Appendix A21.2
Stage 4 Specialist Assessments

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1. Introduction

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

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

- Traffic and Transport
- Climate
- Land, Soils, Geology and Hydrogeology
- Waste and Resources
- Risk of Major Accidents and / or Disasters
- Archaeological and Cultural Heritage
- 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
2118/15	Dublin City Council	PROTECTED STRUCTURE: Permission for development on a site of c. 0.0325 hectares at 26-27 Eden Quay, Dublin 1, which incorporates the former Mercantile Marine Office and is a Protected Structure (Ref No. 2492) as modified under granted planning permission 4380/06. The development will consist of: Change of use from office use to hostel; Rear extensions to basement, ground, first, second and third floors and the provision of an additional fourth floor on the rear extension.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3203/15	Dublin City Council	Change of use from shop to 33 bedroom Hotel, together with new 3 storey extension to rear to incorporate new function room at ground floor, new public bar at ground, new retail shop at ground floor and all associated site works. 79-80 Talbot Street, Dublin 1.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. 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.
DSDZ3609/15	Dublin City Council	PROTECTED STRUCTURE: The development consists of: Temporary landscape works and temporary structure to form a new outdoor events space to include: 6 no. shipping containers for use as multi use kiosks to accommodate café / restaurant / food and beverage / retail / craft / market vendors; performance space for events; outdoor activities; and other associated facilities.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
DSDZ3925/15	Dublin City Council	The application development relates to Docklands Station pedestrian plaza, pedestrian stair case and other ancillary works to the south of Sheriff Street Upper. This current application is seeking to regularise the planning status of the development to permanent development.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
DSDZ2242/16	Dublin City Council	The development consists of the following: - In City Block 9, the demolition of 5 no. vacant buildings with a gfa of 7,363 sq.m including a former retail showroom, 3 no. warehouse premises and a three storey office building- the former premises of Dublin Maritime Limited. Demolition of existing boundary wall and fence on Castleforbes Road/ Mayor Street Upper and demolition of existing boundary wall between the former Tile Style warehouse and former Dublin Maritime Office building/ - In City Block 3 the demolition of 4 no. vacant buildings with a gfa of 5,948 sq.m located to the west of the site including 3 no. light industrial/ warehousing/ manufacturing buildings and the former Stewarts garage premises.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
DSDZ2607/16	Dublin City Council	PROTECTED STRUCTURE: The development will consist of the demolition of all existing structures on site, sewer diversion works and boundary treatments.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
DSDZ2609/16	Dublin City Council	PROTECTED STRUCTURE: The development will consist of: - The demolition of existing structures on site; Change of use from offices to retail/ non-retail services on multiple floors; and construction of a mixed-use development in a building extending 7-storeys with associated facilities and parking facilities.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
DSDZ2608/16	Dublin City Council	PROTECTED STRUCTURE: The development will consist of the demolition of all existing structures on the site including the red brick single storey building fronting Sir John Rogerson's Quay (nos. 20-24). The development will consist of the construction of a 6-7 storey (over lower ground and basement level) mixed use residential development with associated facilities and parking.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
DSDZ2749/16	Dublin City Council	This development will consist of: The construction of a residential unit to contain 161 no. apartment units, including a retail unit, a café, a community use unit, a residents lounge and an ESB substation; and modifications to the basement to provide parking facilities.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3037/16	Dublin City Council	The proposed development consists of the demolition of the existing Hawkins House located on Hawkins St and Poolbeg St, Dublin 2 and the construction of a commercial office building ranging in height from 6 storeys to 10 storeys (including one level of plant).	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3364/16	Dublin City Council	Planning permission for a proposed development comprising: A six storey extension to the rear (north) of the existing building, extension to front (south) at fifth floor, and provision of additional bike parking spaces at basement level.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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DSDZ2014/17	Dublin City Council	Development will consist of the demolition of an existing single storey building and the construction of a new eight-storey mixed-use development comprising: i) Café/ retail use, with new shop front, at ground floor level; ii) 7 no. two-bedroom apartments on above-ground floor levels	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to 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.
DSDZ2043/17	Dublin City Council	PROTECTED STRUCTURE - The development will consist of modifications to the development permitted under planning Reg. Ref. DSDZ2609/16. The permitted development provides for demolition of existing structures on site and construction of a 7-storey (over lower ground and basement level) mixed use commercial development. The proposed modifications consist of: - omission of basement level and reconfiguration of lower ground floor; change of use of multiple floors; and multiple internal reconfiguration/alterations.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
DSDZ2042/17	Dublin City Council	PROTECTED STRUCTURE: The development will consist of modifications to the development permitted under planning reg. ref. DSDZ2608/16. The permitted development provides for demolition of existing structures on site and construction of a 6-7 storey residential development of 91. no. residential units. The proposed modifications consist of: - Re-organization of internal layout to provide 100 no. residential units; Associated elevational changes to windows and provision of additional balconies to west (Lime Street) and east (Whitaker Lane) elevations and facing into internal courtyard; Omission of basement level and reconfiguration of lower ground floor level to accommodate residential community facilities.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
DSDZ3357/17	Dublin City Council	The development consists of the following: -Demolition of existing single storey cottage to north of the site. -The construction of a 2 to 7 storey over single basement residential development in 6 no. blocks.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
DSDZ3779/17	Dublin City Council	The development consists of a ten-year permission for the construction of 2 No. residential buildings ranging in height from 6 storeys to 11 storeys.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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DSDZ3780/17	Dublin City Council	The development will consist of a ten-year permission for the construction of 4 no. commercial office buildings ranging in height from 6 storeys to 8 storeys.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	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.
DSDZ4098/17	Dublin City Council	The proposal consists of modifications to developments (DSDZ2609/16 and DSDZ2043/17). The original development was for the demolition of existing structures on site and construction of a 7-storey (over lower ground floor level basement) mixed use commercial development.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
4593/17	Dublin City Council	The proposed development will consist of the demolition of the existing nine storey over basement College House building (8,501 sq m gross floor area) including its associated multi-storey carpark and ancillary structures; demolition of the existing three storey cinema building (1,363 sq m gross floor area), provision of site boundary protection to all frontages and all ancillary site works.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2001/18	Dublin City Council	The development will consist of the demolition and removal of all existing buildings and associated structures above and below ground the construction of a 5-storey apartment building with parking facilities.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
DSDZ2135/18	Dublin City Council	The proposal is for the provision of 3 no. commercial blocks with vehicular and bike access to basement carpark.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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DSDZ2145/18	Dublin City Council	The proposed development comprises changes to the two basement levels and changes at surface level, previously permitted under DSDZ2546/15 (the parent permission) as amended by permission references DSDZ4345/15, DSDZ2663/16, DSDZ4102/16, DSDZ3796/16, DSDZ3572/17, and DSDZ4135/17.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	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.
DSDZ2252/18	Dublin City Council	PROTECTED STRUCTURE: A 10-year permission for development at this site at 20-24 Sir John Rogerson's Quay. The development will consist of: The demolition of existing structures on site on a phased basis; Change of use from office to retail/nonretail services at ground, 1st and 2nd floors and associated refurbishment and internal alterations to the 3 storey structure at 25-27 Sir John Rogerson's Quay; Construction of a new office building extending up to 8 storeys, including retail/non retail services at ground floor on Lime Street and commercial office development throughout the remainder of the proposed building.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
DSDZ2896/18	Dublin City Council	The development consists of the following: - Construction of 325 no. residential units and aparthotel in 2 no. blocks; - Block 1 to the north of the site will be 7 no. storeys in height and Block 2 to the south of the site will be part 6 no. /part 7 no. storeys.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
DSDZ2906/18	Dublin City Council	PROTECTED STRUCTURE: The proposed development will consist of; The demolition of existing structures on site on a phased basis which includes the red brick single storey building fronting Sir John Rogerson's Quay and the provision of 134 no. residential units over ground to set back seventh floor level with provision of parking facilities.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
DSDZ3648/18	Dublin City Council	Development will consist of (i) the demolition of an existing single storey building and the construction of a new eight-storey mixed-use development, comprising (i) retail/cafe use (69.5sq.m), with new shop front, at ground floor level; (ii) office space (702sq.m) on above ground floor levels, with terraces/balconies and staff facilities on each floor, and with ancillary office space (64.5sq.m) at ground floor comprising office entrance, reception area, and bicycle/bin stores.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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DSDZ2668/19	Dublin City Council	PROTECTED STRUCTURE: The proposed development will consist of: -Demolition of 8-10 Hanover Street East; Construction of a 'build-to-rent' residential development in buildings ranging from 1 storey to 6 storeys plus set back level (over basement); Provision of 217 apartments; provision of parking facilities.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
DSDZ3268/19	Dublin City Council	The development will consist of: 1) demolition of No's 3-5 Cardiff Lane and construction in their place of an extension to the existing hotel consisting of: a) basement plantroom; b) ground floor cafe, hotel service area with delivery access / street set-down and redirected escape corridor; c) 1st floor extension to permitted Conference Centre (Ref: DSDZ2599/18); d) eight floors of bedrooms - total 88 rooms; 2) an additional five bedrooms at new 8th floor level above existing hotel; 3) replacement of cafe as permitted by DSDZ2599/18 with additional 'break-out' space; 4) amendments to original hotel to a) relocate glazed enclosure of main hotel entrance to increase area of reception; b) addition of new service lift in existing lift core; c) new service access corridor / on street delivery set-down; d) redirected fire escape / exit and e) conversion of existing meeting rooms to 5 bedrooms; and 5) new signage to permitted scheme DSDZ2599/18.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
PWSDZ3270/19	Dublin City Council	The proposed development will consist of streets, transportation, water services and utilities infrastructure; public realm and public amenity spaces; and, temporary landscaping of a school site, to facilitate Phase 1 development as provided for under the approved Poolbeg West SDZ Planning Scheme. A 10-year permission is sought.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3433/19	Dublin City Council	The proposed development consists of the demolition and partial demolition of all existing structures and the construction of a commercial office building and a 270-bedroom hotel. The commercial office building, to the west of the site, ranges in height from 6 to 9 storeys plus plant zone.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3560/19	Dublin City Council	The proposed development consists of the demolition of existing structures at the following addresses: Nos. 5, 6 & 7 George's Quay, Nos. 1A, 1, 3, 5, 7, 9, 11. 13 and 15 Tara Street and No. 11 Poolbeg Street and the construction of a mixed-use development ranging in height from three to eight storeys, including rooftop plant.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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DSDZ4006/19	Dublin City Council	PROTECTED STRUCTURE: The proposed development will consist of: - • Change of use from office to retail/non-retail services/café/restaurant at ground floor and associated refurbishment and internal alterations; Construction of an office building ranging from 5 to 8 storeys (over lower ground & basement levels), including retail/non-retail services at ground floor and commercial office development throughout the remainder of the proposed building; Provision of car parking spaces.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
DSDZ4087/19	Dublin City Council	The development consists of 2 no. commercial blocks over 2 no. level basement.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
4805/19	Dublin City Council	Planning permission for demolition of existing 2 no. storey building and the construction of a 10 no. storey hotel development on lands (c.0.064ha) including no 1 and no 3 Prince's Court at the junction of Gloucester Street South and Prince's Street South.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2043/20	Dublin City Council	Planning Permission for a residential development of a c.0.073-hectare site. The development will consist of the demolition of all existing buildings (2 storey and single storey - c. 667 sq.m) and the construction of a 26-no. unit residential development, extending to 7 no. storeys comprising: 13 no. 1 bed apartments and 13 no. 2-bed apartments, all with private balcony or terrace.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
DSDZ2186/20	Dublin City Council	The development will consist of: - A residentially led development accommodated in 5no. residential blocks ranging from 2 to 7 storeys, sitting partially over single level basement, and at ground floor of existing Northbank House to accommodate: 472no. residential units in total.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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2143/20	Dublin City Council	The proposed development consists of the demolition of all existing structures on the site and the construction of a 219-bedroom hotel ranging in height from 6 to 9 storeys.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
DSDZ2204/20	Dublin City Council	PROTECTED STRUCTURE: Permission is sought for the demolition of a non-original 3 storey over basement commercial building behind protected façade (c.1684.8m2 to be demolished) and the construction of a commercial building (c.3,714 GIA overall) extending to 8 storeys with setback 9th floor over existing basement consisting of office space at 1st to 8th floor level (c.2,073m2 NIA) and an entrance/shared office/townhall/café space (c.264m2 NIA) at ground floor level. The retained façade will be restored, repaired and repointed with new windows/doors as required.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2583/20	Dublin City Council	The development consists of addition to and the amendment of previous permissions relating to the former College House and former Screen Cinema (DCC Reg. Ref. 3637/17 ABP Ref:PL29S.300709) and the former Apollo House (DCC Reg. Ref.: 3036/16, ABP Ref: PL29S.24907) and as amended by DCC Reg. Ref.: 2415/19 and DCC Reg. Ref.: 3668/19, ABP Ref: PL29S.305652 as follows: The demolition of existing structures and the construction of a new 8-11 storey commercial development with a building height of c.48.25m; The proposed additional development relates to an 8-11 storey development with commercial office use on 1st to 9th floors with plant and office uses at 10th floor; and Alterations to existing layouts.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3833/19	Dublin City Council	The proposal is for the provision of a white-water rafting course utilising the existing George's Dock basin, which is a protected structure. This would include the demolition of former Dublin Docklands Development Authority office building and removal of 6 no. existing trees at Custom House Quay and the construction of two new quayside buildings.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
DSDZ3781/20	Dublin City Council	PROTECTED STRUCTURE: Planning permission for development at Camden Lock, the largest of the three sea locks located between Grand Canal Dock and the River Liffey, at Ringsend, Dublin. The development will consist of restoring the existing lock chamber and gates at Camden Lock. The proposed works will include the installation of new timber lock gates including a pedestrian walkway over the breast gates, new hydraulic rams to allow for automation of the gates including associated ducting and new land tie collars and underground concrete anchor at each heel post.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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DSDZ3812/20	Dublin City Council	Planning permission for amendments to previously permitted development Reg. Ref. DSDZ2896/18 and as amended by DSDZ4279/18, DSDZ4111/19 and DSDZ2590/20 at a site of 1.26 hectares located at City Block 2, Spencer Dock, Dublin 1. The proposed amendments comprise of: • Internal reconfiguration of Block 1 and Block 2 to provide for 3 no. additional units to the permitted residential development increasing the number of units from 326 no. to 329 no. units, 165 no. one beds and 164 no. two bed units; • Internal reconfiguration of 1 no. unit at 6th floor level of Block 1; • Internal reconfiguration of communal space at 6th floor level of Block 1;	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. 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.
2723/20	Dublin City Council	PROTECTED STRUCTURE: Permission for a commercial development at this site at the rear of Connolly Station, Sheriff Street Lower, Dublin 1, D01 V6V6. The proposed development relates to work to Protected Structures. The development will consist of: i). the construction of 3 no. commercial blocks ranging in height from 9 storeys to 13 storeys (with the lower height building located adjacent to the recently consented Connolly Square (reference PL29N.305676) with a cumulative gross floor area of 42,670sq.m.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2772/20	Dublin City Council	Outline Permission for a development on this site at 12 Mark's Lane, Dublin 2. The development will consist of demolition of an old three storey building consisting of 6 old one bedroom apartments and the construction of a new five storey building over basement with penthouse consisting of 12 new apartments, 3 studio apartments, one two bedroom apartment and eight one bedroom apartments and associated site works.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
PWSDZ3406/22	Dublin City Council	Permission for a mixed use development (Referred to as Phase1B) on this site including lands known as the Former Irish Glass Bottle & Fabrizia Sites, Poolbeg West, Dublin 4. Development will consist of amendment to Permission Register Reference PWSDZ3270/19 and the construction of a residential and mixed-use scheme to provide 356 No. apartment units.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
PWSDZ4380/22	Dublin City Council	Development of an office and mixed-use scheme (Referred to as Phase A Commercial) on an infill site of land within the former Irish Glass Bottle (IGB) and Fabrizia sites on Sean Moore Road, Dublin 4. The proposed development will consist of an office and mixed-use scheme comprising 2 No. blocks.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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4250/22	Dublin City Council	PROTECTED STRUCTURE: The development will consist of the demolition of the existing two storey shed-like rear buildings currently containing hotel bedrooms and the construction of a 5 storey, over part-basement, 17 bedroom aparthotel with roof terrace addressing Mabbot Lane.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3279/21	Dublin City Council	Planning permission for development on a site at 17-21 Foley Street, Dublin 1, located north of Block B, Joyce's Court, south of Foley Street, east of Joyce's Walk and west of Ulysses House. The proposed development seeks permission for a 11 no. storey over partial basement level aparthotel of 91 rooms/suites.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3220/21	Dublin City Council	PROTECTED STRUCTURE: Permission for development at this site which extends from North Wall Quay Extension to the Tolka Estuary, to include the western boundary to Dublin Port and pavements along East Wall Road, across the Alexandra Road junction with East Wall Road, across the Tolka Quay Road junction with East Wall Road, Bond Road, across the Promenade Road junction with Bond Road and to end of Bond Road, Dublin Port, Dublin 1 & 3 and permission to amend development permitted under Reg. Ref. 3084/16. The proposed development will consist of construction of a new 1.4km pedestrian walkway and a 2-way cycle lane along East Wall Road and Bond Road from the River Liffey to the Tolka Estuary.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
4014/20	Dublin City Council	PROTECTED STRUCTURE: Permission for development on lands at 64, 65 and 66, Gardiner Street Lower, and all associated sites to the rear addressing Moland Place, Dublin 1. Nos. 64, 65 and 66 Gardiner Street Lower are Protected Structures. The development will consist of the refurbishment/alterations and change of use of existing buildings on the site and construction of new buildings to the rear to provide a hotel development (72 bedrooms) with ancillary public restaurant and associated ancillary uses.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
DSDZ2103/21	Dublin City Council	Ten-year permission for development on a site at City Block 9, North Wall Quay and Mayor Street Upper, Dublin 1. The application relates to a proposed development within a Strategic Development Zone Planning Scheme area, located within City Block 9 as identified in the North Lotts & Grand Canal Dock Planning Scheme, 2014. The development will consist of the construction of 3 No. commercial office buildings and basement accommodation, the development of a new western pedestrian lane from Castleforbes Road linking centrally with a new pedestrian lane through the centre of the overall City Block 9 site to North Wall Quay, with a second lane also linking to North Wall Quay to the east of Block B4, public realm improvements and all enabling and site development works.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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5464/22	Dublin City Council	The proposed development consists of the construction of a commercial office ranging in height from 5 to 8 storeys. The proposed development is designed to integrate into the adjacent permitted residential scheme (ABP Ref: TA29N.308827).	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
4674/22	Dublin City Council	Demolition of the existing buildings and structures and the Construction of a building up to 24 storeys in height (108.4 metres above ground) over a double basement including arts centre, offices, gym and ancillary uses.	Residential receptors identified within 350m of the planned deevelopment. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation signficant effects expected due to planned development in isolation - it follows that a signficant cumulative impact is expected.	The Proposed Scheme will have dust mitagtion measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no signifcant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
4544/22	Dublin City Council	Proposed development comprises the demolition of the existing structures on site and the construction of a 7-storey senior living 'Build-to-Rent' apartment building comprising 30 No. 1-bedroom apartments with winter gardens on the northern and southern elevations, indoor residential communal amenity / facility areas at ground floor level, a garden courtyard at ground floor level; and a communal landscaped rooftop garden.	Residential receptors identified within 350m of the planned deevelopment. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation signficant effects expected due to planned development in isolation - it follows that a signficant cumulative impact is expected.	The Proposed Scheme will have dust mitagtion measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no signifcant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
PWSDZ4058/22	Dublin City Council	Mixed use development (Phase 2) in the Poolbeg West Strategic Development Zone (SDZ). Phase 2 will consist of amendment to Permission Register Reference PWSDZ3270/19 in those areas where the net site of 2.10 hectares overlaps with the boundaries of the earlier 4.3 hectare infrastructure permission and the construction of a residential and mixed-use scheme comprising 2 No. blocks to provide: 516 No. apartment units and associated residential amenity facilities; a childcare facility: 5 no. café restaurant units; 2 no. Retail Services; 14 no. Retail Units; 1 no. Foodhall, 1 no. Health Facility: basement car parking; together with associated infrastructural works on the overall site. The proposed development will also include provision of the South Bank Link Road as identified in the SDZ Planning Scheme.	Residential receptors identified within 350m of the planned deevelopment. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation signficant effects expected due to planned development in isolation - it follows that a signficant cumulative impact is expected.	The Proposed Scheme will have dust mitagtion measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no signifcant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
305219	DCC	464 Apartments, 84 shared accommodation. City Block 2, Spencer Dock	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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310299	DCC	Demolition all existing buildings, construction of 112 no. apartments and associated site works.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
305219	DCC	548 no. residential units (464 no. apartments, 84 no. shared accommodation) and associated site works	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
308827	DCC	Demolition of all the structures on the site, 702 no. Build to Rent residential units, creche and associated site works	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
310299	DCC	Demolition all existing buildings, construction of 112 no. apartments and associated site works	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
PWSDZ3207/21	DCC	mixed use development on a site of 15.3 hectares (including some 0.2 hectares of public domain on Sean Moore Road and the junction with Pine Road), focused primarily, but not exclusively, on a net site area of 2.4 hectares (identified as within the A3 Lands) in the Poolbeg West Strategic Development Zone Planning Scheme	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
306722	DCC	548 no. residential units (464 no. apartments, 84 no. shared accommodation) and associated site works.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
TA0126	DCC	Demolition of buildings and construction of 112 no. apartments	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
309787	DCC	Construction of a 12 storey Shared Accommodation development, 102 rooms. Demolition of buildings on site.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
IW13		North Docklands. Dublin Docklands Sewer Upgrade Works	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
IW14		Ringsend. Ringsend Main Lift Pumping Station Upgrade	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
IW15		Ringsend. Ringsend Wastewater Treatment Plant Upgrade Project	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	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.
IW17		Sandymount. National Leakage Reduction Programme	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
MP08		DART+ Programme West	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
MP12		DART+ Programme South West	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
MP20		Poolbeg LUAS	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	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
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	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
MP23		Poolbeg SDZ roads development: refer to "Details" link	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
MP28		DART+ Programme Coastal South	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
MP32		MetroLink	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
MP36	Dublin City Council	Dublin Southern Port Access Route (SPAR). Proposed 1.6km SPAR which includes an opening bridge across the Liffey east of the existing Tom Clarke Bridge (East-Link Toll Bridge), has been identified in the Dublin Port Masterplan ("3FM Project"). The SPAR will be a private road which will take HGV traffic destined to/from the port off the local public road network. It will also allow access for other HGV traffic such as to the Covanta Waste-to-Energy plant. The SPAR will include an active travel corridor open to the public.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
DSDZ2014/17	Dublin City Council	Under the Planning Scheme for the North Lotts and Grand Canal Dock Strategic Development Zone. Development will consist of the demolition of an existing single storey building and the construction of a new eight-storey mixed-use development, comprising: i) Café/ retail use, with new shop front, at ground floor level; ii) 7 no. two-bedroom apartments on above-ground floor levels (1 no. apartment on each floor) with private terraces/ balconies to each apartment; communal landscaped roof garden; apartment entrance lobby, bicycle store and bin store at ground floor level; iii) plant/ lift core at roof level; iv) drainage and all associated site works necessary to facilitate the development.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
DSDZ2043/17	Dublin City Council	PROTECTED STRUCTURE - The development will consist of modifications to the development permitted under planning Reg. Ref. DSDZ2609/16. The permitted development provides for demolition of existing structures on site and construction of a 7-storey (over lower ground and basement level) mixed use commercial development. The proposed modifications consist of: - omission of basement level and reconfiguration of lower ground floor; change of use of multiple floors; and multiple internal reconfiguration/alterations.	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proposed project is screened from the Proposed Scheme by intervening buildings.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration).	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also 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).
DSDZ2042/17	Dublin City Council	PROTECTED STRUCTURE: The development will consist of modifications to the development permitted under planning reg. ref. DSDZ2608/16. The permitted development provides for demolition of existing structures on site and construction of a 6-7 storey residential development of 91. no. residential units. The proposed modifications consist of: - Re-organization of internal layout to provide 100 no. residential units; Associated elevational changes to windows and provision of additional balconies to west (Lime Street) and east (Whitaker Lane) elevations and facing into internal courtyard; Omission of basement level and reconfiguration of lower ground floor level to accommodate residential community facilities.	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
DSDZ3357/17	Dublin City Council	The development consists of the following: -Demolition of existing single storey cottage to north of the site. -The construction of a 2 to 7 storey over single basement residential development in 6 no. blocks.	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
DSDZ3779/17	Dublin City Council	The development consists of a ten-year permission for the construction of 2 No. residential buildings ranging in height from 6 storeys to 11 storeys.	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
DSDZ3780/17	Dublin City Council	The development will consist of a ten-year permission for the construction of 4 no. commercial office buildings ranging in height from 6 storeys to 8 storeys.	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
DSDZ4098/17	Dublin City Council	The proposal consists of modifications to developments (DSDZ2609/16 and DSDZ2043/17). The original development was for the demolition of existing structures on site and construction of a 7-storey (over lower ground floor level basement) mixed use commercial development.	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
DSDZ2135/18	Dublin City Council	The proposal is for the provision of 3 no. commercial blocks with vehicular and bike access to basement carpark.	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
DSDZ2145/18	Dublin City Council	The proposed development comprises changes to the two basement levels and changes at surface level, previously permitted under DSDZ2546/15 (the parent permission) as amended by permission references DSDZ4345/15, DSDZ2663/16, DSDZ4102/16, DSDZ3796/16, DSDZ3572/17, and DSDZ4135/17.	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
DSDZ2252/18	Dublin City Council	PROTECTED STRUCTURE: A 10-year permission for development at this site at 20-24 Sir John Rogerson's Quay. The development will consist of: The demolition of existing structures on site on a phased basis; Change of use from office to retail/nonretail services at ground, 1st and 2nd floors and associated refurbishment and internal alterations to the 3 storey structure at 25-27 Sir John Rogerson's Quay; Construction of a new office building extending up to 8 storeys, including retail/non retail services at ground floor on Lime Street and commercial office development throughout the remainder of the proposed building.	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
DSDZ2896/18	Dublin City Council	The development consists of the following: - Construction of 325 no. residential units and aparthotel in 2 no. blocks; - Block 1 to the north of the site will be 7 no. storeys in height and Block 2 to the south of the site will be part 6 no. /part 7 no. storeys.	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proposed project is screened from the Proposed Scheme by intervening buildings.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration).	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also 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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DSDZ2906/18	Dublin City Council	PROTECTED STRUCTURE: The proposed development will consist of; The demolition of existing structures on site on a phased basis which includes the red brick single storey building fronting Sir John Rogerson's Quay and the provision of 134 no. residential units over ground to set back seventh floor level with provision of parking facilities.	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proposed project is screened from the Proposed Scheme by intervening buildings.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration).	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also 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).
DSDZ3648/18	Dublin City Council	Development will consist of (i) the demolition of an existing single storey building and the construction of a new eight-storey mixed-use development, comprising (i) retail/café use (69.5sq.m), with new shop front, at ground floor level; (ii) office space (702sq.m) on above ground floor levels, with terraces/balconies and staff facilities on each floor, and with ancillary office space (64.5sq.m) at ground floor comprising office entrance, reception area, and bicycle/bin stores.	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proposed project is screened from the Proposed Scheme by intervening buildings.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	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).
DSDZ2668/19	Dublin City Council	PROTECTED STRUCTURE: The proposed development will consist of: -Demolition of 8-10 Hanover Street East; Construction of a 'build-to-rent' residential development in buildings ranging from 1 storey to 6 storeys plus set back level (over basement); Provision of 217 apartments; provision of parking facilities.	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proposed project is screened from the Proposed Scheme by intervening buildings.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration).	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also 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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DSDZ3268/19	Dublin City Council	The development will consist of: 1) demolition of No's 3-5 Cardiff Lane and construction in their place of an extension to the existing hotel consisting of: a) basement plantroom; b) ground floor cafe, hotel service area with delivery access / street set-down and redirected escape corridor; c) 1st floor extension to permitted Conference Centre (Ref: DSDZ2599/18); d) eight floors of bedrooms - total 88 rooms; 2) an additional five bedrooms at new 8th floor level above existing hotel; 3) replacement of cafe as permitted by DSDZ2599/18 with additional 'break-out' space; 4) amendments to original hotel to a) relocate glazed enclosure of main hotel entrance to increase area of reception; b) addition of new service lift in existing lift core; c) new service access corridor / on street delivery set-down; d) redirected fire escape / exit and e) conversion of existing meeting rooms to 5 bedrooms; and 5) new signage to permitted scheme DSDZ2599/18. This application relates to land within the North Lotts and Grand Canal Docks Strategic Development Zone.	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proposed project is screened from the Proposed Scheme by intervening buildings.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration).	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also 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).
PWSDZ3270/19	Dublin City Council	The proposed development will consist of streets, transportation, water services and utilities infrastructure; public realm and public amenity spaces; and, temporary landscaping of a school site, to facilitate Phase 1 development as provided for under the approved Poolbeg West SDZ Planning Scheme. A 10-year permission is sought.	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
DSDZ4006/19	Dublin City Council	PROTECTED STRUCTURE: The proposed development will consist of: - • Change of use from office to retail/non-retail services/café/restaurant at ground floor and associated refurbishment and internal alterations; Construction of an office building ranging from 5 to 8 storeys (over lower ground & basement levels), including retail/non-retail services at ground floor and commercial office development throughout the remainder of the proposed building; Provision of car parking spaces.	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).

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4805/19	Dublin City Council	Planning permission for demolition of existing 2 no. storey building and the construction of a 10 no. storey hotel development on lands (c.0.064ha) including no 1 and no 3 Prince's Court at the junction of Gloucester Street South and Prince's Street South.	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
2043/20	Dublin City Council	Planning Permission for a residential development of a c.0.073 hectare site. The development will consist of the demolition of all existing buildings (2 storey and single storey - c. 667 sq.m) and the construction of a 26 no. unit residential development, extending to 7 no. storeys comprising: 13 no. 1 bed apartments and 13 no. 2-bed apartments, all with private balcony or terrace. Provision of c.184 sq.m of landscaped communal amenity space to the rear at ground floor level; single storey plant and storage building and enclosed bin store and 58 no. bicycle secure parking spaces; pedestrian access from York Road; all ancillary site works, an ESB substation (at ground floor level fronting onto York Road); provision of green roof, plant and all associated site development work. The total gross floor area is c.2,129 sqm.	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
DSDZ2186/20	Dublin City Council	The development will consist of: - A residentially led development accommodated in 5no. residential blocks ranging from 2 to 7 storeys, sitting partially over single level basement, and at ground floor of existing Northbank House to accommodate: 472no. residential units in total.	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proposed project is screened from the Proposed Scheme by intervening buildings.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration).	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also 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).
DSDZ2204/20	Dublin City Council	PROTECTED STRUCTURE: Permission is sought for the demolition of a non-original 3 storey over basement commercial building behind protected façade (c.1684.8m2 to be demolished) and the construction of a commercial building (c.3,714 GIA overall) extending to 8 storeys with setback 9th floor over existing basement consisting of office space at 1st to 8th floor level (c.2,073m2 NIA) and an entrance/shared office/townhall/café space (c.264m2 NIA) at ground floor level. The retained façade will be restored, repaired and repointed with new windows/doors as required.	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proposed project is screened from the Proposed Scheme by intervening buildings.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration).	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also 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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3833/19	Dublin City Council	The proposal is for the provision of a white-water rafting course utilising the existing George's Dock basin, which is a protected structure. This would include the demolition of former Dublin Docklands Development Authority office building and removal of 6 no. existing trees at Custom House Quay and the construction of two new quayside buildings.	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
DSDZ3781/20	Dublin City Council	PROTECTED STRUCTURE: Planning permission for development at Camden Lock, the largest of the three sea locks located between Grand Canal Dock and the River Liffey, at Ringsend, Dublin. The development will consist of restoring the existing lock chamber and gates at Camden Lock. The proposed works will include the installation of new timber lock gates including a pedestrian walkway over the breast gates, new hydraulic rams to allow for automation of the gates including associated ducting and new land tie collars and underground concrete anchor at each heel post.	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proposed project is screened from the Proposed Scheme by intervening buildings.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration).	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also 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).
DSDZ3812/20	Dublin City Council	Planning permission for amendments to previously permitted development Reg. Ref. DSDZ2896/18 and as amended by DSDZ4279/18, DSDZ4111/19 and DSDZ2590/20 at a site of 1.26 hectares located at City Block 2, Spencer Dock, Dublin 1. The application relates to a proposed development within a Strategic Development Zone Planning Scheme area, North Lotts and Grand Canal Dock SDZ. The proposed amendments comprise of: • Internal reconfiguration of Block 1 and Block 2 to provide for 3 no. additional units to the permitted residential development increasing the number of units from 326 no. to 329 no. units, 165 no. one beds and 164 no. two bed units; • Internal reconfiguration of 1 no. unit at 6th floor level of Block 1; • Internal reconfiguration of communal space at 6th floor level of Block 1;	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proposed project is screened from the Proposed Scheme by intervening buildings.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration).	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also 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).
2772/20	Dublin City Council	Outline Permission for a development on this site at 12 Mark's Lane, Dublin 2. The development will consist of demolition of an old three storey building consisting of 6 old one bedroom apartments and the construction of a new five storey building over basement with penthouse consisting of 12 new apartments, 3 studio apartments, one two bedroom apartment and eight one bedroom apartments and associated site works.	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proposed project is screened from the Proposed Scheme by intervening buildings.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration).	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also 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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PWSDZ3406/22	Dublin City Council	Permission for a mixed use development (Referred to as Phase1B) on this site including lands known as the Former Irish Glass Bottle & Fabrizia Sites, Poolbeg West, Dublin 4. Development will consist of amendment to Permission Register Reference PWSDZ3270/19 and the construction of a residential and mixed-use scheme to provide 356 No. apartment units.	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to a small section of 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).	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).
PWSDZ4380/22	Dublin City Council	Development of an office and mixed-use scheme (Referred to as Phase A Commercial) on an infill site of land within the former Irish Glass Bottle (IGB) and Fabrizia sites on Sean Moore Road, Dublin 4. The proposed development will consist of an office and mixed-use scheme comprising 2 No. blocks.	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to a small section of 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).	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).
3220/21	Dublin City Council	PROTECTED STRUCTURE: Permission for development at this site which extends from North Wall Quay Extension to the Tolka Estuary, to include the western boundary to Dublin Port and pavements along East Wall Road, across the Alexandra Road junction with East Wall Road, across the Tolka Quay Road junction with East Wall Road, Bond Road, across the Promenade Road junction with Bond Road and to end of Bond Road, Dublin Port, Dublin 1 & 3 and permission to amend development permitted under Reg. Ref. 3084/16. The proposed development will consist of construction of a new 1.4km pedestrian walkway and a 2-way cycle lane along East Wall Road and Bond Road from the River Liffey to the Tolka Estuary.	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to the 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).	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).
DSDZ2103/21	Dublin City Council	Ten-year permission for development on a site at City Block 9, North Wall Quay and Mayor Street Upper, Dublin 1. The application relates to a proposed development within a Strategic Development Zone Planning Scheme area, located within City Block 9 as identified in the North Lotts & Grand Canal Dock Planning Scheme, 2014. The development will consist of the construction of 3 No. commercial office buildings and basement accommodation, the development of a new western pedestrian lane from Castleforbes Road linking centrally with a new pedestrian lane through the centre of the overall City Block 9 site to North Wall Quay, with a second lane also linking to North Wall Quay to the east of Block B4, public realm improvements and all enabling and site development works.	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to the 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).	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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4674/22	Dublin City Council	Demolition of the existing buildings and structures and the construction of a building up to 24 storeys in height (108.4 metres above ground) over a double basement including arts centre, offices, gym and ancillary uses.	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).
4544/22	Dublin City Council	Proposed development comprises the demolition of the existing structures on site and the construction of a 7-storey senior living 'Build-to-Rent' apartment building comprising 30 No. 1-bedroom apartments with winter gardens on the northern and southern elevations, indoor residential communal amenity / facility areas at ground floor level, a garden courtyard at ground floor level; and a communal landscaped rooftop garden.	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).
PWSDZ4058/22	Dublin City Council	Mixed use development (Phase 2) in the Poolbeg West Strategic Development Zone (SDZ). Phase 2 will consist of amendment to Permission Register Reference PWSDZ3270/19 in those areas where the net site of 2.10 hectares overlaps with the boundaries of the earlier 4.3 hectare infrastructure permission and the construction of a residential and mixed-use scheme comprising 2 No. blocks to provide: 516 No. apartment units and associated residential amenity facilities; a childcare facility: 5 no. café restaurant units; 2 no. Retail Services; 14 no. Retail Units; 1 no. Foodhall, 1 no. Health Facility: basement car parking; together with associated infrastructural works on the overall site. The proposed development will also include provision of the South Bank Link Road as identified in the SDZ Planning 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).
310299	DCC	Demolition all existing buildings, construction of 112 no. apartments and associated site works.	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proposed project is screened from the Proposed Scheme by intervening buildings.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration).	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also 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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305219	DCC	548 no. residential units (464 no. apartments, 84 no. shared accommodation) and associated site works	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
308827	DCC	Demolition of all the structures on the site, 702 no. Build to Rent residential units, creche and associated site works	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
306722	DCC	548 no. residential units (464 no. apartments, 84 no. shared accommodation) and associated site works.	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
TA0126	DCC	Demolition of buildings and construction of 112 no. apartments	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).

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IW13		North Docklands. Dublin Docklands Sewer Upgrade Works	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
IW14		Ringsend. Ringsend Main Lift Pumping Station Upgrade	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
IW15		Ringsend. Ringsend Wastewater Treatment Plant Upgrade Project	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
IW17		Sandymount. National Leakage Reduction Programme	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proposed project is screened from the Proposed Scheme by intervening buildings.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration).	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also 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
MP20		Poolbeg LUAS	NSLs identified within 300m of the planned development. The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proposed project is screened from the Proposed Scheme by intervening buildings.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration).	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also 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).
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	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
MP23		Poolbeg SDZ roads development: refer to "Details" link	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
MP28		DART+ Programme Coastal South	Proposed Project is significantly set back from the proposed scheme. No potential for cumulative impacts	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). No cumulatives identified	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
MP32		MetroLink	Proposed Project is significantly set back from the proposed scheme. No potential for cumulative impacts	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). No cumulatives identified	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
MP36	Dublin City Council	Dublin Southern Port Access Route (SPAR). Proposed 1.6km SPAR which includes an opening bridge across the Liffey east of the existing Tom Clarke Bridge (East-Link Toll Bridge), has been identified in the Dublin Port Masterplan ("3FM Project"). The SPAR will be a private road which will take HGV traffic destined to/from the port off the local public road network. It will also allow access for other HGV traffic such as to the Covanta Waste-to-Energy plant. The SPAR will include an active travel corridor open to the public.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is immediately adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).

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
3364/16	Dublin City Council	Planning permission for a proposed development comprising: A six storey extension to the rear (north) of the existing building, extension to front (south) at fifth floor, and provision of additional bike parking spaces at basement level.	Construction As there is uncertainty around the scheme's construction dates the assessment of cumulative effects has assumed a worst case of construction overlap which would lead to a potential cumulative impact on land take. Operation There is no potential for cumulative effects on land take during operation.	Construction Proposed mitigation would be to avoid construction overlap of the two projects. Operation No mitigation proposed.	Construction The residual significance of effect will be neutral and not significant once construction overlap is avoided. Operation As there is no potential for cumulative effects, there will be no residual cumulative effects on land take.	Projects are planned to avoid construction overlap. Construction dates are uncertain as we could not verify whether the development had been built.
DSDZ3779/17	Dublin City Council	The development consists of a ten-year permission for the construction of 2 No. residential buildings ranging in height from 6 storeys to 11 storeys.	Construction As there is uncertainty around the scheme's construction dates the assessment of cumulative effects has assumed a worst case of construction overlap which would lead to a potential cumulative impact on land take. Operation There is no potential for cumulative effects on land take during operation.	Construction Proposed mitigation would be to avoid construction overlap of the two projects. Operation No mitigation proposed.	Construction The residual significance of effect will be neutral and not significant once construction overlap is avoided. Operation As there is no potential for cumulative effects, there will be no residual cumulative effects on land take.	Projects are planned to avoid construction overlap. Construction dates are uncertain as we could not verify whether the development had been built.
DSDZ4098/17	Dublin City Council	The proposal consists of modifications to developments (DSDZ2609/16 and DSDZ2043/17). The original development was for the demolition of existing structures on site and construction of a 7-storey (over lower ground floor level basement) mixed use commercial development.	Construction As there is uncertainty around the scheme's construction dates the assessment of cumulative effects has assumed a worst case of construction overlap which would lead to a potential cumulative impact on land take. Operation There is no potential for cumulative effects on land take during operation.	Construction Proposed mitigation would be to avoid construction overlap of the two projects. Operation No mitigation proposed.	Construction The residual significance of effect will be neutral and not significant once construction overlap is avoided. Operation As there is no potential for cumulative effects, there will be no residual cumulative effects on land take.	Projects are planned to avoid construction overlap. Construction dates are uncertain as we could not verify whether the development had been built.
DSDZ2145/18	Dublin City Council	The proposed development comprises changes to the two basement levels and changes at surface level, previously permitted under DSDZ2546/15 (the parent permission) as amended by permission references DSDZ4345/15, DSDZ2663/16, DSDZ4102/16, DSDZ3796/16, DSDZ3572/17, and DSDZ4135/17.	Construction As there is uncertainty around the scheme's construction dates the assessment of cumulative effects has assumed a worst case of construction overlap which would lead to a potential cumulative impact on land take. Operation There is no potential for cumulative effects on land take during operation.	Construction Proposed mitigation would be to avoid construction overlap of the two projects. Operation No mitigation proposed.	Construction The residual significance of effect will be neutral and not significant once construction overlap is avoided. Operation As there is no potential for cumulative effects, there will be no residual cumulative effects on land take.	Projects are planned to avoid construction overlap. Construction dates are uncertain as we could not verify whether the development had been built.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
2043/20	Dublin City Council	Planning Permission for a residential development of a c.0.073-hectare site. The development will consist of the demolition of all existing buildings (2 storey and single storey - c. 667 sq.m) and the construction of a 26-no. unit residential development, extending to 7 no. storeys comprising: 13 no. 1 bed apartments and 13 no. 2-bed apartments, all with private balcony or terrace.	Construction As there is uncertainty around the scheme's construction dates the assessment of cumulative effects has assumed a worst case of construction overlap which would lead to a potential cumulative impact on land take. Operation There is no potential for cumulative effects on land take during operation.	Construction Proposed mitigation would be to avoid construction overlap of the two projects. Operation No mitigation proposed.	Construction The residual significance of effect will be neutral and not significant once construction overlap is avoided. Operation As there is no potential for cumulative effects, there will be no residual cumulative effects on land take.	Projects are planned to avoid construction overlap. Construction dates are uncertain as we could not verify whether the development had been built.
DSDZ2204/20	Dublin City Council	PROTECTED STRUCTURE: Permission is sought for the demolition of a non-original 3 storey over basement commercial building behind protected façade (c.1684.8m2 to be demolished) and the construction of a commercial building (c.3,714 GIA overall) extending to 8 storeys with setback 9th floor over existing basement consisting of office space at 1st to 8th floor level (c.2,073m2 NIA) and an entrance/shared office/townhall/café space (c.264m2 NIA) at ground floor level. The retained façade will be restored, repaired and repointed with new windows/doors as required.	Construction As there is uncertainty around the scheme's construction dates the assessment of cumulative effects has assumed a worst case of construction overlap which would lead to a potential cumulative impact on land take. Operation There is no potential for cumulative effects on land take during operation.	Construction Proposed mitigation would be to avoid construction overlap of the two projects. Operation No mitigation proposed.	Construction The residual significance of effect will be neutral and not significant once construction overlap is avoided. Operation As there is no potential for cumulative effects, there will be no residual cumulative effects on land take.	Projects are planned to avoid construction overlap. Construction dates are uncertain as we could not verify whether the development had been built.
3833/19	Dublin City Council	The proposal is for the provision of a white-water rafting course utilising the existing George's Dock basin, which is a protected structure. This would include the demolition of former Dublin Docklands Development Authority office building and removal of 6 no. existing trees at Custom House Quay and the construction of two new quayside buildings.	Construction As there is uncertainty around the scheme's construction dates the assessment of cumulative effects has assumed a worst case of construction overlap which would lead to a potential cumulative impact on land take. Operation There is no potential for cumulative effects on land take during operation.	Construction Proposed mitigation would be to avoid construction overlap of the two projects. Operation No mitigation proposed.	Construction The residual significance of effect will be neutral and not significant once construction overlap is avoided. Operation As there is no potential for cumulative effects, there will be no residual cumulative effects on land take.	Projects are planned to avoid construction overlap. Construction dates are uncertain as we could not verify whether the development had been built.
2772/20	Dublin City Council	Outline Permission for a development on this site at 12 Mark's Lane, Dublin 2. The development will consist of demolition of an old three storey building consisting of 6 old one bedroom apartments and the construction of a new five storey building over basement with penthouse consisting of 12 new apartments, 3 studio apartments, one two bedroom apartment and eight one bedroom apartments and associated site works.	Development completed	Development completed	Development completed	Development completed

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
DSDZ2103/21	Dublin City Council	Ten-year permission for development on a site at City Block 9, North Wall Quay and Mayor Street Upper, Dublin 1. The application relates to a proposed development within a Strategic Development Zone Planning Scheme area, located within City Block 9 as identified in the North Lotts & Grand Canal Dock Planning Scheme, 2014. The development will consist of the construction of 3 No. commercial office buildings and basement accommodation, the development of a new western pedestrian lane from Castleforbes Road linking centrally with a new pedestrian lane through the centre of the overall City Block 9 site to North Wall Quay, with a second lane also linking to North Wall Quay to the east of Block B4, public realm improvements and all enabling and site development works.	Construction: Amenity: Constructing both schemes at the same time has the potential to bring about significant impacts on amenity in the immediate vicinity of the works during a temporary / short-term period, given the scale and type of works envisaged / proposed. Operation: No significant cumulative impact expected.	Construction: Proposed mitigation would be to avoid construction overlap of the two projects. Operation No mitigation proposed.	No significant cumulative impacts.	N/A
5479/22	Dublin City Council	Planning permission was received for development under DCC Reg. Ref. 3442/16 (as extended under Reg. Ref. 3442/16/X1 to 28th July 2025) (and subsequently amended by Reg. Refs. 3933/19 and 3576/21). Demolition of Clerys' warehouse building, reduction of ground level and enabling works have been undertaken on the site further to this permission. The proposed development will consist of the construction of a building 9 storeys (with setbacks) in height (over basement) comprising hotel and associated licenced restaurant and public bar uses.	Construction The decision status regarding the development's planning permission is 'ADDITIONAL INFORMATION'. Therefore, it is unclear if there shall be temporal overlap between this development and the BusConnects corridor's construction stages. As such, for the purpose of this appraisal, it is assumed that there shall be. Assuming temporal overlap of the two developments' construction stages shall occur, there is potential for interaction between the two given their vicinity. However, there is no overlap in the developments' site areas or land takes. Given this, as well as there being no significant amenity impacts (as stated within the route's associated Amenity Assessment) of the route at construction stage, no cumulative impacts on amenity or land take at construction stage are expected. Site specific accessibility impacts have been considered to be out of scope for this assessment. Operation Given that the two proposals' areas do not overlap and that no significant amenity impacts (as stated within the route's associated Amenity Assessment) of the route at operation stage have been identified, there is no potential for cumulative impacts on land take or amenity during operation. Site specific accessibility impacts have been considered to be out of scope for this assessment. Furthermore, the other development may enable greater demand for the BusConnect corridor through the proposed hotel's occupants and employees. Additionally, there may be limited positive journey quality and affordability impacts for hospitality-sector commuters working at the proposed hotel. Given this, and given that no negative cumulative impacts are anticipated at operation stage, cumulative impacts at operation stage are anticipated to be positive.	Construction There are no anticipated negative cumulative impacts at construction stage relating to this development, meaning no mitigation measures are required at this stage. Site specific accessibility impacts have been considered to be out of scope for this assessment. Operation There are no anticipated negative cumulative impacts at operation stage - cumulative impacts at this stage are anticipated to be positive. Therefore, no mitigation measures for land take and amenity cumulative impacts are required at this stage. Site specific accessibility impacts have been considered to be out of scope for this assessment.	Construction No significant residual cumulative impacts at construction stage are anticipated. Operation No significant cumulative impacts at operation stage are anticipated.	It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
5464/22	Dublin City Council	The proposed development consists of the construction of a commercial office ranging in height from 5 to 8 storeys. The proposed development is designed to integrate into the adjacent permitted residential scheme (ABP Ref: TA29N.308827).	Construction The decision status regarding the development's planning permission is 'ADDITIONAL INFORMATION'. Therefore, it is unclear if there shall be temporal overlap between this development and the BusConnects corridor's construction stages. As such, for the purpose of this appraisal, it is assumed that there shall be. Assuming temporal overlap of the two developments' construction stages shall occur, there is potential for interaction between the two given their vicinity. However, there is no overlap in the developments' site areas or land takes. Given this, as well as there being no significant amenity impacts (as stated within the route's associated Amenity Assessment) of the route at construction stage, no cumulative impacts on amenity or land take at construction stage are expected. Site specific accessibility impacts have been considered to be out of scope for this assessment. Operation Given that the two proposals' areas do not overlap and that no significant amenity impacts (as stated within the route's associated Amenity Assessment) of the route at operation stage have been identified, there is no potential for cumulative impacts on land take or amenity during operation. Site specific accessibility impacts have been considered to be out of scope for this assessment. Furthermore, the other development may enable greater demand for the BusConnect corridor through the proposed site's employees. Additionally, there may be limited positive affordability and journey quality impacts for commuters to the proposed site. Given this, and given that no negative cumulative impacts are anticipated at operation stage, cumulative impacts at operation stage are anticipated to be positive.	Construction There are no anticipated negative cumulative impacts at construction stage relating to this development, meaning no mitigation measures are required at this stage. Site specific accessibility impacts have been considered to be out of scope for this assessment. Operation There are no anticipated negative cumulative impacts at operation stage - cumulative impacts at this stage are anticipated to be positive. Therefore, no mitigation measures for land take and amenity cumulative impacts are required at this stage. Site specific accessibility impacts have been considered to be out of scope for this assessment.	Construction No significant residual cumulative impacts at construction stage are anticipated. Operation No significant cumulative impacts at operation stage are anticipated.	It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages.
3546/22	Dublin City Council	The proposed development will consist of the demolition of the existing three-storey commercial building and the construction of a nine-storey over basement level mixed-use building consisting of 1 no. commercial unit (public house) at ground floor level and a total of 15 no. apartments over eight floors.	Construction Permission for the development has been granted, however its exact construction date is unknown at the time of this assessment. Therefore, it is unclear if there shall be temporal overlap between this development and the BusConnects corridor's construction stages. As such, for the purpose of this appraisal, it is assumed that there will be. Assuming temporal overlap of the two developments' construction stages shall occur, there is potential for interaction between the two given their vicinity. However, there is no overlap in the developments' site areas or land takes. Given this, as well as there being no significant amenity impacts (as stated within the route's associated Amenity Assessment) of the route at construction stage, no cumulative impacts on amenity or land take at construction stage are expected. Site specific accessibility impacts have been considered to be out of scope for this assessment. Operation Given that the two proposals' areas do not overlap and that no significant amenity impacts (as stated within the route's associated Amenity Assessment) of the route at operation stage have been identified, there is no potential for cumulative impacts on land take or amenity during operation. Site specific accessibility impacts have been considered to be out of scope for this assessment. Furthermore, the other development may enable greater demand for the BusConnect corridor through the proposed site's residents and employees. Additionally, there may be limited positive journey quality and affordability impacts for commuters working at the proposed site. Given this, and given that no negative cumulative impacts are anticipated at operation stage, cumulative impacts at operation stage are anticipated to be positive.	Construction There are no anticipated negative cumulative impacts at construction stage relating to this development, meaning no mitigation measures are required at this stage. Site specific accessibility impacts have been considered to be out of scope for this assessment. Operation There are no anticipated negative cumulative impacts at operation stage - cumulative impacts at this stage are anticipated to be positive. Therefore, no mitigation measures for land take and amenity cumulative impacts are required at this stage. Site specific accessibility impacts have been considered to be out of scope for this assessment.	Construction No significant residual cumulative impacts at construction stage are anticipated. Operation No significant cumulative impacts at operation stage are anticipated.	It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
4674/22	Dublin City Council	Demolition of the existing buildings and structures and the construction of a building up to 24 storeys in height (108.4 metres above ground) over a double basement including arts centre, offices, gym and ancillary uses.	Construction Planning permission for the development has been refused, however the developer is appealing the decision. As such, it is unclear if there will be temporal overlap in the two developments' construction phases. Therefore, for the purpose of this assessment and for prudence, it is assumed that there will be. There is overlap in the two developments' land takes. As such, there is potential for cumulative impacts on land take at construction stage. However, there are no significant amenity impacts on the corridor (as stated within its associated Amenity Assessment) at construction or operation stage. Therefore, no cumulative impacts on amenity are anticipated at the construction stage. Site specific accessibility impacts have been considered to be out of scope for this assessment. Operation Given that the two proposals' permanent land takes overlap, there is potential for cumulative impacts on land take during the operation stage. However no significant amenity impacts (as stated within the route's associated Amenity Assessment) of the route at operation stage have been identified. Therefore there is no potential for cumulative impacts on amenity during the operation stage. Site specific accessibility impacts have been considered to be out of scope for this assessment. Furthermore, the other development may enable greater demand for the BusConnect corridor through the proposed site's employees. Additionally, there may be limited positive journey quality and affordability impacts for commuters working at the proposed site. Given this, and given that no negative cumulative impacts are anticipated at operation stage, cumulative impacts at operation stage are anticipated to be positive.	Construction To mitigate cumulative impacts it may be possible to liaise with third party developers to plan construction so as to reduce impacts where reasonably practicable, or to ascertain whether the construction programme of both schemes are concurrent. Site specific accessibility impacts have been considered to be out of scope for this assessment. Operation Communication with the third party developers will need to be undertaken to determine whether the overlap in land take for the application site and the BusConnects corridor will have an impact. Site specific accessibility impacts have been considered to be out of scope for this assessment.	Construction No significant residual cumulative impacts at construction stage are anticipated. Operation No significant cumulative impacts at operation stage are anticipated.	It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages.
4544/22	Dublin City Council	Proposed development comprises the demolition of the existing structures on site and the construction of a 7-storey senior living 'Build-to-Rent' apartment building comprising 30 No. 1-bedroom apartments with winter gardens on the northern and southern elevations, indoor residential communal amenity / facility areas at ground floor level, a garden courtyard at ground floor level; and a communal landscaped rooftop garden.	Construction Permission for the development has been refused, however the developer is appealing the decision. Therefore, it is unclear if there shall be temporal overlap between this development and the BusConnects corridor's construction stages. As such, for the purpose of this appraisal, it is assumed that there will be. Assuming temporal overlap of the two developments' construction stages shall occur, there is potential for interaction between the two given their vicinity. However, there is no overlap in the developments' site areas or land takes. Given this, as well as there being no significant amenity impacts (as stated within the route's associated Amenity Assessment) of the route at construction stage, no cumulative impacts on amenity or land take at construction stage are expected. Site specific accessibility impacts have been considered to be out of scope for this assessment. Operation Given that the two proposals' areas do not overlap and that no significant amenity impacts (as stated within the route's associated Amenity Assessment) of the route at operation stage have been identified, there is no potential for cumulative impacts on land take or amenity during operation. Site specific accessibility impacts have been considered to be out of scope for this assessment. Furthermore, the other development may enable greater demand for the BusConnect corridor through the proposed site's residents. Given this, and given that no negative cumulative impacts are anticipated at operation stage, cumulative impacts at operation stage are anticipated to be positive.	Construction There are no anticipated negative cumulative impacts at construction stage relating to this development, meaning no mitigation measures are required at this stage. Site specific accessibility impacts have been considered to be out of scope for this assessment. Operation There are no anticipated negative cumulative impacts at operation stage - cumulative impacts at this stage are anticipated to be positive. Therefore, no mitigation measures for land take and amenity cumulative impacts are required at this stage. Site specific accessibility impacts have been considered to be out of scope for this assessment.	Construction No significant residual cumulative impacts at construction stage are anticipated. Operation No significant cumulative impacts at operation stage are anticipated.	It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
PWSDZ4058/22	Dublin City Council	Mixed use development (Phase 2) in the Poolbeg West Strategic Development Zone (SDZ). Phase 2 will consist of amendment to Permission Register Reference PWSDZ3270/19 in those areas where the net site of 2.10 hectares overlaps with the boundaries of the earlier 4.3 hectare infrastructure permission and the construction of a residential and mixed-use scheme comprising 2 No. blocks to provide: 516 No. apartment units and associated residential amenity facilities; a childcare facility: 5 no. café restaurant units; 2 no. Retail Services; 14 no. Retail Units; 1 no. Foodhall, 1 no. Health Facility: basement car parking; together with associated infrastructural works on the overall site. The proposed development will also include provision of the South Bank Link Road as identified in the SDZ Planning Scheme.	<u>Construction</u> No decision has been made regarding the development's planning permission. Therefore, it is unclear if there shall be temporal overlap between this development and the BusConnects corridor's construction stages. As such, for the purpose of this appraisal, it is assumed that there shall be. Assuming temporal overlap of the two developments' construction stages shall occur, there is potential for interaction between the two given their vicinity. Given the scale of the development, there may be a requirement for its developers and the BusConnects corridor developers to liaise to ensure accessibility constraints do not arise during the construction stage. However, there is no overlap in the developments' site areas or land takes. Given this, as well as there being no significant amenity impacts (as stated within the route's associated Amenity Assessment) of the route at construction stage, no cumulative impacts on amenity or land take at construction stage are expected. Site specific accessibility impacts have been considered to be out of scope for this assessment. <u>Operation</u> Given that the two proposals' areas do not overlap, there is no potential for negative cumulative impacts on land take at operation stage. Furthermore, while no significant negative amenity impacts (as stated within the route's associated Amenity Assessment) of the route at operation stage have been identified, the proposed development provides amenities such as a health facility and gym and therefore improves accessibility to these types of amenities. Thus, there is potential for positive cumulative impacts on amenity during operation. Site specific accessibility impacts have been considered to be out of scope for this assessment. Furthermore, the other development may enable greater demand for the BusConnect corridor through the proposed site's residents and employees. The transport strategy for the site itself may be based on improvements to other public transport elements in the nearby area, which will evolve throughout the site's development. Additionally, there may be limited positive journey quality and affordability impacts for commuters working at the proposed site. Given this, and given that no negative cumulative impacts are anticipated at operation stage, cumulative impacts at operation stage are anticipated to be positive.	<u>Construction</u> There are no anticipated negative cumulative impacts at construction stage relating to this development, meaning no mitigation measures are required at this stage. Site specific accessibility impacts have been considered to be out of scope for this assessment. <u>Operation</u> There are no anticipated negative cumulative impacts at operation stage - cumulative impacts at this stage are anticipated to be positive. Therefore, no mitigation measures for land take and amenity cumulative impacts are required at this stage. Site specific accessibility impacts have been considered to be out of scope for this assessment.	<u>Construction</u> No significant residual cumulative impacts at construction stage are anticipated. <u>Operation</u> Residual cumulative impacts at operation stage are anticipated to be positive.	It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3966/20	DCC	The proposed development seeks permission for a 12 no. storey (c. 37.8m) over partial basement level (c. 6,107 sq.m. in total), "Build to Rent" Shared Accommodation development.	Construction Permission for the development has been granted, however its exact construction date is unknown at the time of this assessment. Therefore, it is unclear if there shall be temporal overlap between this development and the BusConnects corridor's construction stages. As such, for the purpose of this appraisal, it is assumed that there will be. Assuming temporal overlap of the two developments' construction stages shall occur, there is potential for interaction between the two given their vicinity. However, there is no overlap in the developments' site areas or land takes. Given this, as well as there being no significant amenity impacts (as stated within the route's associated Amenity Assessment) of the route at construction stage, no cumulative impacts on amenity or land take at construction stage are expected. Site specific accessibility impacts have been considered to be out of scope for this assessment. Operation Given that the two proposals' areas do not overlap and that no significant amenity impacts (as stated within the route's associated Amenity Assessment) of the route at operation stage have been identified, there is no potential for cumulative impacts on land take or amenity during operation. Site specific accessibility impacts have been considered to be out of scope for this assessment. Furthermore, the other development may enable greater demand for the BusConnect corridor through the proposed site's residents and employees. Additionally, there may be limited positive journey quality and affordability impacts for commuters working at the proposed site. Given this, and given that no negative cumulative impacts are anticipated at operation stage, cumulative impacts at operation stage are anticipated to be positive.	Construction There are no anticipated negative cumulative impacts at construction stage relating to this development, meaning no mitigation measures are required at this stage. Site specific accessibility impacts have been considered to be out of scope for this assessment. Operation There are no anticipated negative cumulative impacts at operation stage - cumulative impacts at this stage are anticipated to be positive. Therefore, no mitigation measures for land take and amenity cumulative impacts are required at this stage. Site specific accessibility impacts have been considered to be out of scope for this assessment.	Construction No significant residual cumulative impacts at construction stage are anticipated. Operation No significant cumulative impacts at operation stage are anticipated.	It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages.
MP36	Dublin City Council	Dublin Southern Port Access Route (SPAR). Proposed 1.6km SPAR which includes an opening bridge across the Liffey east of the existing Tom Clarke Bridge (East-Link Toll Bridge), has been identified in the Dublin Port Masterplan ("3FM Project"). The SPAR will be a private road which will take HGV traffic destined to/from the port off the local public road network. It will also allow access for other HGV traffic such as to the Covanta Waste-to-Energy plant. The SPAR will include an active travel corridor open to the public.	Construction: While relatively minor works, by way of quiet street treatment and cycleway construction, are proposed in Section 3 of the Proposed Scheme, the DPTOB and the SPAR are considerable bridge structures and so there is the potential for significant cumulative impacts should the two projects be constructed at the same time. As the formal planning process for the SPAR is due to commence in 2023, coupled with the proposed 5-year construction programme for the Proposed Scheme, there is a notable likelihood that their construction programmes could overlap. From a population perspective, the main concern is in relation to impacts on community / commercial amenity primarily but also to a lesser extent general accessibility during construction. A residual negative, moderate / significant and temporary / short-term impact is reported in respect to the impact on the community / commercial amenity in the areas around the DPTOB during its construction as part of the Proposed Scheme. Given the scale of the SPAR, a similar impact would be expected to be reported for its construction phase. In terms of accessibility, a residual negative, moderate, and temporary impact is reported on cyclists, bus users and vehicles in the community areas of Seville Place-North Wall, City Quay and Ringsend as a result of the Proposed Scheme. The construction of the SPAR in tandem with this would further contribute to a greater negative impact, particularly in the area immediately around the DPTOB and SPAR (i.e. East Wall, Dublin Port, East Link) which are already heavily trafficked areas. Operation: No significant cumulative impacts are envisaged.	Construction: Proposed mitigation would be to avoid construction overlap of the two projects. Operation No mitigation proposed.	No significant cumulative impact.	N/A

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
DSDZ2986/18	Dublin City Council	AMENDED BY DSDZ3780/20 The proposed development seeks amendments to the previously permitted development DSDZ3796/14 and as amended by DSDZ3264/17, DSDZ4111/17, DSDZ2986/18, DSDZ4618/18, DSDZ2623/19, DSDZ2679/19, DSDZ4835/19, DSDZ4334/19. The proposed amendments comprise of internal and external alterations to the existing buildings on the site, change of use	Construction During construction no properties would be within close proximity to both the building development and the Proposed Scheme, and so exposure to cumulative impacts is limited. On this basis the cumulative impact on human health is judged to be Negative, Not Significant and Short-term. Operation No operational cumulative impacts are anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation (Not Significant)	Although construction is already underway with this project, it is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
3670/14	Dublin City Council	The development shall consist of the demolition of nos. 42-43 Seville Place and nos. 15-16 Emerald Street, to include all basements and extensions and sheds to the rear, and the construction of a part two-storey, part three-storey school over basement, which shall incorporate the reinstated street elevation of no. 42 Seville Place	Construction During construction no properties would be within close proximity to both the building development and the Proposed Scheme, and so exposure to cumulative impacts is limited. On this basis the cumulative impact on human health is judged to be Negative, Not Significant and Short-term. Operation No operational cumulative impacts are anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation (Not Significant)	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
3203/15	Dublin City Council	Change of use from shop to 33-bedroom Hotel, together with new 3 storey extension to rear to incorporate new function room at ground floor, new public bar at ground, new retail shop at ground floor and all associated site works. 79-80 Talbot Street, Dublin 1.	Construction During construction no properties would be within close proximity to both the building development and the Proposed Scheme, and so exposure to cumulative impacts is limited. On this basis the cumulative impact on human health is judged to be Negative, Not Significant and Short-term. Operation No operational cumulative impacts are anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation (Not Significant)	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
DSDZ3925/15	Dublin City Council	The proposal is to regularise the planning status of the Docklands Station pedestrian plaza from temporary to a permanent development.	Construction During construction no properties would be within close proximity to both the building development and the Proposed Scheme, and so exposure to cumulative impacts is limited. On this basis the cumulative impact on human health is judged to be Negative, Not Significant and Short-term. Operation No operational cumulative impacts are anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation (Not Significant)	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
3037/16	Dublin City Council	The proposed development consists of the demolition of the existing Hawkins House located on Hawkins St and Poolbeg St, Dublin 2 and the construction of a commercial office building ranging in height from 6 storeys to 10 storeys	Construction During construction no properties would be within close proximity to both the building development and the Proposed Scheme, and so exposure to cumulative impacts is limited. On this basis the cumulative impact on human health is judged to be Negative, Not Significant and Short-term. Operation No operational cumulative impacts are anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation (Not Significant)	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
DSDZ2896/18	Dublin City Council	The development consists of the following: - Construction of 325 no. residential units and aparthotel in 2 no. blocks	Construction During construction no properties (except other buildings currently under construction) would be within close proximity to both the building development and the Proposed Scheme, and so exposure to cumulative impacts is limited. On this basis the cumulative impact on human health is judged to be Negative, Not Significant and Short-term. Operation No operational cumulative impacts are anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation (Not Significant)	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
2118/15	Dublin City Council	PROTECTED STRUCTURE: Permission for development on a site of c. 0.0325 hectares at 26-27 Eden Quay, Dublin 1, which incorporates the former Mercantile Marine Office and is a Protected Structure (Ref No. 2492) as modified under granted planning permission 4380/06. The development consists of a change of use, rear extensions to multiple floors, and the addition of a fourth floor.	Construction During construction The Custom House would be within close proximity to both the building development and the Proposed Scheme. There is potential for construction noise and general disruption to affect this important building, however it is unlikely that offices within the building will have outlooks onto both developments simultaneously due to the different aspects of the buildings affected. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
DSDZ3609/15	Dublin City Council	PROTECTED STRUCTURE: The development consists of: Temporary landscape works and temporary structure to form a new outdoor events space to include: 6 no. shipping containers for use as multi use kiosks to accommodate café / restaurant / food and beverage / retail / craft / market vendors; performance space for events; outdoor activities; and other associated facilities.	Construction The office blocks either side of development land would be exposed to both developments. Additionally, the car rental businesses may be affected by both developments however this is unlikely to be a major impact unless access is impeded by both projects then the business may become inaccessible and thus unviable. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
DSDZ2607/16	Dublin City Council	PROTECTED STRUCTURE: The development will consist of the demolition of all existing structures on site, sewer diversion works and boundary treatments	Construction Demolition has already occurred, however if sewage diversion works are still to be completed, the office blocks, research institute, coffee shop, and apartment buildings would be in close proximity to both developments. There is potential for construction noise and general disruption to affect these buildings, however it is unlikely that majority of the offices and apartments will have outlooks onto both developments simultaneously due to the different aspects of the buildings affected. Due to combined construction noise and activity, the coffee shop may lose some business temporarily. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
DSDZ2609/16	Dublin City Council	PROTECTED STRUCTURE: The development will consist of: - The demolition of existing structures on site; Change of use from offices to retail/ non-retail services on multiple floors; and construction of a mixed-use development in a building extending 7-storeys with associated facilities and parking facilities	Construction Demolition has already occurred; however, construction works are still to be completed. The office blocks, research institute, coffee shop, and apartment buildings would be in close proximity to both developments. There is potential for construction noise and general disruption to affect these buildings, however it is unlikely that majority of the offices and apartments will have outlooks onto both developments simultaneously due to the different aspects of the buildings affected. Due to combined construction noise and activity, the coffee shop may lose some business temporarily. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
DSDZ2608/16	Dublin City Council	PROTECTED STRUCTURE: The development will consist of the demolition of all existing structures on the site including the red brick single storey building fronting Sir John Rogerson's Quay (nos. 20-24). The development will consist of the construction of a 6-7 storey (over lower ground and basement level) mixed use residential development with associated facilities and parking	Construction Demolition has already occurred; however, construction works are still to be completed. The office blocks, research institute, coffee shop, and apartment buildings would be in close proximity to both developments. There is potential for construction noise and general disruption to affect these buildings, however it is unlikely that majority of the offices and apartments will have outlooks onto both developments simultaneously due to the different aspects of the buildings affected. Due to combined construction noise and activity, the coffee shop may lose some business temporarily. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
DSDZ2749/16	Dublin City Council	This development will consist of: The construction of a residential unit to contain 161 no. apartment units, including a retail unit, a café, a community use unit, a residents lounge and an ESB substation; and modifications to the basement to provide parking facilities	Construction Construction is already underway however is not clear how long this will take to complete. The hotel Mayson Dublin, Ryleigh's Rooftop Steakhouse, The Bottle Boy pub, and the apartment block Quayside Quarter are all within close proximity to both the Proposed Scheme and this development proposal. There is potential for construction noise and general disruption to affect these buildings, especially the restaurant and hotel however it is unlikely that majority of the hotel rooms or apartments will have outlooks onto both developments simultaneously due to the different aspects of the buildings affected. Due to combined construction noise and activity, the restaurant may lose some business temporarily. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
3364/16	Dublin City Council	Planning permission for a proposed development comprising: A six storey extension to the rear (north) of the existing building, extension to front (south) at fifth floor, and provision of additional bike parking spaces at basement level	Construction There are a number of properties which may be impacted by the simultaneous construction of both this scheme and the Proposed Scheme including office blocks, East restaurant, Spencer Hotel, and Spencer Health club, Spa and Gym. Additionally, the National College of Ireland which includes the Giraffe Daycare Centre is located north of this development and may be impacted by both development activities. There is potential for construction noise and general disruption to affect these buildings, especially the childcare facility and hotel however it is unlikely that majority of the hotel rooms will have outlooks onto both developments simultaneously due to the different aspects of the buildings affected. Due to combined construction noise and activity, the health club/Spa, and East restaurant may lose some business temporarily. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
DSDZ2014/17	Dublin City Council	Development will consist of the demolition of an existing single storey building and the construction of a new eight-storey mixed-use development comprising: i) Café/ retail use, with new shop front, at ground floor level; ii) 7 no. two-bedroom apartments on above-ground floor levels	Construction Demolition has already begun however during construction the Ferryman hotel and pub, and a number of offices in an adjacent block including McCann FitzGerald LLP Law firm would be in close proximity to both this project and the Proposed Scheme. There is potential for construction noise and general disruption to affect these buildings, especially the hotel however it is unlikely that majority of the hotel rooms will have outlooks onto both developments simultaneously due to the different aspects of the buildings affected. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
DSDZ2043/17	Dublin City Council	PROTECTED STRUCTURE - The development will consist of modifications to the development permitted under planning Reg. Ref. DSDZ2609/16. The permitted development provides for demolition of existing structures on site and construction of a 7-storey (over lower ground and basement level) mixed use commercial development. The proposed modifications consist of: - omission of basement level and reconfiguration of lower ground floor; change of use of multiple floors; and multiple internal reconfiguration/alterations.	Construction (As stated previously in assessment for application DSDZ2609/16) Demolition has already occurred, however construction works are still to be completed. The office blocks, research institute, coffee shop, and apartment buildings would be in close proximity to both developments. There is potential for construction noise and general disruption to affect these buildings, however it is unlikely that majority of the offices and apartments will have outlooks onto both developments simultaneously due to the different aspects of the buildings affected. Due to combined construction noise and activity, the coffee shop may lose some business temporarily. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
DSDZ2042/17	Dublin City Council	PROTECTED STRUCTURE: The development will consist of modifications to the development permitted under planning reg. ref. DSDZ2608/16. The permitted development provides for demolition of existing structures on site and construction of a 6-7 storey residential development of 91. no. residential units. The proposed modifications consist of: - Re-organization of internal layout to provide 100 no. residential units; Associated elevational changes to windows and provision of additional balconies to west (Lime Street) and east (Whitaker Lane) elevations and facing into internal courtyard; Omission of basement level and reconfiguration of lower ground floor level to accommodate residential community facilities.	Construction (As stated previously in assessment for application DSDZ2608/16) Demolition has already occurred, however construction works are still to be completed. The office blocks, research institute, coffee shop, and apartment buildings would be in close proximity to both developments. There is potential for construction noise and general disruption to affect these buildings, however it is unlikely that majority of the offices and apartments will have outlooks onto both developments simultaneously due to the different aspects of the buildings affected. Due to combined construction noise and activity, the coffee shop may lose some business temporarily. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
DSDZ3357/17	Dublin City Council	The development consists of the following: -Demolition of existing single storey cottage to north of the site. -The construction of a 2 to 7 storey over single basement residential development in 6 no. blocks.	Construction North Bank apartments and a number of offices within office blocks would be in close proximity to both developments. There is potential for construction noise and general disruption to affect these buildings, especially the offices as if project construction periods overlap there could be impacts to both the front and rear of properties, limiting the ability of employees to avoid noise exposure. 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. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Moderate and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
DSDZ3779/17	Dublin City Council	The development consists of a ten-year permission for the construction of 2 No. residential buildings ranging in height from 6 storeys to 11 storeys.	Construction The hotel Mayson Dublin, Ryleigh's Rooftop Steakhouse, The Bottle Boy pub, a number of offices within office blocks, and the apartment block Quayside Quarter are all within close proximity to both the Proposed Scheme and this development proposal. There is potential for construction noise and general disruption to affect these buildings, especially the restaurant and hotel however it is unlikely that majority of the hotel rooms or apartments will have outlooks onto both developments simultaneously due to the different aspects of the buildings affected. Due to combined construction noise and activity, the restaurant may lose some business temporarily. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
DSDZ3780/17	Dublin City Council	The development will consist of a ten-year permission for the construction of 4 no. commercial office buildings ranging in height from 6 storeys to 8 storeys.	Construction The hotel Beckett Locke is within close proximity to both the Proposed Scheme and this development proposal. There is potential for construction noise and general disruption to affect this hotel however it is unlikely that majority of the hotel rooms or apartments will have outlooks onto both developments simultaneously due to the different aspects of the buildings affected, however business may be affected. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
DSDZ4098/17	Dublin City Council	The proposal consists of modifications to developments (DSDZ2609/16 and DSDZ2043/17). The original development was for the demolition of existing structures on site and construction of a 7-storey (over lower ground floor level basement) mixed use commercial development.	Construction (As stated previously in assessment for application DSDZ2609/16 and further amended in DSDZ2043/17). Demolition has already occurred; however, construction works are still to be completed. The office blocks, research institute, coffee shop, and apartment buildings would be in close proximity to both developments. There is potential for construction noise and general disruption to affect these buildings, however it is unlikely that majority of the offices and apartments will have outlooks onto both developments simultaneously due to the different aspects of the buildings affected. Due to combined construction noise and activity, the coffee shop may lose some business temporarily. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
2001/18	Dublin City Council	The development will consist of the demolition and removal of all existing buildings and associated structures above and below ground the construction of a 5-storey apartment building with parking facilities.	Construction During construction, there is potential for demolition and construction noise and general disruption to affect residents in the houses which are adjacent to both the residential development and the Proposed Scheme. Additionally, the St. Matthews National School may also be adversely affected by the simultaneous development of both schemes. 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. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Moderate and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
DSDZ2135/18	Dublin City Council	The proposal is for the provision of 3 no. commercial blocks with vehicular and bike access to basement carpark.	Construction North Bank apartments and a number of offices within office blocks would be in close proximity to both developments. There is potential for construction noise and general disruption to affect these buildings, especially the offices as if project construction periods overlap there could be impacts to both the front and rear of properties, limiting the ability of employees to avoid noise exposure. 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. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Moderate and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.

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DSDZ2145/18	Dublin City Council	The proposed development comprises changes to the two basement levels and changes at surface level, previously permitted under DSDZ2546/15 (the parent permission) as amended by permission references DSDZ4345/15, DSDZ2663/16, DSDZ4102/16, DSDZ3796/16, DSDZ3572/17, and DSDZ4135/17.	Construction During construction a number of office buildings including JP Morgan Bank, Capital Dock and Hanover Court apartment buildings, Freshii Capital Dock restaurant, and BrewDog Outpost pub would be in close proximity to both the Proposed scheme and this development. There is potential for construction noise and general disruption to affect these buildings, especially the restaurant and apartments however it is unlikely that majority of the apartments or offices will have outlooks onto both developments simultaneously due to the different aspects of the buildings affected. Due to combined construction noise and activity, the restaurant and/or bar may lose some business temporarily. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
DSDZ2252/18	Dublin City Council	PROTECTED STRUCTURE: A 10-year permission for development at this site at 20-24 Sir John Rogerson's Quay. The development will consist of: The demolition of existing structures on site on a phased basis; Change of use from office to retail/nonretail services at ground, 1st and 2nd floors and associated refurbishment and internal alterations to the 3 storey structure at 25-27 Sir John Rogerson's Quay; Construction of a new office building extending up to 8 storeys, including retail/non retail services at ground floor on Lime Street and commercial office development throughout the remainder of the proposed building.	Construction During construction the office blocks, research institute, two coffee shops, apartment buildings, Cardiff Lane Spa and Beauty, and two hotels (The Ferryman, and Clayton Hotel) would be in close proximity to both developments. There is potential for construction noise and general disruption to affect these buildings, especially the hotels and spa facilities. However, it is unlikely that majority of the hotel rooms, offices and apartments will have outlooks onto both developments simultaneously due to the different aspects of the buildings affected. Due to combined construction noise and activity, the two coffee shops, and the spa may lose some business temporarily. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
DSDZ2906/18	Dublin City Council	PROTECTED STRUCTURE: The proposed development will consist of; The demolition of existing structures on site on a phased basis which includes the red brick single storey building fronting Sir John Rogerson's Quay and the provision of 134 no. residential units over ground to set back seventh floor level with provision of parking facilities.	Construction During construction the office blocks, research institute, coffee shop, and apartment buildings would be in close proximity to both developments. There is potential for construction noise and general disruption to affect these buildings, however it is unlikely that majority of the offices and apartments will have outlooks onto both developments simultaneously due to the different aspects of the buildings affected. Due to combined construction noise and activity, the coffee shop may lose some business temporarily. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.

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3500/18	Dublin City Council	The proposed development consists of the demolition of an existing industrial / warehouse unit and construction of 12 no. residential units comprising of 3 no. 2 bed 2 storey units, 1 no. 2 bed 2 storey, 7 no. 3 bed 3 storey units and 2 no. 3 bed 2 storey units. The proposed development includes the provision of 12 no. car parking spaces.	Construction During construction no properties would be within close proximity to both the building development and the Proposed Scheme, and so exposure to cumulative impacts is limited. On this basis the cumulative impact on human health is judged to be Negative, Not Significant and Short-term. Operation No operational cumulative impacts are anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation (Not Significant)	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
DSDZ3648/18	Dublin City Council	Development will consist of (i) the demolition of an existing single storey building and the construction of a new eight-storey mixed-use development, comprising (i) retail/cafe use (69.5sq.m), with new shop front, at ground floor level; (ii) office space (702sq.m) on above ground floor levels, with terraces/balconies and staff facilities on each floor, and with ancillary office space (64.5sq.m) at ground floor comprising office entrance, reception area, and bicycle/bin stores.	Construction During construction the Ferryman hotel and pub, and a number of offices in an adjacent block including McCann FitzGerald LLP Law firm would be in close proximity to both this project and the Proposed Scheme. There is potential for construction noise and general disruption to affect these buildings, especially the hotel however it is unlikely that majority of the hotel rooms will have outlooks onto both developments simultaneously due to the different aspects of the buildings affected. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
DSDZ2668/19	Dublin City Council	PROTECTED STRUCTURE: The proposed development will consist of: - Demolition of 8-10 Hanover Street East; Construction of a 'build-to-rent' residential development in buildings ranging from 1 storey to 6 storeys plus set back level (over basement); Provision of 217 apartments; provision of parking facilities.	Construction Demolition has already occurred; however, construction works are still to be completed. The office blocks, research institute, coffee shop, and apartment buildings would be in close proximity to both developments. There is potential for construction noise and general disruption to affect these buildings, however it is unlikely that majority of the offices and apartments will have outlooks onto both developments simultaneously due to the different aspects of the buildings affected. Due to combined construction noise and activity, the coffee shop may lose some business temporarily. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
PWSDZ3270/19	Dublin City Council	The proposed development will consist of streets, transportation, water services and utilities infrastructure; public realm and public amenity spaces; and, temporary landscaping of a school site, to facilitate Phase 1 development as provided for under the approved Poolbeg West SDZ Planning Scheme. A 10-year permission is sought.	Construction During construction there are multiple residential properties on Bremen Grove, Bremen Road, Pine Road, Cymric Road, and Leukos Road along with Clanna Gael Fontenoy Sports Club which would be in close proximity to both this project and the Proposed Scheme. There is potential for construction noise and general disruption to affect these residents, however disruption is considered to be partially limited by the mature trees to the rear, which would provide a buffer. Those playing sports using the outside sports facilities may be adversely affected by noise and dust. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.

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3433/19	Dublin City Council	The proposed development consists of the demolition and partial demolition of all existing structures and the construction of a commercial office building and a 270-bedroom hotel. The commercial office building, to the west of the site, ranges in height from 6 to 9 storeys plus plant zone.	Construction During construction no properties would be within close proximity to both the building development and the Proposed Scheme, and so exposure to cumulative impacts is limited. On this basis the cumulative impact on human health is judged to be Negative, Not Significant and Short-term. Operation No operational cumulative impacts are anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation (Not Significant)	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
3560/19	Dublin City Council	The proposed development consists of the demolition of existing structures at the following addresses: Nos. 5, 6 & 7 George's Quay, Nos. 1A, 1, 3, 5, 7, 9, 11. 13 and 15 Tara Street and No. 11 Poolbeg Street and the construction of a mixed-use development ranging in height from three to eight storeys, including rooftop plant.	Construction During construction no properties would be within close proximity to both the building development and the Proposed Scheme, and so exposure to cumulative impacts is limited. On this basis the cumulative impact on human health is judged to be Negative, Not Significant and Short-term. Operation No operational cumulative impacts are anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation (Not Significant)	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
DSDZ4006/19	Dublin City Council	PROTECTED STRUCTURE: The proposed development will consist of: - • Change of use from office to retail/non-retail services/café/restaurant at ground floor and associated refurbishment and internal alterations; Construction of an office building ranging from 5 to 8 storeys (over lower ground & basement levels), including retail/non-retail services at ground floor and commercial office development throughout the remainder of the proposed building; Provision of car parking spaces.	Construction The office blocks, research institute, coffee shop, and apartment buildings would be in close proximity to both developments. There is potential for construction noise and general disruption to affect these buildings, however it is unlikely that majority of the offices and apartments will have outlooks onto both developments simultaneously due to the different aspects of the buildings affected. Due to combined construction noise and activity, the coffee shop may lose some business temporarily. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
DSDZ4087/19	Dublin City Council	The development consists of 2 no. commercial blocks over 2 no. level basement.	Construction North Bank apartments and a number of offices within office blocks would be in close proximity to both developments. There is potential for construction noise and general disruption to affect these buildings, especially the offices as if project construction periods overlap there could be impacts to both the front and rear of properties, limiting the ability of employees to avoid noise exposure. 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. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Moderate and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
2043/20	Dublin City Council	Planning Permission for a residential development of a c.0.073-hectare site. The development will consist of the demolition of all existing buildings (2 storey and single storey - c. 667 sq.m) and the construction of a 26-no. unit residential development, extending to 7 no. storeys comprising: 13 no. 1 bed apartments and 13 no. 2-bed apartments, all with private balcony or terrace.	Construction Two schools (Ringsend College, and St Patrick Boys National School), along with a cafe and dog groomers are within close proximity to both this project and the proposed scheme. There is potential for construction noise and general disruption to affect all of these buildings. Students within the school and dogs within the groomers may be adversely affected. 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. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Moderate and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.

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DSDZ2186/20	Dublin City Council	The development will consist of: - A residentially led development accommodated in 5no. residential blocks ranging from 2 to 7 storeys, sitting partially over single level basement, and at ground floor of existing Northbank House to accommodate: 472no. residential units in total.	Construction North Bank apartments and a number of offices within office blocks would be in close proximity to both developments. As the project involves work alongside and within Northbank Apartments, there is potential for construction noise and general disruption to affect the existing residents. If project construction periods overlap there could be impacts to both the front and rear of properties, limiting the ability of employees/residents to avoid noise exposure. 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. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Moderate and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
2143/20	Dublin City Council	The proposed development consists of the demolition of all existing structures on the site and the construction of a 219-bedroom hotel ranging in height from 6 to 9 storeys.	Construction During construction no properties would be within close proximity to both the building development and the Proposed Scheme, and so exposure to cumulative impacts is limited. On this basis the cumulative impact on human health is judged to be Negative, Not Significant and Short-term. Operation No operational cumulative impacts are anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation (Not Significant)	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
DSDZ2204/20	Dublin City Council	PROTECTED STRUCTURE: Permission is sought for the demolition of a non-original 3 storey over basement commercial building behind protected façade (c.1684.8m2 to be demolished) and the construction of a commercial building (c.3,714 GIA overall) extending to 8 storeys with setback 9th floor over existing basement consisting of office space at 1st to 8th floor level (c.2,073m2 NIA) and an entrance/shared office/townhall/café space (c.264m2 NIA) at ground floor level. The retained façade will be restored, repaired, and repointed with new windows/doors as required.	Construction Construction is already underway however is not clear how long this will take to complete. The hotel Mayson Dublin, Ryleigh's Rooftop Steakhouse, The Bottle Boy pub, and the apartment block Quayside Quarter are all within close proximity to both the Proposed Scheme and this development proposal. There is potential for construction noise and general disruption to affect these buildings, especially the restaurant and hotel however it is unlikely that majority of the hotel rooms or apartments will have outlooks onto both developments simultaneously due to the different aspects of the buildings affected. Due to combined construction noise and activity, the restaurant may lose some business temporarily. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
2419/20	Dublin City Council	PROTECTED STRUCTURE: Permission for development at this site. This permission is for small alterations to the approved planning application (Ref. No. 2762/18). Alterations comprise: (i) Removal of the former 'minor hall' facility at first floor level of No. 7 Sackville Place from the proposed development (ii) Demolition of the first-floor link bridge between No. 7 Sackville Place and 9C Lower Abbey Street; (iii) Minor design revisions.	Construction During construction no properties would be within close proximity to both the building development and the Proposed Scheme, and so exposure to cumulative impacts is limited. On this basis the cumulative impact on human health is judged to be Negative, Not Significant and Short-term. Operation No operational cumulative impacts are anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation (Not Significant)	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
2583/20	Dublin City Council	The development consists of addition to and the amendment of previous permissions relating to the former College House and former Screen Cinema (DCC Reg. Ref. 3637/17 ABP Ref:PL29S.300709) and the former Apollo House (DCC Reg. Ref.: 3036/16, ABP Ref: PL29S.24907) and as amended by DCC Reg. Ref.: 2415/19 and DCC Reg. Ref.: 3668/19, ABP Ref: PL29S.305652 as follows: The demolition of existing structures and the construction of a new 8-11 storey commercial development with a building height of c.48.25m; The proposed additional development relates to an 8-11 storey development with commercial office use on 1st to 9th floors with plant and office uses at 10th floor; and Alterations to existing layouts.	Construction A number of office buildings and a pub (O'Reilly's) may be in close proximity to both this project and the proposed scheme. There is potential for construction noise and general disruption to affect these buildings, however it is unlikely that majority of the offices will have outlooks onto both developments simultaneously due to the different aspects of the buildings affected. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
3833/19	Dublin City Council	The proposal is for the provision of a white-water rafting course utilising the existing George's Dock basin, which is a protected structure. This would include the demolition of former Dublin Docklands Development Authority office building and removal of 6 no. existing trees at Custom House Quay and the construction of two new quayside buildings.	Construction There are a number of properties which would be within close proximity to both this project and the Proposed Scheme. There are multiple offices, the Irish Emigration Museum, two restaurants (Stack a Restaurant, and Oly's Bar and Grill), Hilton Garden Inn Hotel, and Corporate Health Ireland healthcare Centre. There is potential for construction noise and general disruption to affect these buildings, with the restaurants, healthcare centre and hotel being most adversely affected by the simultaneous construction works. Due to combined construction noise and activity, the restaurants and hotel may lose some business temporarily, additionally patients within the health centre may be especially vulnerable to the disturbance. 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. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Moderate and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
DSDZ3781/20	Dublin City Council	PROTECTED STRUCTURE: Planning permission for development at Camden Lock. The development will consist of restoring the existing lock chamber and gates at Camden Lock. The proposed works will include the installation of new timber lock gates including a pedestrian walkway over the breast gates, new hydraulic rams to allow for automation of the gates including associated ducting and new land tie collars and underground concrete anchor at each heel post.	Construction A number of offices, Brewdog Dublin bar, and Ringsend & Irishtown Community centre would be in close proximity to both this project and the Proposed Scheme. There is potential for construction noise and general disruption to affect these buildings. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
2772/20	Dublin City Council	Outline Permission for a development on this site at 12 Mark's Lane, Dublin 2. The development will consist of demolition of an old three storey building consisting of 6 old one-bedroom apartments and the construction of a new five storey building over basement with penthouse consisting of 12 new apartments, 3 studio apartments, one two-bedroom apartment and eight one-bedroom apartments and associated site works.	Construction The Art of Coffee coffee shop, a lodging facility, a number of apartments and offices would be in close proximity to both this project and the Proposed Scheme. There is potential for construction noise and general disruption to affect these buildings. Due to combined construction noise and activity, the cafe and lodging facility may lose some business temporarily. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
PWSDZ3406/22	Dublin City Council	Permission for a mixed use development (Referred to as Phase1B) on this site including lands known as the Former Irish Glass Bottle & Fabrizia Sites, Poolbeg West, Dublin 4. Development will consist of amendment to Permission Register Reference PWSDZ3270/19 and the construction of a residential and mixed-use scheme to provide 356 No. apartment units.	Construction During construction there are multiple residential properties on Bremen Grove, Bremen Road, Pine Road, Cymric Road, and Leukos Road along with Clanna Gael Fontenoy Sports Club which would be in close proximity to both this project and the Proposed Scheme. It is not considered likely that the two nearby schools (Saint Matthews National School and Star of the Sea National School) would experience cumulative impacts due to intervening development and recreation ground). There is potential for construction noise and general disruption to affect local residents, however disruption is considered to be partially limited by the mature trees to the rear, which would provide a buffer. The amenity for those playing sports using the outside sports facilities may be adversely affected by noise and dust on a transient basis. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
PWSDZ4380/22	Dublin City Council	Development of an office and mixed-use scheme (Referred to as Phase A Commercial) on an infill site of land within the former Irish Glass Bottle (IGB) and Fabrizia sites on Sean Moore Road, Dublin 4. The proposed development will consist of an office and mixed-use scheme comprising 2 No. blocks.	Construction During construction there are multiple residential properties on Bremen Grove, Bremen Road, Pine Road, Cymric Road, and Leukos Road along with Clanna Gael Fontenoy Sports Club which would be in close proximity to both this project and the Proposed Scheme. It is not considered likely that the two nearby schools (Saint Matthews National School and Star of the Sea National School) would experience cumulative impacts due to intervening development and recreation ground). There is potential for construction noise and general disruption to affect local residents, however disruption is considered to be partially limited by the mature trees to the rear, which would provide a buffer. The amenity for those playing sports using the outside sports facilities may be adversely affected by noise and dust on a transient basis. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.

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3220/21	Dublin City Council	PROTECTED STRUCTURE: Permission for development at this site which extends from North Wall Quay Extension to the Tolka Estuary, to include the western boundary to Dublin Port and pavements along East Wall Road, across the Alexandra Road junction with East Wall Road, across the Tolka Quay Road junction with East Wall Road, Bond Road, across the Promenade Road junction with Bond Road and to end of Bond Road, Dublin Port, Dublin 1 & 3 and permission to amend development permitted under Reg. Ref. 3084/16. The proposed development will consist of construction of a new 1.4km pedestrian walkway and a 2-way cycle lane along East Wall Road and Bond Road from the River Liffey to the Tolka Estuary.	Construction Since the two projects meet at the end of each and are of a similar nature (highway works) it is not considered likely that the cumulative impact of the two would be more noticeable than each in isolation for people in the local community. There is potential for the two projects to disrupt a longer length of journey for travellers. 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 to Short-term. Operation It is considered that the proposals for the road network and proposed Scheme are complementary and could have cumulative beneficial effects by improving general accessibility for active travel (walking and cycling). Since this is a key area of employment and in an area where the baseline situation may be off putting for some cyclists in particular due to interaction with busy traffic, this is judged likely to encourage additional regular active travel journeys for some. There is good evidence for physical and mental health benefits of regular exercise and is therefore Positive and Significant in the Long-term on health.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term. Operation Positive, Significant, Long-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
DSDZ2103/21	Dublin City Council	Ten-year permission for development on a site at City Block 9, North Wall Quay and Mayor Street Upper, Dublin 1. The application relates to a proposed development within a Strategic Development Zone Planning Scheme area, located within City Block 9 as identified in the North Lotts & Grand Canal Dock Planning Scheme, 2014. The development will consist of the construction of 3 No. commercial office buildings and basement accommodation, the development of a new western pedestrian lane from Castleforbes Road linking centrally with a new pedestrian lane through the centre of the overall City Block 9 site to North Wall Quay, with a second lane also linking to North Wall Quay to the east of Block B4, public realm improvements and all enabling and site development works.	Construction The hotel Beckett Locke is within close proximity to both the Proposed Scheme and this development proposal. There is potential for construction noise and general disruption to affect this hotel however it is unlikely that majority of the hotel rooms or apartments will have outlooks onto both developments simultaneously due to the different aspects of the buildings affected, however businesses may be affected. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
4674/22	Dublin City Council	Demolition of the existing buildings and structures and the construction of a building up to 24 storeys in height (108.4 metres above ground) over a double basement including arts centre, offices, gym and ancillary uses.	Construction During construction, there is potential for cumulative construction noise and general disruption to affect adversely affect children at the City Quay National School and any weekday users/worshippers of the Immaculate Heart of Mary Catholic Church. The surrounding area is a relatively busy, noisy urban environment and therefore these impacts are likely to be less noticeable than in a more tranquil location. Access to both these facilities is via Gloucester Street South, which is unlikely to be significantly affected by the Proposed Scheme. 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 to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.

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4544/22	Dublin City Council	Proposed development comprises the demolition of the existing structures on site and the construction of a 7-storey senior living 'Build-to-Rent' apartment building comprising 30 No. 1-bedroom apartments with winter gardens on the northern and southern elevations, indoor residential communal amenity / facility areas at ground floor level, a garden courtyard at ground floor level; and a communal landscaped rooftop garden.	Construction There is potential for construction noise and general disruption to affect students at the National School and Ringsend College although the cumulative impact with the Proposed Scheme is expected to be relatively limited due to distance (at least 60m from application site). 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. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
PWSDZ4058/22	Dublin City Council	Mixed use development (Phase 2) in the Poolbeg West Strategic Development Zone (SDZ). Phase 2 will consist of amendment to Permission Register Reference PWSDZ3270/19 in those areas where the net site of 2.10 hectares overlaps with the boundaries of the earlier 4.3 hectare infrastructure permission and the construction of a residential and mixed-use scheme comprising 2 No. blocks to provide: 516 No. apartment units and associated residential amenity facilities; a childcare facility: 5 no. café restaurant units; 2 no. Retail Services; 14 no. Retail Units; 1 no. Foodhall, 1 no. Health Facility: basement car parking; together with associated infrastructural works on the overall site. The proposed development will also include provision of the South Bank Link Road as identified in the SDZ Planning Scheme.	Construction During construction there are multiple residential properties on Bremen Grove, Bremen Road, Pine Road, Cymric Road, and Leukos Road along with Clanna Gael Fontenoy Sports Club which would be in close proximity to both this project and the Proposed Scheme. It is not considered likely that the two nearby schools (Saint Matthews National School and Star of the Sea National School) would experience cumulative impacts due to intervening development and recreation ground). There is potential for construction noise and general disruption to affect local residents, however disruption is considered to be partially limited by the mature trees to the rear, which would provide a buffer. The amenity for those playing sports using the outside sports facilities may be adversely affected by noise and dust on a transient basis. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
305676	DCC	741 Apartments. Connolly Station (Sheriff St.).	Construction During construction no properties would be within close proximity to both the building development and the Proposed Scheme, and so exposure to cumulative impacts is limited. On this basis the cumulative impact on human health is judged to be Negative, Not Significant and Short-term. Operation No operational cumulative impacts are anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation (Not Significant)	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
310299	DCC	Demolition all existing buildings, construction of 112 no. apartments and associated site works.	Construction During construction, there is potential for demolition and construction noise and general disruption to affect residents in the houses which are adjacent to both the residential development and the Proposed Scheme. Additionally, the St. Matthews National School may also be adversely affected by the simultaneous development of both schemes. 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. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Moderate and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.

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308827	DCC	Demolition of all the structures on the site, 702 no. Build to Rent residential units, creche and associated site works.	Construction During construction no properties (except other buildings currently under construction) would be within close proximity to both the building development and the Proposed Scheme, and so exposure to cumulative impacts is limited. On this basis the cumulative impact on human health is judged to be Negative, Not Significant and Short-term. Operation No operational cumulative impacts are anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation (Not Significant)	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
305219	DCC	548 no. residential units (464 no. apartments, 84 no. shared accommodation) and associated site works.	Construction During construction no properties (except other buildings currently under construction) would be within close proximity to both the building development and the Proposed Scheme, and so exposure to cumulative impacts is limited. On this basis the cumulative impact on human health is judged to be Negative, Not Significant and Short-term. Operation No operational cumulative impacts are anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation (Not Significant)	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
PWSDZ3207/21	DCC	Mixed use development on a site of 15.3 hectares (including some 0.2 hectares of public domain on Sean Moore Road and the junction with Pine Road), focused primarily, but not exclusively, on a net site area of 2.4 hectares (identified as within the A3 Lands) in the Poolbeg West Strategic Development Zone Planning Scheme.	Construction During construction there are multiple residential properties on Bremen Grove, Bremen Road, Pine Road, Cymric Road, and Leukos Road along with Clanna Gael Fontenoy Sports Club which would be in close proximity to both this project and the Proposed Scheme. There is potential for construction noise and general disruption to affect these residents, however disruption is considered to be partially limited by the mature trees to the rear, which would provide a buffer. Those playing sports using the outside sports facilities may be adversely affected by noise and dust. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
308877	DLRCC	101 Apartments, Newtown Avenue.	Construction During construction no properties would be within close proximity to both the building development and the Proposed Scheme, and so exposure to cumulative impacts is limited. On this basis the cumulative impact on human health is judged to be Negative, Not Significant and Short-term. Operation No operational cumulative impacts are anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation (Not Significant)	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
306722	DCC	548 no. residential units (464 no. apartments, 84 no. shared accommodation) and associated site works.	Construction During construction no properties (except other buildings currently under construction) would be within close proximity to both the building development and the Proposed Scheme, and so exposure to cumulative impacts is limited. On this basis the cumulative impact on human health is judged to be Negative, Not Significant and Short-term. Operation No operational cumulative impacts are anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation (Not Significant)	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.

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TA0126	DCC	Demolition of buildings and construction of 112 no. apartments.	Construction During construction, there is potential for demolition and construction noise and general disruption to affect residents in the houses which are adjacent to both the residential development and the Proposed Scheme. Additionally, the St. Matthews National School may also be adversely affected by the simultaneous development of both schemes. 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. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Moderate and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
IW14		Ringsend. Ringsend Main Lift Pumping Station Upgrade.	Construction During construction numerous residential properties and apartments, Shipwright Guesthouse hotel, and Abundant Grace Church would be in close proximity to both this project and the Proposed Scheme. There is potential for construction noise and general disruption to affect these buildings. Due to combined construction noise and activity, the hotel facility may lose some business temporarily. Additionally, those attending the church may be especially affected as it is a noise sensitive asset. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. Due to the sensitivity of the church, the impact is predicted to be Negative, Moderate and Temporary. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Moderate and Temporary to Short-term.	Although construction is already in progress, it is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
IW15		Ringsend. Ringsend Wastewater Treatment Plant Upgrade Project.	Construction During construction numerous residential properties and apartments, Shipwright Guesthouse hotel, Abundant Grace Church, multiple businesses, John Clarke and Sons bar, and Ringsend Library would be in close proximity to both this project and the Proposed Scheme. There is potential for construction noise and general disruption to affect these buildings. Due to combined construction noise and activity, the hotel facility may lose some business temporarily. Additionally, those attending the church, or the library may be especially affected as it is a noise sensitive asset. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. Due to the sensitivity of the church and library, the impact is predicted to be Negative, Moderate and Temporary. Operation No cumulative impacts on human health are anticipated during operation.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Moderate and Temporary to Short-term.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
304888	Dublin City Council	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.	Construction During construction no properties would be within close proximity to both the building development and the Proposed Scheme, and so exposure to cumulative impacts is limited. On this basis the cumulative impact on human health is judged to be Negative, Not Significant and Short-term. Operation No operational cumulative impacts are anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation (Not Significant)	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.

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MP08		DART+ Programme West.	Construction During construction no properties (except other buildings currently under construction) would be within close proximity to both the building development and the Proposed Scheme, and so exposure to cumulative impacts is limited. On this basis the cumulative impact on human health is judged to be Negative, Not Significant and Short-term. Operation It is considered that the proposals for the railway and Proposed Scheme are complementary and could have cumulative beneficial effects by connecting different communities and destinations which would improve general accessibility to areas of leisure and employment which can have positive effects on mental health, which is judged to be Positive and Significant in the Long-term on health.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation (Not Significant) Operation Positive, Significant in the Long term on health.	It is unlikely that construction would overlap as project not anticipated until after 2031. However, there is uncertainty, so this assessment presents a worst-case situation.
MP12		DART+ Programme South West.	Construction During construction no properties (except other buildings currently under construction) would be within close proximity to both the building development and the Proposed Scheme, and so exposure to cumulative impacts is limited. On this basis the cumulative impact on human health is judged to be Negative, Not Significant and Short-term. Operation It is considered that the proposals for the railway and Proposed Scheme are complementary and could have cumulative beneficial effects by connecting different communities and destinations which would improve general accessibility to areas of leisure and employment which can have positive effects on mental health, which is judged to be Positive and Significant in the Long-term on health.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation (Not Significant) Operation Positive, Significant in the Long term on health.	It is unlikely that construction would overlap as project not anticipated until after 2031. However, there is uncertainty, so this assessment presents a worst-case situation.
MP17		LUAS Cross City incorporating LUAS Green Line Capacity Enhancement - Phase 1.	Construction During construction no properties would be within close proximity to both the building development and the Proposed Scheme, and so exposure to cumulative impacts is limited. On this basis the cumulative impact on human health is judged to be Negative, Not Significant and Short-term. Operation No operational cumulative impacts are anticipated.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation (Not Significant)	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
MP20		Poolbeg LUAS.	Construction There are a number of residential properties and apartments which would be in close proximity to both projects. During construction there would be in-combination impacts of noise, dust, general disruption from construction traffic and traffic management. The combination of impacts is only likely to be marginally more noticeable cumulatively than for each project in isolation. Health outcomes (mainly annoyance) are likely to be Negative, Slight and Temporary. Operation It is considered that the proposals for the tramway and Proposed Scheme are complementary and could have cumulative beneficial effects by connecting different communities and destinations which would improve general accessibility to areas of leisure and employment which can have positive effects on mental health, which is judged to be Positive and Significant in the Long-term on health.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation. Given the close proximity of the two developments, construction management will need to be planned to minimise disruption for local residents due to the schemes in combination.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term. Operation Positive, Significant in the Long term on health.	It is unlikely that construction would overlap as project not anticipated until after 2031. However, there is uncertainty, 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
MP22		Development of a road link connecting from the southern end of the Dublin Port Tunnel to the South Port area, which will serve the South Port and adjoining development areas.	Construction There are a number of residential properties and apartments which would be in close proximity to both projects. During construction there would be in-combination impacts of noise, dust, general disruption from construction traffic and traffic management. The combination of impacts is only likely to be marginally more noticeable cumulatively than for each project in isolation. Health outcomes (mainly annoyance) are likely to be Negative, Slight and Temporary. Operation It is considered that the proposals for the road network and Proposed Scheme are complementary and could have cumulative beneficial effects by connecting different communities and destinations which would improve general accessibility to areas of leisure and employment which can have positive effects on mental health, which is judged to be Positive and Significant in the Long-term on health.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation. Given the close proximity of the two developments, construction management will need to be planned to minimise disruption for local residents due to the schemes in combination.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term. Operation Positive, Significant in the Long term on health.	It is unlikely that construction would overlap as project not anticipated until after 2031. However, there is uncertainty, so this assessment presents a worst-case situation.
MP23		Poolbeg SDZ roads development: refer to "Details" link.	Construction There are a number of residential properties and apartments which would be in close proximity to both projects. During construction there would be in-combination impacts of noise, dust, general disruption from construction traffic and traffic management. The combination of impacts is only likely to be marginally more noticeable cumulatively than for each project in isolation. Health outcomes (mainly annoyance) are likely to be Negative, Slight and Temporary. Operation It is considered that the proposals for the road network and Proposed Scheme are complementary and could have cumulative beneficial effects by connecting different communities and destinations which would improve general accessibility to areas of leisure and employment which can have positive effects on mental health, which is judged to be Positive and Significant in the Long-term on health.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation. Given the close proximity of the two developments, construction management will need to be planned to minimise disruption for local residents due to the schemes in combination.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term. Operation Positive, Significant in the Long term on health.	It is unlikely that construction would overlap as project not anticipated until after 2031. However, there is uncertainty, so this assessment presents a worst-case situation.
MP28		DART+ Programme Coastal South.	Construction During construction multiple office blocks and apartments would be in close proximity to both this project and the Proposed Scheme. There is potential for construction noise and general disruption to affect these buildings. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term. Operation 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, which is judged to be Positive and Significant in the Long-term on health.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term. Operation Positive, Significant in the Long term on health.	It is unlikely that construction would overlap as project not anticipated until after 2031. However, there is uncertainty, 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	Construction During construction multiple office blocks and apartments would be in close proximity to both this project and the Proposed Scheme. There is potential for construction noise and general disruption to affect these buildings. If project construction periods overlap there could be impacts to both the front and rear of properties, limiting the ability of employees to avoid noise exposure. 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. Operation It is considered that the proposals for the railway and Proposed Scheme are complementary and could have cumulative beneficial effects by connecting different communities and destinations which would improve general accessibility to areas of leisure and employment which can have positive effects on mental health, which is judged to be Positive and Significant in the Long-term on health.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction As for pre-mitigation: Negative, Moderate and Temporary to Short-term. Operation Positive, Significant in the Long term on health.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements).	Construction Although timescales for completing the cycle network are uncertain, it is anticipated that construction activities for the cycle network would be of a similar nature to works for the Proposed Scheme. Impacts may relate to temporary disruption to pedestrian and cycle access in the works area, which may have negative impacts on wellbeing. However, it is not anticipated to translate into a change of health status to the population affected. On this basis the impact is predicted to be Negative, Moderate and Temporary to Short-term. Operation It is considered that the proposals for the cycle network and Proposed Scheme are complementary and could have a cumulative beneficial effect by encouraging cycling through offering a choice of routes. This would support greater uptake of physical activity, which is judged to be Positive, Significant in the Long term on health.	Given the close proximity of the two developments, construction management will need to be planned to minimise disruption for local residents due to the schemes in combination.	Construction If construction programmes can be phased to limit combined disruption, the effect could be reduced to Negative, Slight and Temporary to Short-term. Operation Positive, Significant in the Long term on health.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
MP36		Dublin Southern Port Access Route (SPAR). Proposed 1.6km SPAR which includes an opening bridge across the Liffey east of the existing Tom Clarke Bridge (East-Link Toll Bridge), has been identified in the Dublin Port Masterplan ("3FM Project"). The SPAR will be a private road which will take HGV traffic destined to/from the port off the local public road network. It will also allow access for other HGV traffic such as to the Covanta Waste-to-Energy plant. The SPAR will include an active travel corridor open to the public. Construction is anticipated in 2026.	Construction There are a number of residential properties and apartments which would be in close proximity to both projects. During construction there would be in-combination impacts of noise, dust, general disruption from construction traffic and traffic management. The combination of impacts is only likely to be marginally more noticeable cumulatively than for each project in isolation. Health outcomes (mainly annoyance) are likely to be Negative, Slight and Temporary. Operation It is considered that the proposals for the access route and Proposed Scheme are complementary and could have a cumulative beneficial effect by public realm enhancement and the addition of an active travel corridor This would support greater uptake of physical activity, which is judged to be Positive, Significant in the Long term on health.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation. Given the close proximity of the two developments, construction management will need to be planned to minimise disruption for local residents due to the schemes in combination.	Construction As for pre-mitigation: Negative, Slight and Temporary to Short-term. Operation Positive, Significant in the Long term on health.	It is unlikely that construction would overlap as project not anticipated until after 2031. However, there is uncertainty, so this assessment presents a worst-case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
A1		Dublin BusConnects: CBC 01 Clongriffin to City Centre.	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
B1		Dublin BusConnects: CBC 02 Swords to City Centre.	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
D1		Dublin BusConnects: CBC 0304 Ballymun-Finglas.	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
C1		Dublin BusConnects: CBC 05 Blanchardstown to City Centre.	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
A2		Dublin BusConnects: CBC 06 Lucan to City Centre.	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
B2		Dublin BusConnects: CBC 07 Liffey Valley to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
A3		Dublin BusConnects: CBC 0809 Tallaght-Clondalkin	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
C2		Dublin BusConnects: CBC 1012 Templeogue-Rathfarnham	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
D2		Dublin BusConnects: CBC 11 Kimmage to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
B3		Dublin BusConnects: CBC 13 Bray to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
C3		Dublin BusConnects: CBC 14/15 Blackrock/Belfield	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.

Table A21.2.5 Stage 3 and 4: Biodiversity

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

Application Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP04	Reconfiguration of the N7 from its junction with the M50 to Naas, to rationalise junctions and accesses in order to provide a higher level of service for strategic traffic travelling on the mainline.	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including breeding and wintering bird species, resulting in displacement from the locality. **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of non-SCI breeding and non-SCI wintering bird species during construction will remain albeit at the local geographic scale.	**Biodiversity:** None
MP05	N3–N4: Barnhill to Leixlip Interchange.	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including breeding and wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of non-SCI breeding and non-SCI wintering bird species during construction will remain albeit at the local geographic scale.	**Biodiversity:** None

Application Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP06	Reconfiguration of the N4 from its junction with the M50 to Leixlip to rationalise accesses and to provide additional capacity at the Quarryvale junction.	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including breeding and wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of non-SCI breeding and non-SCI wintering bird species during construction will remain albeit at the local geographic scale.	**Biodiversity:** None
MP07	Clonburris SDZ roads development.	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including breeding and wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of non-SCI breeding and non-SCI wintering bird species during construction will remain albeit at the local geographic scale.	**Biodiversity:** None

Application Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP08	DART+ Programme West	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including breeding and wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of estuary, mudflats, treelines, hedgerow, and scattered trees and parkland arising from the construction of the Proposed Scheme **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	**Biodiversity** A significant residual effect with regard disturbance and displacement of non-SCI breeding and non-SCI wintering bird species during construction will remain albeit at the local geographic scale.	**Biodiversity:** None
MP09	Porterstown Distributor Link Road	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including breeding and wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of non-SCI breeding and non-SCI wintering bird species during construction will remain albeit at the local geographic scale.	**Biodiversity:** None

Application Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP10	Widening of the N3 between Junction 1 (M50) and Junction 4 (Clonee), plus related junction and necessary changes to the existing national road network.	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including breeding and wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of non-SCI breeding and non-SCI wintering bird species during construction will remain albeit at the local geographic scale.	**Biodiversity:** None
MP11	Lucan LUAS	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including breeding and wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of non-SCI breeding and non-SCI wintering bird species during construction will remain albeit at the local geographic scale.	**Biodiversity:** None

Application Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP12	DART+ Programme South West	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including breeding and wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of estuary, mudflats, treelines, hedgerow, and scattered trees and parkland arising from the construction of the Proposed Scheme **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	**Biodiversity** A significant residual effect with regard disturbance and displacement of non-SCI breeding and non-SCI wintering bird species during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	**Biodiversity:** None
MP13	Junction upgrades and other capacity improvements on the M1 motorway, including additional lanes south of Drogheda, where required.	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including breeding and wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss estuary, mudflats, treelines, hedgerow, and scattered trees and parkland arising from the construction of the Proposed Scheme. **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	**Biodiversity** A significant residual effect with regard disturbance and displacement of non-SCI breeding and non-SCI wintering bird species during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local-county geographic scale	**Biodiversity:** None

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MP14	Finglas LUAS (Green Line extension Broombridge to Finglas)	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including breeding and wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of non-SCI breeding and non-SCI wintering bird species during construction will remain albeit at the local geographic scale.	**Biodiversity:** None
MP16	Potential Metro South alignment: SW option	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including breeding and wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of non-SCI breeding and non-SCI wintering bird species during construction will remain albeit at the local geographic scale.	**Biodiversity:** None

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MP17	LUAS Cross City incorporating LUAS Green Line Capacity Enhancement - Phase 1	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including breeding and wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of estuary, mudflats, treelines, hedgerow, and scattered trees and parkland arising from the construction of the Proposed Scheme **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	**Biodiversity** A significant residual effect with regard disturbance and displacement of non-SCI breeding and non-SCI wintering bird species during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local-county geographic scale	**Biodiversity:** None
MP18	Oldtown-Mooretown Western Distributor Link Road	**Biodiversity:** None	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable
MP19	Potential Metro South alignment: Charlemont to Sandyford	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including breeding and wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of non-SCI breeding and non-SCI wintering bird species during construction will remain albeit at the local geographic scale.	**Biodiversity:** None

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MP20	Poolbeg LUAS	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including breeding and wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of non-SCI breeding and non-SCI wintering bird species during construction will remain albeit at the local geographic scale.	**Biodiversity:** None
MP21	Leopardstown Link Road Phase 2	**Biodiversity:** None	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable
MP22	Development of a road link connecting from the southern end of the Dublin Port Tunnel to the South Port area, which will serve the South Port and adjoining development areas.	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including breeding and wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of non-SCI breeding and non-SCI wintering bird species during construction will remain albeit at the local geographic scale.	**Biodiversity:** None

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MP23	Poolbeg SDZ roads development.	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including breeding and wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of non-SCI breeding and non-SCI wintering bird species during construction will remain albeit at the local geographic scale.	**Biodiversity:** None
MP24	Glenamuck District Distributor Road	**Biodiversity:** None	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable
MP25	DART+ Programme Coastal North	**Biodiversity** **Construction** Should the construction periods overlap there is potential for in-combination disturbance on fauna, including breeding and wintering bird species, resulting in displacement from the locality **Operation** N/A	**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 **Operation** N/A	**Biodiversity** A significant residual effect with regard disturbance and displacement of non-SCI breeding and non-SCI wintering bird species during construction will remain albeit at the local geographic scale.	**Biodiversity:** None
MP26	Widening of the M50 to three lanes in each direction between Junction 14 (Sandyford) and Junction 17 (M11) plus related junction and other changes.	**Biodiversity:** None	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable
MP27	Cherrywood SDZ roads development: refer to "Details" link.	**Biodiversity:** None	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable

Application Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP28	DART+ Programme Coastal South	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including breeding and wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of estuary, mudflats, treelines, hedgerow, and scattered trees and parkland arising from the construction of the Proposed Scheme **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	**Biodiversity** A significant residual effect with regard disturbance and displacement of non-SCI breeding and non-SCI wintering bird species during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local-county geographic scale	**Biodiversity:** None
MP29	R126 Donabate Relief Road: R132 to Portrane Demesne.	**Biodiversity:** None	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable
MP30	Extension of LUAS Green Line to Bray	**Biodiversity:** None	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable
MP31	Capacity enhancement and reconfiguration of the M11/N11 from Junction 4 (M50) to Junction 14 (Ashford) inclusive of ancillary and associated road schemes, to provide additional lanes and upgraded junctions, plus service roads and linkages	**Biodiversity:** None	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable

Application Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP32	MetroLink	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including breeding and wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of estuary, mudflats, treelines, hedgerow, and scattered trees and parkland arising from the construction of the Proposed Scheme **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species. Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	**Biodiversity** A significant residual effect with regard disturbance and displacement of non-SCI breeding and non-SCI wintering bird species during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of non-Annex I habitat will remain albeit at the local-county geographic scale.	**Biodiversity:** None
MP33	Greater Dublin Drainage (GDD)	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including breeding and wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of estuary, mudflats, treelines, hedgerow, and scattered trees and parkland arising from the construction of the Proposed Scheme **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	**Biodiversity** A significant residual effect with regard disturbance and displacement of non-SCI breeding and non-SCI wintering bird species during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	**Biodiversity:** None

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MP34 (TBC)	Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements).	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including breeding and wintering bird species, resulting in displacement from the locality. Potential for in-combination effects on habitats and species as a result of direct habitat loss of estuary, mudflats, treelines, hedgerow, and scattered trees and parkland arising from the construction of the Proposed Scheme. **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	**Biodiversity** A significant residual effect with regard disturbance and displacement of non-SCI breeding and non-SCI wintering bird species during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	**Biodiversity:** None
MP35 (TBC)	Dublin Array - offshore windfarm	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including breeding and wintering bird species, and or marine mammals resulting in displacement from the locality. **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity:** None	**Biodiversity:** None

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MP36	Southern Port Access Route (SPAR) – Construction of a new access route to Dublin Port for HGVs.	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of arising from the construction of the Proposed Scheme **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	**Biodiversity** A significant residual effect with regard disturbance and displacement of non-SCI breeding and non-SCI wintering bird species during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	**Biodiversity:** None
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.	**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
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** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** Not significant	**Biodiversity:** None
303249	110kV onsite electrical substation with associated electrical plant, electrical equipment, welfare facilities and waste water holding tank and security fencing. 110kV overhead line grid connection cabling, upgrade of existing tracks and provision of new site access roads with all associated site development and ancillary works. Timahoe East.	**Biodiversity:** None	**Biodiversity:** Not applicable	**Biodiversity:** None	**Biodiversity:** None

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

Application Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
308585	Clutterland 110kV GIS Substation building and 2 underground single circuit transmission lines	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** Not significant	**Biodiversity:** None
309951	Provision of two 110kV transmission lines. Connecting Coolderrig 110kV GIS Substation to Grange Castle - Kilmahud circuits.	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** Not significant	**Biodiversity:** None
309146	2 no. 110kV transmission lines and a 110kV Gas Insulated Switchgear (GIS) substation.	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** Not significant	**Biodiversity:** None
A1	Dublin BusConnects: CBC 01 Clongriffin to City Centre	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable	**Biodiversity:** Not applicable

Application Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
B1	Dublin BusConnects: CBC 02 Swords to City Centre	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including breeding and wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of estuary, mudflats, treelines, hedgerow, and scattered trees and parkland arising from the construction of the Proposed Scheme **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	**Biodiversity** A significant residual effect with regard disturbance and displacement of non-SCI breeding and non-SCI wintering bird species during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	**Biodiversity:** None
D1	Dublin BusConnects: CBC 0304 Ballymun-Finglas	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including breeding and wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of estuary, mudflats, treelines, hedgerow, and scattered trees and parkland arising from the construction of the Proposed Scheme **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	**Biodiversity** A significant residual effect with regard disturbance and displacement of non-SCI breeding and non-SCI wintering bird species during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	**Biodiversity:** None
C1	Dublin BusConnects: CBC 05 Blanchardstown to City Centre	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction and operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** Not significant	**Biodiversity:** None

Application Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
A2	Dublin BusConnects: CBC 06 Lucan to City Centre	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** 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
B2	Dublin BusConnects: CBC 07 Liffey Valley to City Centre	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction and operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** Not significant	**Biodiversity:** None
A3	Dublin BusConnects: CBC 0809 Tallaght-Clondalkin	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction and operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** Not significant	**Biodiversity:** None
C2	Dublin BusConnects: CBC 1012 Templeogue-Rathfarnham	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** 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
D2	Dublin BusConnects: CBC 11 Kimmage to City Centre	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** 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

Application Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
B3	Dublin BusConnects: CBC 13 Bray to City Centre	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including breeding and wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of non-SCI breeding and non-SCI wintering bird species during construction will remain albeit at the local geographic scale.	**Biodiversity:** None
C3	Dublin BusConnects: CBC 14/15 Blackrock/Belfield	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including breeding and wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** A significant residual effect with regard disturbance and displacement of non-SCI breeding and non-SCI wintering bird species during construction will remain albeit at the local geographic scale.	**Biodiversity:** None

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

Application Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
308827	Demolition of all the structures on the site, 702 no. Build to Rent residential units, creche and associated site works.	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events** **Operation** Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	**Biodiversity** **None**	**Biodiversity:** None
PWSDZ3207/21	DCC planning reference: mixed use development on a site in the Poolbeg West Strategic Development Zone Planning Scheme.	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** **Construction** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality **Operation** Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	**Biodiversity** Although WBS birds were not noted using the site, given its proximity to European sites, and the nature of the development, a potential significant residual effect with regard disturbance of WBS during construction will remain albeit at the local geographic scale.	**Biodiversity: None**

Table A21.2.6 Stage 3 and 4: Water

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
2001/18	Dublin City Council	The development will consist of the demolition and removal of all existing buildings and associated structures above and below ground the construction of a 5-storey apartment building with parking facilities.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
PWSDZ3270/19	Dublin City Council	Permission for development at a site forming part of the former Irish Glass Bottle and Fabrizia sites, Poolbeg West, Dublin 4. The application site is located within the Poolbeg West Strategic Development Zone (SDZ) Planning Scheme 2019 area. The proposed development will consist of: streets, transportation, water services and utilities infrastructure; public realm and public amenity spaces; and, temporary landscaping of a school site, to facilitate Phase 1 development as provided for under the approved Poolbeg West SDZ Planning Scheme. The site extending to approximately 4.3 ha forms part of the former Irish Glass Bottle and Fabrizia sites at Poolbeg West, Dublin 4, and is bound to the north west by Sean Moore Road, to the north east by South Bank Road, to the south east by Dublin Port lands and Dublin Bay, and to the south west by Sean Moore Park. A 10 year permission is sought.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
3433/19	Dublin City Council	The proposed development consists of the demolition and partial demolition of all existing structures and the construction of a commercial office building and a 270-bedroom hotel. The commercial office building, to the west of the site, ranges in height from 6 to 9 storeys plus plant zone.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
3560/19	Dublin City Council	The proposed development consists of the demolition of existing structures at the following addresses: Nos. 5, 6 & 7 George's Quay, Nos. 1A, 1, 3, 5, 7, 9, 11. 13 and 15 Tara Street and No. 11 Poolbeg Street and the construction of a mixed-use development ranging in height from three to eight storeys, including rooftop plant.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
4805/19	Dublin City Council	Planning permission for demolition of existing 2 no. storey building and the construction of a 10 no. storey hotel development on lands (c.0.064ha) including no 1 and no 3 Prince's Court at the junction of Gloucester Street South and Prince's Street South.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
2043/20	Dublin City Council	Planning Permission for a residential development of a c.0.073-hectare site. The development will consist of the demolition of all existing buildings (2 storey and single storey - c. 667 sq.m) and the construction of a 26-no. unit residential development, extending to 7 no. storeys comprising: 13 no. 1 bed apartments and 13 no. 2-bed apartments, all with private balcony or terrace.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
2143/20	Dublin City Council	The proposed development consists of the demolition of all existing structures on the site and the construction of a 219-bedroom hotel ranging in height from 6 to 9 storeys.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
2723/20	Dublin City Council	PROTECTED STRUCTURE: Permission for a commercial development at this site at the rear of Connolly Station, Sheriff Street Lower, Dublin 1, D01 V6V6. The subject site encompasses an area of 2.884 hectares. The proposed development relates to work to Protected Structures. The development will consist of: i). the construction of 3 no. commercial blocks ranging in height from 9 storeys to 13 storeys (with the lower height building located adjacent to the recently consented Connolly Square (reference PL29N.305676) with a cumulative gross floor area of 42,670sq.m.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
PWSDZ4380/22	Dublin City Council	Development of an office and mixed-use scheme (Referred to as Phase A Commercial) on an infill site of land within the former Irish Glass Bottle (IGB) and Fabrizia sites on Sean Moore Road, Dublin 4. The proposed development will consist of an office and mixed-use scheme comprising 2 No. blocks.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed desn stage
3054/22	Dublin City Council	PROTECTED STRUCTURE: Permission for a proposed mixed-use development, 'Dublin Arch', on a site adjacent to Connolly Station, Sheriff Street Lower, Dublin 1, D01 V6V6. The development will consist of the construction of 4 no. office blocks 12 to 16 storeys in height and the construction of 187 no. Built-to-Rent (BTR) apartments and associated supporting tenant support facilities, services and amenities in 2 no. blocks.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed desn stage
3220/21	Dublin City Council	PROTECTED STRUCTURE: Permission for development at this site which extends from North Wall Quay Extension to the Tolka Estuary, to include the western boundary to Dublin Port and pavements along East Wall Road, across the Alexandra Road junction with East Wall Road, across the Tolka Quay Road junction with East Wall Road, Bond Road, across the Promenade Road junction with Bond Road and to end of Bond Road, Dublin Port, Dublin 1 & 3 and permission to amend development permitted under Reg. Ref. 3084/16. The proposed development will consist of construction of a new 1.4km pedestrian walkway and a 2-way cycle lane along East Wall Road and Bond Road from the River Liffey to the Tolka Estuary.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
4014/20	Dublin City Council	PROTECTED STRUCTURE: Permission for development on lands at 64, 65 and 66, Gardiner Street Lower, and all associated sites to the rear addressing Moland Place, Dublin 1. Nos. 64, 65 and 66 Gardiner Street Lower are Protected Structures. The development will consist of the refurbishment/alterations and change of use of existing buildings on the site and construction of new buildings to the rear to provide a hotel development (72 bedrooms) with ancillary public restaurant and associated ancillary uses.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
DSDZ2103/21	Dublin City Council	Ten-year permission for development on a site at City Block 9, North Wall Quay and Mayor Street Upper, Dublin 1. The application relates to a proposed development within a Strategic Development Zone Planning Scheme area, located within City Block 9 as identified in the North Lotts & Grand Canal Dock Planning Scheme, 2014. The development will consist of the construction of 3 No. commercial office buildings and basement accommodation, the development of a new western pedestrian lane from Castleforbes Road linking centrally with a new pedestrian lane through the centre of the overall City Block 9 site to North Wall Quay, with a second lane also linking to North Wall Quay to the east of Block B4, public realm improvements and all enabling and site development works.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
3647/20	Dublin City Council	Planning permission for development on a c. 6.1 ha site to the south of the existing Dublin Bay Power Station, Pigeon House Road, Dublin 4, D04 Y5N2, and bounded by South Bank Road to the south. The development will consist of a 75 MWe (electrical output) aero derivative gas fired turbine for the generation of electricity and associated elements.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
5479/22	Dublin City Council	Planning permission was received for development under DCC Reg. Ref. 3442/16 (as extended under Reg. Ref. 3442/16/X1 to 28th July 2025) (and subsequently amended by Reg. Refs. 3933/19 and 3576/21). Demolition of Clerys' warehouse building, reduction of ground level and enabling works have been undertaken on the site further to this permission. The proposed development will consist of the construction of a building 9 storeys (with setbacks) in height (over basement) comprising hotel and associated licenced restaurant and public bar uses.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
5464/22	Dublin City Council	The proposed development consists of the construction of a commercial office ranging in height from 5 to 8 storeys. The proposed development is designed to integrate into the adjacent permitted residential scheme (ABP Ref: TA29N.308827).	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3546/22	Dublin City Council	The proposed development will consist of the demolition of the existing three-storey commercial building and the construction of a nine-storey over basement level mixed-use building consisting of 1 no. commercial unit (public house) at ground floor level and a total of 15 no. apartments over eight floors.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
4674/22	Dublin City Council	Demolition of the existing buildings and structures and the construction of a building up to 24 storeys in height (108.4 metres above ground) over a double basement including arts centre, offices, gym and ancillary uses.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
4544/22	Dublin City Council	Proposed development comprises the demolition of the existing structures on site and the construction of a 7-storey senior living 'Build-to-Rent' apartment building comprising 30 No. 1-bedroom apartments with winter gardens on the northern and southern elevations, indoor residential communal amenity / facility areas at ground floor level, a garden courtyard at ground floor level; and a communal landscaped rooftop garden.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
PWSDZ4058/22	Dublin City Council	Mixed use development (Phase 2) in the Poolbeg West Strategic Development Zone (SDZ). Phase 2 will consist of amendment to Permission Register Reference PWSDZ3270/19 in those areas where the net site of 2.10 hectares overlaps with the boundaries of the earlier 4.3 hectare infrastructure permission and the construction of a residential and mixed-use scheme comprising 2 No. blocks to provide: 516 No. apartment units and associated residential amenity facilities; a childcare facility: 5 no. café restaurant units; 2 no. Retail Services; 14 no. Retail Units; 1 no. Foodhall, 1 no. Health Facility: basement car parking; together with associated infrastructural works on the overall site. The proposed development will also include provision of the South Bank Link Road as identified in the SDZ Planning Scheme.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
305676	DCC	741 Apartments. Connolly Station (Sheriff St.).	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
TA0126	DCC	Demolition of buildings and construction of 112 no. apartments.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
PWSDZ3207/21	DCC	Mixed use development on a site of 15.3 hectares (including some 0.2 hectares of public domain on Sean Moore Road and the junction with Pine Road), focused primarily, but not exclusively, on a net site area of 2.4 hectares (identified as within the A3 Lands) in the Poolbeg West Strategic Development Zone Planning Scheme	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
309787	DCC	Construction of a 12 storey Shared Accommodation development, 102 rooms. Demolition of buildings on site.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
IW13		North Docklands. Dublin Docklands Sewer Upgrade Works	Construction The sewer upgrade will be in roads which are not crossed by the Proposed Scheme and the local nature of the works is such that there is limited potential for cumulative impacts. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed Irish Water will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation Surface water from the Proposed Scheme in this vicinity discharges to Liffey Estuary Upper and not a combined sewer so no cumulative impacts are possible.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
IW14		Ringsend. Ringsend Main Lift Pumping Station Upgrade	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed Irish Water will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation Surface water from the Proposed Scheme in this vicinity discharges to Liffey Estuary Upper and not a combined sewer so no cumulative impacts are possible.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
IW15		Ringsend. Ringsend Wastewater Treatment Plant Upgrade Project	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed Irish Water will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation Surface water from the Proposed Scheme in this vicinity discharges to Liffey Estuary Upper and not a combined sewer so no cumulative impacts are possible.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
304888	Dublin City	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.	Construction A CEMP has been prepared and will be implemented for the proposed development. Following this the EIA concludes Imperceptible impacts. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. As a result, cumulative impacts will be Imperceptible. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation. In addition, the proposed development will have an Environmental Management System in operation, strict controls over dredging activities and no direct discharge to Liffey Estuary Upper; discharges will be through full retention separators.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
305219	DCC	548 no. residential units (464 no. apartments, 84 no. shared accommodation) and associated site works	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
308827	DCC	Demolition of all the structures on the site, 702 no. Build to Rent residential units, creche and associated site works.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
310299	DCC	Demolition all existing buildings, construction of 112 no. apartments and associated site works.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
MP08		DART+ Programme West	Construction 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 Imperceptible. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. As a result, cumulative impacts will be Imperceptible. Operation 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.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
MP12		DART+ Programme South West	Construction 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 Imperceptible. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. As a result, cumulative impacts will be Imperceptible. Operation 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.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
MP20		Poolbeg LUAS	Construction 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 imperceptible. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. As a result, cumulative impacts will be Imperceptible. Operation 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.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
MP22		Development of a road link connecting from the southern end of the Dublin Port Tunnel to the South Port area, which will serve the South Port and adjoining development areas.	Construction The Dublin Port Masterplan references the road link and states that good construction management practices will be implemented. It is not clear when the road link may be constructed but if it is at the same time as the Proposed Scheme, potential cumulative impacts are reduced to Imperceptible with the implementation of the SWMP. Operation The new road may increase impermeable area, however the dock area is already largely hard standing. Any increases will be subject to the requirement for SUDS or similar to ensure no net increase in runoff, as is the Proposed Scheme. As a result cumulative impacts will be imperceptible.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
MP23		Poolbeg SDZ roads development: refer to "Details" link.	Construction 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 the developer during construction so that impacts on local waterbodies is imperceptible. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. As a result, cumulative impacts will be Imperceptible. Operation There may be an increase in impermeable area to, 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.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
MP28		DART+ Programme Coastal South	Construction 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 imperceptible. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. As a result, cumulative impacts will be Imperceptible. Operation 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.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
MP32		MetroLink	Construction 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 imperceptible. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. As a result, cumulative impacts will be Imperceptible. Operation 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.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
MP36	DCC	Dublin Southern Port Access Route (SPAR). Proposed 1.6km SPAR which includes an opening bridge across the Liffey east of the existing Tom Clarke Bridge (East-Link Toll Bridge), has been identified in the Dublin Port Masterplan ("3FM Project"). The SPAR will be a private road which will take HGV traffic destined to/from the port off the local public road network. It will also allow access for other HGV traffic such as to the Covanta Waste-to-Energy plant. The SPAR will include an active travel corridor open to the public.	Construction: Given that the SPAR includes a new crossing of the Liffey in close proxiity to the DPTOB, there is potential for cumulative impacts both in construction (as the two schemes could constructed at similar/same times) and operation. Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation: there is potential for changes in the morphological characteristics of the Liffey estuary in the immediate vicinity of the two brodges close to York Street. The hydodynamic assessment of the DPTOB assessed impacts to be negligible, therefore it is unlikely a sigificant cumulative impact would occur. There is also potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Table A21.2.7 Stage 3 and 4: Architectural Heritage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
DSDZ2145/18	Dublin City Council	The proposed development comprises changes to the two basement levels and changes at surface level, previously permitted under DSDZ2546/15 (the parent permission) as amended by permission references DSDZ4345/15, DSDZ2663/16, DSDZ4102/16, DSDZ3796/16, DSDZ3572/17, and DSDZ4135/17.	Construction: There is a cumulative potential for damage to John Rogerson's Quay (DCC RPS 7542) and Great Britain Quay (DCC RPS 8808) from proposed landscaping works Operation There is a potential visual impact on the adjoining heritage structures	Mitigation includes protection and monitoring of the historic fabric on John Rogerson's Quay (DCC RPS 7542) and Great Britain Quay (DCC RPS 8808) as outlined in Appendix 16.3.	The predicted post-mitigation impact is Negative, Slight and Temporary.	None
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements).	The GDACNP converges on to the proposed scheme at Memorial Road, George's Dock, Guild Street, Wapping street, East Wall Road, Lombard Street, Forbes Street, York Road and Pembroke Cottages all of which adjoin architectural heritage features. Construction: The GDACNP converges on to the proposed scheme in an integrated way but there is potential for cumulative damage to adjoining architectural heritage features such as paving and surface treatments or the arch in George's Dock along the proposed scheme. Operation There is a potential visual impact on the setting of architectural heritage features	Mitigation includes protection and monitoring of the historic fabric where the proposed cycle schemes on Memorial Road, George's Dock, Guild Street, Wapping street, East Wall Road, Lombard Street, Forbes Street, York Road and Pembroke Cottages converge on the Proposed Scheme On custom Gouse Quay, George's Dock, North Wall Quay, City Quay , York Road and Pembroke Cottages as outlined in Appendix 16.3.	The predicted post-mitigation impact is Negative, Slight and Temporary.	None

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
DSDZ3609/15	Dublin City Council	PROTECTED STRUCTURE: The development consists of: Temporary landscape works and temporary structure to form a new outdoor events space to include: 6 no. shipping containers for use as multi use kiosks to accommodate café / restaurant / food and beverage / retail / craft / market vendors; performance space for events; outdoor activities; and other associated facilities.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	None
DSDZ2242/16	Dublin City Council	The development consists of the following: - In City Block 9, the demolition of 5 no. vacant buildings with a gfa of 7,363 sq.m including a former retail showroom, 3 no. warehouse premises and a three storey office building- the former premises of Dublin Maritime Limited. Demolition of existing boundary wall and fence on Castleforbes Road/ Mayor Street Upper and demolition of existing boundary wall between the former Tile Style warehouse and former Dublin Maritime Office building/ - In City Block 3 the demolition of 4 no. vacant buildings with a gfa of 5,948 sq.m located to the west of the site including 3 no. light industrial/ warehousing/ manufacturing buildings and the former Stewarts garage premises.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	None
DSDZ2607/16	Dublin City Council	PROTECTED STRUCTURE: The development will consist of the demolition of all existing structures on site, sewer diversion works and boundary treatments.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
DSDZ2609/16	Dublin City Council	PROTECTED STRUCTURE: The development will consist of: - The demolition of existing structures on site; Change of use from offices to retail/ non-retail services on multiple floors; and construction of a mixed-use development in a building extending 7-storeys with associated facilities and parking facilities.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	None
DSDZ2608/16	Dublin City Council	PROTECTED STRUCTURE: The development will consist of the demolition of all existing structures on the site including the red brick single storey building fronting Sir John Rogerson's Quay (nos. 20-24). The development will consist of the construction of a 6-7 storey (over lower ground and basement level) mixed use residential development with associated facilities and parking.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	None
3364/16	Dublin City Council	Planning permission for a proposed development comprising: A six storey extension to the rear (north) of the existing building, extension to front (south) at fifth floor, and provision of additional bike parking spaces at basement level.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
DSDZ2014/17	Dublin City Council	Development will consist of the demolition of an existing single storey building and the construction of a new eight-storey mixed-use development comprising: i) Café/ retail use, with new shop front, at ground floor level; ii) 7 no. two-bedroom apartments on above-ground floor levels.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	None
DSDZ2043/17	Dublin City Council	PROTECTED STRUCTURE - The development will consist of modifications to the development permitted under planning Reg. Ref. DSDZ2609/16. The permitted development provides for demolition of existing structures on site and construction of a 7-storey (over lower ground and basement level) mixed use commercial development. The proposed modifications consist of: - omission of basement level and reconfiguration of lower ground floor; change of use of multiple floors; and multiple internal reconfiguration/alterations.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	None
DSDZ2042/17	Dublin City Council	PROTECTED STRUCTURE: The development will consist of modifications to the development permitted under planning reg. ref. DSDZ2608/16. The permitted development provides for demolition of existing structures on site and construction of a 6-7 storey residential development of 91. no. residential units. The proposed modifications consist of: - Re-organization of internal layout to provide 100 no. residential units; Associated elevational changes to windows and provision of additional balconies to west (Lime Street) and east (Whitaker Lane) elevations and facing into internal courtyard; Omission of basement level and reconfiguration of lower ground floor level to accommodate residential community facilities.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
DSDZ3779/17	Dublin City Council	The development consists of a ten-year permission for the construction of 2 No. residential buildings ranging in height from 6 storeys to 11 storeys.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	None
DSDZ3780/17	Dublin City Council	The development will consist of a ten-year permission for the construction of 4 no. commercial office buildings ranging in height from 6 storeys to 8 storeys.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	None
DSDZ4098/17	Dublin City Council	The proposal consists of modifications to developments (DSDZ2609/16 and DSDZ2043/17). The original development was for the demolition of existing structures on site and construction of a 7-storey (over lower ground floor level basement) mixed use commercial development.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
2001/18	Dublin City Council	The development will consist of the demolition and removal of all existing buildings and associated structures above and below ground the construction of a 5-storey apartment building with parking facilities.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	None
DSDZ2145/18	Dublin City Council	The proposed development comprises changes to the two basement levels and changes at surface level, previously permitted under DSDZ2546/15 (the parent permission) as amended by permission references DSDZ4345/15, DSDZ2663/16, DSDZ4102/16, DSDZ3796/16, DSDZ3572/17, and DSDZ4135/17.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	None
DSDZ2252/18	Dublin City Council	PROTECTED STRUCTURE: A 10-year permission for development at this site at 20-24 Sir John Rogerson's Quay. The development will consist of: The demolition of existing structures on site on a phased basis; Change of use from office to retail/nonretail services at ground, 1st and 2nd floors and associated refurbishment and internal alterations to the 3 storey structure at 25-27 Sir John Rogerson's Quay; Construction of a new office building extending up to 8 storeys, including retail/non retail services at ground floor on Lime Street and commercial office development throughout the remainder of the proposed building.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
DSDZ2906/18	Dublin City Council	PROTECTED STRUCTURE: The proposed development will consist of; The demolition of existing structures on site on a phased basis which includes the red brick single storey building fronting Sir John Rogerson's Quay and the provision of 134 no. residential units over ground to set back seventh floor level with provision of parking facilities.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	None
DSDZ3648/18	Dublin City Council	Development will consist of (i) the demolition of an existing single storey building and the construction of a new eight-storey mixed-use development, comprising (i) retail/cafe use (69.5sq.m), with new shop front, at ground floor level; (ii) office space (702sq.m) on above ground floor levels, with terraces/balconies and staff facilities on each floor, and with ancillary office space (64.5sq.m) at ground floor comprising office entrance, reception area, and bicycle/bin stores.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	None
DSDZ2668/19	Dublin City Council	PROTECTED STRUCTURE: The proposed development will consist of: -Demolition of 8-10 Hanover Street East; Construction of a 'build-to-rent' residential development in buildings ranging from 1 storey to 6 storeys plus set back level (over basement); Provision of 217 apartments; provision of parking facilities.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	None

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DSDZ3268/19	Dublin City Council	The development will consist of: 1) demolition of No's 3-5 Cardiff Lane and construction in their place of an extension to the existing hotel consisting of: a) basement plantroom; b) ground floor cafe, hotel service area with delivery access / street set-down and redirected escape corridor; c) 1st floor extension to permitted Conference Centre (Ref: DSDZ2599/18); d) eight floors of bedrooms - total 88 rooms; 2) an additional five bedrooms at new 8th floor level above existing hotel; 3) replacement of cafe as permitted by DSDZ2599/18 with additional 'break-out' space; 4) amendments to original hotel to a) relocate glazed enclosure of main hotel entrance to increase area of reception; b) addition of new service lift in existing lift core; c) new service access corridor / on street delivery set-down; d) redirected fire escape / exit and e) conversion of existing meeting rooms to 5 bedrooms; and 5) new signage to permitted scheme DSDZ2599/18. This application relates to land within the North Lotts and Grand Canal Docks Strategic Development Zone.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	None
PWSDZ3270/19	Dublin City Council	Permission for development at a site forming part of the former Irish Glass Bottle and Fabrizia sites, Poolbeg West, Dublin 4. The application site is located within the Poolbeg West Strategic Development Zone (SDZ) Planning Scheme 2019 area. The proposed development will consist of: streets, transportation, water services and utilities infrastructure; public realm and public amenity spaces; and, temporary landscaping of a school site, to facilitate Phase 1 development as provided for under the approved Poolbeg West SDZ Planning Scheme. The site extending to approximately 4.3 ha forms part of the former Irish Glass Bottle and Fabrizia sites at Poolbeg West, Dublin 4, and is bound to the north west by Sean Moore Road, to the north east by South Bank Road, to the south east by Dublin Port lands and Dublin Bay, and to the south west by Sean Moore Park. A 10 year permission is sought.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	None
DSDZ4006/19	Dublin City Council	PROTECTED STRUCTURE: The proposed development will consist of: - • Change of use from office to retail/non-retail services/café/restaurant at ground floor and associated refurbishment and internal alterations; Construction of an office building ranging from 5 to 8 storeys (over lower ground & basement levels), including retail/non-retail services at ground floor and commercial office development throughout the remainder of the proposed building; Provision of car parking spaces.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	None

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2043/20	Dublin City Council	Planning Permission for a residential development of a c.0.073-hectare site. The development will consist of the demolition of all existing buildings (2 storey and single storey - c. 667 sq.m) and the construction of a 26-no. unit residential development, extending to 7 no. storeys comprising: 13 no. 1 bed apartments and 13 no. 2-bed apartments, all with private balcony or terrace.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	None
DSDZ2204/20	Dublin City Council	PROTECTED STRUCTURE: Permission is sought for the demolition of a non-original 3 storey over basement commercial building behind protected façade (c.1684.8m2 to be demolished) and the construction of a commercial building (c.3,714 GIA overall) extending to 8 storeys with setback 9th floor over existing basement consisting of office space at 1st to 8th floor level (c.2,073m2 NIA) and an entrance/shared office/townhall/café space (c.264m2 NIA) at ground floor level. The retained façade will be restored, repaired and repointed with new windows/doors as required.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	None
3833/19	Dublin City Council	The proposal is for the provision of a white-water rafting course utilising the existing George's Dock basin, which is a protected structure. This would include the demolition of former Dublin Docklands Development Authority office building and removal of 6 no. existing trees at Custom House Quay and the construction of two new quayside buildings.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	None

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2772/20	Dublin City Council	Outline Permission for a development on this site at 12 Mark's Lane, Dublin 2. The development will consist of demolition of an old three storey building consisting of 6 old one bedroom apartments and the construction of a new five storey building over basement with penthouse consisting of 12 new apartments, 3 studio apartments, one two bedroom apartment and eight one bedroom apartments and associated site works.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	None
4674/22	Dublin City Council	Demolition of the existing buildings and structures and the construction of a building up to 24 storeys in height (108.4 metres above ground) over a double basement including arts centre, offices, gym and ancillary uses.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised neutral slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	
4544/22	Dublin City Council	Proposed development comprises the demolition of the existing structures on site and the construction of a 7-storey senior living 'Build-to-Rent' apartment building comprising 30 No. 1-bedroom apartments with winter gardens on the northern and southern elevations, indoor residential communal amenity / facility areas at ground floor level, a garden courtyard at ground floor level; and a communal landscaped rooftop garden.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form, although this is countered to an extent by height of development. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised neutral slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	

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PWSDZ4058/22	Dublin City Council	Mixed use development (Phase 2) in the Poolbeg West Strategic Development Zone (SDZ). Phase 2 will consist of amendment to Permission Register Reference PWSDZ3270/19 in those areas where the net site of 2.10 hectares overlaps with the boundaries of the earlier 4.3 hectare infrastructure permission and the construction of a residential and mixed-use scheme comprising 2 No. blocks to provide: 516 No. apartment units and associated residential amenity facilities; a childcare facility: 5 no. café restaurant units; 2 no. Retail Services; 14 no. Retail Units; 1 no. Foodhall, 1 no. Health Facility: basement car parking; together with associated infrastructural works on the overall site. The proposed development will also include provision of the South Bank Link Road as identified in the SDZ Planning Scheme.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be localised and contained within local area, including Sean Moore Park, by enclosing effect of built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects, which will be neutral or positive. Medium and long-term cumulative effects will be imperceptible.	
310299	DCC	Demolition all existing buildings, construction of 112 no. apartments and associated site works.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	None
PWSDZ3207/21	DCC	Mixed use development on a site of 15.3 hectares (including some 0.2 hectares of public domain on Sean Moore Road and the junction with Pine Road), focused primarily, but not exclusively, on a net site area of 2.4 hectares (identified as within the A3 Lands) in the Poolbeg West Strategic Development Zone Planning Scheme	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
TA0126	DCC	Demolition of buildings and construction of 112 no. apartments	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	None
MP20		Poolbeg LUAS	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Potential for significant temporary / short-term cumulative construction effects. These effects are most likely to occur at locations where concurrent construction of both schemes have the potential to overlap, however, it is also likely that the extent of any such impacts will be localised and contained. Operation Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected. Potential for slight / moderate short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for significant temporary / short-term cumulative construction effects. Effects would be reduced or negligible if this is not the case. Operation Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected. The effects of any changes are likely to be reduced over time with establishment of proposed landscape measures. There remains potential for slight / moderate short-term effects. Medium and long-term effects will be imperceptible.	Some uncertainty over form of this project, particularly impact on wider townscape area.
MP22		Development of a road link connecting from the southern end of the Dublin Port Tunnel to the South Port area, which will serve the South Port and adjoining development areas.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Potential for significant temporary / short-term cumulative construction effects. These effects are most likely to occur at locations where concurrent construction of both schemes have the potential to overlap, however, it is also likely that the extent of any such impacts will be localised and contained. Operation Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected. Potential for moderate short-term effects with introduction of any new bridge structures as part of this project and the Proposed Scheme.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for significant temporary / short-term cumulative construction effects. Effects would be reduced or negligible if this is not the case. Operation Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected. The effects of any changes are likely to be reduced over time with establishment of proposed landscape measures. There remains potential for moderate short-term effects. Medium and long-term effects will be neutralised by general acceptance of the structures into the townscape / riverscape, however, moderate effects are likely to remain.	None

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MP23		Poolbeg SDZ roads development: refer to "Details" link.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Potential for significant temporary / short-term cumulative construction effects. These effects are most likely to occur at locations where concurrent construction of both schemes have the potential to overlap, however, it is also likely that the extent of any such impacts will be localised and contained. Operation Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected. Potential for slight / moderate short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for significant temporary / short-term cumulative construction effects. Effects would be reduced or negligible if this is not the case. Operation Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected. The effects of any changes are likely to be reduced over time with establishment of proposed landscape measures. There remains potential for slight / moderate short-term effects. Medium and long-term effects will be imperceptible.	None
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements).	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Potential for significant temporary / short-term cumulative construction effects. These effects are most likely to occur at locations where concurrent construction of both schemes have the potential to overlap, however, it is also likely that the extent of any such impacts will be localised and contained. Operation Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected. Potential for slight / moderate short-term effects.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for significant temporary / short-term cumulative construction effects. Effects would be reduced or negligible if this is not the case. Operation Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected. The effects of any changes are likely to be reduced over time with establishment of proposed landscape measures. There remains potential for slight / moderate short-term effects. Medium and long-term effects will be imperceptible.	None

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MP36	Dublin City Council	Dublin Southern Port Access Route (SPAR). Proposed 1.6km SPAR which includes an opening bridge across the Liffey east of the existing Tom Clarke Bridge (East-Link Toll Bridge), has been identified in the Dublin Port Masterplan ("3FM Project"). The SPAR will be a private road which will take HGV traffic destined to/from the port off the local public road network. It will also allow access for other HGV traffic such as to the Covanta Waste-to-Energy plant. The SPAR will include an active travel corridor open to the public.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Potential for significant temporary / short-term cumulative construction effects. These effects are most likely to occur at locations where concurrent construction of both schemes have the potential to overlap, however, it is also likely that the extent of any such impacts will be localised and contained. Operation Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected. Potential for moderate short-term effects with introduction of new bridge structures as part of this project and the Proposed Scheme.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for significant temporary / short-term cumulative construction effects. Effects would be reduced or negligible if this is not the case. Operation Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected. The effects of any changes are likely to be reduced over time with establishment of proposed landscape measures. There remains potential for moderate short-term effects. Medium and long-term effects will be neutralised by general acceptance of the structures into the townscape / riverscape, however, moderate effects are likely to remain.	None
A1		Dublin BusConnects: CBC 01 Clongriffin to City Centre.	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	None
B1		Dublin BusConnects: CBC 02 Swords to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	None

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D1		Dublin BusConnects: CBC 0304 Ballymun-Finglas	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	None
C1		Dublin BusConnects: CBC 05 Blanchardstown to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	None
A2		Dublin BusConnects: CBC 06 Lucan to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	None
B2		Dublin BusConnects: CBC 07 Liffey Valley to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	None

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A3		Dublin BusConnects: CBC 0809 Tallaght-Clondalkin	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	None
C2		Dublin BusConnects: CBC 1012 Templeogue-Rathfarnham	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	None
D2		Dublin BusConnects: CBC 11 Kimmage to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	None
B3		Dublin BusConnects: CBC 13 Bray to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	None

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C3		Dublin BusConnects: CBC 14/15 Blackrock/Belfield	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	None