual effects expected.</p>	