

The background is a vibrant yellow. It is decorated with several abstract shapes in shades of blue and teal. These shapes include circles, teardrop-like forms, and elongated rounded rectangles, some of which contain white circles. The shapes are scattered across the page, creating a modern and dynamic visual style.

Appendix A21.2

Stage 4 Specialist Assessments

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1. Appendix A21.2: Stage 4 Specialist Assessments

1.1 Introduction

This appendix includes the topic specialist assessments of cumulative impacts of the Proposed Scheme and other projects which were shortlisted at Stage 2 for more detailed assessment. The main findings are summarized in the Chapter 21 (Cumulative Impacts & Environmental Interactions) in Volume 2 of this EIAR.

The following topics are not included in this appendix as they either tackle cumulative effects at a national or regional scale, relate to the traffic model, or did not shortlist any other projects for assessment on the basis of no likely significant cumulative effects (refer to Appendix A21.1 of Volume 4 of this EIAR for further details):

- Traffic and Transport;
- Climate;
- Archaeological and Cultural Heritage;
- Waste and Resources; and
- Risk of Major Accidents and / or Disasters.

These assessments, as well as traffic model related assessments (including air quality and noise from construction and operational traffic) are reported within the main chapter (Chapter 21 in Volume 2 of this EIAR).

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
4498/19	Dublin City Council (DCC)	PROTECTED STRUCTURE: The development will consist of: the construction of a new predominantly 3 storey 1000 pupil Post Primary School building, with roof mounted photovoltaic panel arrays, an external store; an ESB substation and switchroom.	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. <u>Construction</u> Pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	CBC01 will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	<u>Construction</u> 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.
3506/20	DCC	Planning permission on lands known as Site 5, Northern Cross, Malahide Road, Dublin 17. The proposed development consists of the construction of 55 no. apartments and 2 no. double height commercial units. The building ranges from 8 to 12 storeys in height.	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. <u>Construction</u> Pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	CBC01 will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	<u>Construction</u> 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.
4214/18	DCC	Proposal is for completion of the unfinished Belmayne Main Street and refurbishments on Belmayne Avenue, Dublin 13. Work includes construction of carriageway, footpaths and cycleways, bus lane facilities, including a new bus-gate link to the Malahide Road, on-street parking, public lighting and other utilities, signalised junctions at Belmayne Avenue/ Belmayne Main Street and at Belmayne Main Street/ Malahide Road, pedestrian/ toucan crossings for the new school on Belmayne Avenue, the park at Parkside Boulevard and at three locations on Belmayne Main Street, and landscaping works including planting of appropriately sized trees.	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. <u>Construction</u> Pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	CBC01 will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	<u>Construction</u> 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.
305943	DCC	Demolition of existing structures, Construction of 331 apartments. Newtown, Malahide Road, Dublin 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. <u>Construction</u> Pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	CBC01 will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	<u>Construction</u> No significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
245738 (DCC ref: 2552/15)		Aviation fuel pipeline. Location: Inlet Station: Team CV, Bond Drive, Dublin Port, Dublin 1 to Dublin Airport, Co. Dublin	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. <u>Construction</u> Pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	CBC01 will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	<u>Construction</u> 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
307887	Fingal City Council (FCC)	191 apartments and associated site works. Site 2, Mayne River Avenue, Northern Cross, Malahide Road, Dublin 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. <u>Construction</u> Pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	CBC01 will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	<u>Construction</u> 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.
310077	DCC	260 no. apartments and associated site works. Site at Belmayne P4. The corner of Churchwell Road and Churchwell Crescent, Belmayne, Dublin 13	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. <u>Construction</u> Pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	CBC01 will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	<u>Construction</u> 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	DCC and FCC (and others)	Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements) including the Clontarf to City Centre Cycle & Bus Priority project (C2CC), which will provide segregated cycling facilities and bus priority infrastructure along a 2.7km route that extends from Clontarf Road at the junction with Alfie Byrne Road, to Amiens Street at the junction with Talbot Street.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. <u>Construction</u> Pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	CBC01 will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	<u>Construction</u> 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 (Construction Noise)

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
4498/19	Dublin City Council (DCC)	PROTECTED STRUCTURE: The development will consist of: the construction of a new predominantly 3 storey 1000 pupil Post Primary School building, with roof mounted photovoltaic panel arrays, an external store; an ESB substation and switchroom.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. <u>Construction</u> The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1.1 of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme.	<u>Construction</u> Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described as described for the Proposed Scheme alone in Section 9.4.4.2 of Chapter 9 (Noise and Vibration). No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228-1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
3506/20	DCC	Planning permission on lands known as Site 5, Northern Cross, Malahide Road, Dublin 17. The proposed development consists of the construction of 55 no. apartments and 2 no. double height commercial units. The building ranges from 8 to 12 storeys in height.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. <u>Construction</u> The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1.1 of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme.	<u>Construction</u> Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described as described for the Proposed Scheme alone in Section 9.4.4.2 of Chapter 9 (Noise and Vibration). No significant residual cumulative effects post mitigation.	As above.
4214/18	DCC	Proposal is for completion of the unfinished Belmayne Main Street and refurbishments on Belmayne Avenue, Dublin 13. Work includes construction of carriageway, footpaths and cycleways, bus lane facilities, including a new bus-gate link to the Malahide Road, on-street parking, public lighting and other utilities, signalised junctions at Belmayne Avenue/ Belmayne Main Street and at Belmayne Main Street/ Malahide Road, pedestrian/ toucan crossings for the new school on Belmayne Avenue, the park at Parkside Boulevard and at three locations on Belmayne Main Street, and landscaping works including planting of appropriately sized trees.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. <u>Construction</u> The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1.1 of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme.	<u>Construction</u> Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described as described for the Proposed Scheme alone in Section 9.4.4.2 of Chapter 9 (Noise and Vibration). No significant residual cumulative effects post mitigation.	As above.
305943	DCC	Demolition of existing structures, Construction of 331 apartments. Newtown, Malahide Road, Dublin 17.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. <u>Construction</u> The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1.1 of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme.	<u>Construction</u> Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described as described for the Proposed Scheme alone in Section 9.4.4.2 of Chapter 9 (Noise and Vibration). No significant residual cumulative effects post mitigation.	As above.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
307887	Fingal City Council (FCC)	191 apartments and associated site works. Site 2, Mayne River Avenue, Northern Cross, Malahide Road, Dublin 17.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. <u>Construction</u> The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1.1 of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme.	<u>Construction</u> Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described as described for the Proposed Scheme alone in Section 9.4.4.2 of Chapter 9 (Noise and Vibration). No significant residual cumulative effects post mitigation.	As above.
310077	DCC	260 no. apartments and associated site works. Site at Belmayne P4. The corner of Churchwell Road and Churchwell Crescent, Belmayne, Dublin 13	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. <u>Construction</u> The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1.1 of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme.	<u>Construction</u> Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described as described for the Proposed Scheme alone in Section 9.4.4.2 of Chapter 9 (Noise and Vibration). No significant residual cumulative effects post mitigation.	As above.
245738 (DCC ref: 2552/15)	DCC/FCC	Aviation fuel pipeline. Location: Inlet Station: Team CV, Bond Drive, Dublin Port, Dublin 1 to Dublin Airport, Co. Dublin	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. <u>Construction</u> The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1.1 of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme.	<u>Construction</u> Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described as described for the Proposed Scheme alone in Section 9.4.4.2 of Chapter 9 (Noise and Vibration). No significant residual cumulative effects post mitigation.	As above.
MP34	DCC and FCC (and others)	Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements) including the Clontarf to City Centre Cycle & Bus Priority project (C2CC), which will provide segregated cycling facilities and bus priority infrastructure along a 2.7km route that extends from Clontarf Road at the junction with Alfie Byrne Road, to Amiens Street at the junction with Talbot Street.	Noise Sensitive Locations (NSLs) identified within 300m of the planned development. <u>Construction</u> The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1.1 of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme.	<u>Construction</u> Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described as described for the Proposed Scheme alone in Section 9.4.4.2 of Chapter 9 (Noise and Vibration). No significant residual cumulative effects post mitigation.	As above.

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
245738 (DCC ref: 2552/15)	DCC / FCC	Aviation fuel pipeline. Location: Inlet Station: Team CV, Bond Drive, Dublin Port, Dublin 1 to Dublin Airport, Co. Dublin.	<p><u>Construction</u> The project will not involve any cumulative land-take from community, recreational or commercial assets with the Proposed Scheme.</p> <p><u>Operation</u> There is no potential for cumulative effects on land take, amenity and accessibility during operation.</p>	<p><u>Construction</u> Proposed mitigation would be to avoid construction overlap of the two projects.</p> <p><u>Operation</u> No mitigation proposed.</p>	<p><u>Construction</u> The residual significance of effect will be Neutral and Not Significant once construction overlap is avoided.</p> <p><u>Operation</u> As there is no potential for cumulative effects, there will be no residual cumulative effects on land take.</p>	Construction dates are uncertain as we could not verify whether the development had been built, nor the feasibility of avoiding construction overlap in the programming.
4214/18	DCC	Proposal is for completion of the unfinished Belmayne Main Street and refurbishments on Belmayne Avenue, Dublin 13.	<p><u>Construction</u> The project will not involve any cumulative land-take from community, recreational or commercial assets with the Proposed Scheme. The construction project may create negative amenity impacts which in-combination with the Proposed Scheme could create negative amenity impacts on the Hilton Dublin Airport Hotel, which is expected to experience a Negative, Moderate to Significant amenity impact from the Proposed Scheme. No cumulative impact on accessibility is expected.</p> <p><u>Operation</u> There is no potential for cumulative effects on land take, amenity and accessibility during operation.</p>	<p><u>Construction</u> Proposed mitigation would be to avoid construction overlap of the two projects.</p> <p><u>Operation</u> No mitigation proposed.</p>	<p><u>Construction</u> The residual significance of effect will be neutral and not significant once construction overlap is avoided.</p> <p><u>Operation</u> As there is no potential for cumulative effects, there will be no residual cumulative effects on land take, amenity and accessibility.</p>	Construction dates are uncertain as we could not verify whether the development had been built, nor the feasibility of avoiding construction overlap in the programming.

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
4498/19	DCC	PROTECTED STRUCTURE: The development will consist of: the construction of a new predominantly 3 storey 1000 pupil Post Primary School building, with roof mounted photovoltaic panel arrays, an external store; an ESB substation and switchroom.	<p>The proposal is to build a new school at the site of the existing Mount Temple Comprehensive School, which is located off Malahide Road. There is a row of residential properties along Malahide Road whose gardens back onto the school site.</p> <p><u>Construction</u> During construction, there is potential for construction noise and general disruption to affect residents in the row of properties that front Malahide Road (where the Proposed Scheme would be under construction) and with rears that abut the school site. However, it is considered that any disturbance would be partially limited by the sizeable front gardens and mature trees to rear, which would provide a buffer. Only a small number of properties are likely to be exposed to the two developments in combination (circa 10) and so the impact would be relatively localised. 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.</p> <p><u>Operation</u> No operational cumulative impacts are anticipated.</p>	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	<u>Construction</u> 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.
2600/20	DCC	The development will consist of the construction of a part three storey, part two storey post primary school in Belmayne - Roll Number 68346T - including PE Hall, 4 classroom Special Education Needs Unit and all ancillary site works.	<p>The proposal is to build a new school on land off Belmayne Avenue. It is also close to ref. 4214/18, which would have more interface with the school development than the Proposed Scheme.</p> <p>There is a housing estate immediately south of the site of the proposed school, but this is approximately 586m from the Proposed Scheme.</p> <p><u>Construction</u> No communities would be within close proximity to both the school 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.</p> <p><u>Operation</u> No operational cumulative impacts are anticipated.</p>	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	<u>Construction</u> As for pre-mitigation (Not Significant).	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
3506/20	DCC	Planning permission on lands known as Site 5, Northern Cross, Malahide Road, Dublin 17. The proposed development consists of the construction of 55 no. apartments and 2 no. double height commercial units. The building ranges from 8 to 12 storeys in height.	<p>The proposed development is some 200m north of the northern extent of the Proposed Scheme, off Malahide Road. There are some apartment blocks adjacent to the plot where the development is proposed. The surrounding community is not classed as disadvantaged.</p> <p><u>Construction</u> During construction, there is potential for construction noise and general disruption to affect residents in the apartment blocks which are between the development and the Proposed Scheme. However, it is unlikely that apartments will have outlooks onto both developments 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.</p> <p><u>Operation</u> No cumulative impacts on human health are anticipated during operation.</p>	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	<u>Construction</u> 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
305943	DCC	Demolition of existing structures, Construction of 331 apartments. Newtown, Malahide Road, Dublin 17.	<p>This proposal fronts Malahide Road and so coincides with the same area as the Proposed Scheme. There is a community classed as disadvantaged on the opposite side of Malahide Road, although this is set back some 270m.</p> <p><u>Construction</u> There is potential for construction noise and general disruption from both developments to affect local residents. However, there are very few residential properties which would be exposed to both developments as there is some distance between residential estates and Malahide Road. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term.</p> <p><u>Operation</u> No cumulative impacts on human health are anticipated during operation.</p>	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	<u>Construction</u> 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.
307887	FCC	191 apartments and associated site works. Site 2, Mayne River Avenue, Northern Cross, Malahide Road, Dublin 17.	<p>The proposal is approximately 200m north-west of the Proposed Scheme. There are some apartment blocks adjacent to the plot where the development is proposed. The surrounding community is not classed as disadvantaged.</p> <p><u>Construction</u> During construction, there is potential for construction noise and general disruption to affect residents in the apartment blocks which are between the development and the Proposed Scheme. However, it is unlikely that apartments will have outlooks onto both developments 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.</p> <p><u>Operation</u> No cumulative impacts on human health are anticipated during operation.</p>	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	<u>Construction</u> 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.
310077	DCC	260 no. apartments and associated site works. Site at Belmayne P4. The corner of Churchwell Road and Churchwell Crescent, Belmayne, Dublin 13	<p>The proposal is for the construction of a residential scheme at Belmayne P4, which is approx. 200m east of the Proposed Scheme.</p> <p><u>Construction</u> During construction, there is potential for construction noise and general disruption to affect residents in the houses which are close to both the residential development and the Proposed Scheme. Additionally the Belmayne Park and Playground may also be adversely affected by the simultaneous development of both schemes. Health outcomes would likely be adverse impacts on mental wellbeing, but this is not expected to be of a level and duration likely to alter population health outcomes. On this basis the impact is judged to be Negative, Slight and Temporary to Short-term.</p> <p><u>Operation</u> No cumulative impacts on human health are anticipated during operation.</p>	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	<u>Construction</u> 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.
311570	FCC	Pending permission- 2,718 no. residential units (2,233 no. apartments, 485 no. houses), 2 no. creches and all associated site works. Belcamp Hall (Protected Structure), Malahide Road and R139, Belcamp, Dublin 17	<p>The pending proposal is for the construction of a residential scheme at Belcamp Hall, which is approx. 500m north-west of the Proposed Scheme.</p> <p><u>Construction</u> During construction, there is potential for construction noise and general disruption to affect residents in the houses which are close to both the residential development and the Proposed Scheme. Additionally the First Steps Academy Creche and Northern Cross Medical Centre may also be adversely affected by the simultaneous development of both schemes. Health outcomes would likely be adverse impacts on</p>	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	<u>Construction</u> 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
			<p>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.</p> <p><u>Operation</u> No cumulative impacts on human health are anticipated during operation.</p>			
MP34	FCC / DCC / SDCC / DLRCC	Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements) including the Clontarf to City Centre Cycle & Bus Priority project (C2CC), which will provide segregated cycling facilities and bus priority infrastructure along a 2.7km route that extends from Clontarf Road at the junction with Alfie Byrne Road, to Amiens Street at the junction with Talbot Street.	<p>Proposals for the Greater Dublin Area Cycle Network directly interface with the Proposed Scheme.</p> <p><u>Construction</u> Although timescales for completing the cycle network are uncertain, it is anticipated that construction activities for the cycle network would be of a similar nature to works for the Proposed Scheme. Impacts may relate to temporary disruption to pedestrian and cycle access in the works 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.</p> <p><u>Operation</u> It is considered that the proposals for the cycle network and Proposed Scheme are complementary and could have a cumulative beneficial effect by encouraging cycling through offering a choice of routes. This would support greater uptake of physical activity which is judged to be Positive, Significant in the Long term on health.</p>	<p>The proposal is to build a new school on land off Belmayne Avenue. It is also close to ref. 4214/18, which would have more interface with the school development than the Proposed Scheme.</p> <p>There is a housing estate immediately south of the site of the proposed school, but this is approximately 586m from the Proposed Scheme.</p> <p><u>Construction</u> No communities would be within close proximity to both the school 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.</p> <p><u>Operation</u> No operational cumulative impacts are anticipated.</p>	<p><u>Construction</u> If construction programmes can be phased to limit combined disruption, the effect could be reduced to Negative, Slight and Temporary to Short-term.</p> <p><u>Operation</u> Positive, Significant in the Long term on health.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
B1	DCC / FCC	<u>Dublin BusConnects</u> : CBC 02 Swords to City Centre.	<p><u>Construction</u> No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.</p> <p><u>Operation</u> The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.</p>	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	<p><u>Construction</u> No significant cumulative impacts on human health anticipated.</p> <p><u>Operation</u> Positive, Very Significant, Long-term.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
D1	DCC / FCC	<u>Dublin BusConnects</u> : CBC 0304 Ballymun-Finglas.	<p><u>Construction</u> No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.</p> <p><u>Operation</u> The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.</p>	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	<p><u>Construction</u> No significant cumulative impacts on human health anticipated.</p> <p><u>Operation</u> Positive, Very Significant, Long-term.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
C1	DCC / FCC	<u>Dublin BusConnects</u> : CBC 05 Blanchardstown to City Centre.	<p><u>Construction</u> No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.</p> <p><u>Operation</u> The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.</p>	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	<p><u>Construction</u> No significant cumulative impacts on human health anticipated.</p> <p><u>Operation</u> Positive, Very Significant, Long-term.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
A2	DCC / SDCC	<u>Dublin BusConnects</u> : CBC 06 Lucan to City Centre.	<p><u>Construction</u> No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.</p> <p><u>Operation</u> The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.</p>	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	<p><u>Construction</u> No significant cumulative impacts on human health anticipated.</p> <p><u>Operation</u> Positive, Very Significant, Long-term.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
B2	DCC / SDCC	<u>Dublin BusConnects</u> : CBC 07 Liffey Valley to City Centre.	<p><u>Construction</u> No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.</p> <p><u>Operation</u> The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.</p>	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	<p><u>Construction</u> No significant cumulative impacts on human health anticipated.</p> <p><u>Operation</u> Positive, Very Significant, Long-term.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
A3	DCC / SDCC	<u>Dublin BusConnects</u> : CBC 0809 Tallaght-Clondalkin.	<p><u>Construction</u> No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.</p> <p><u>Operation</u> The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.</p>	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	<p><u>Construction</u> No significant cumulative impacts on human health anticipated.</p> <p><u>Operation</u> Positive, Very Significant, Long-term.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
C2	DCC / SDCC	<u>Dublin BusConnects</u> : CBC 1012 Templeogue-Rathfarnham.	<p><u>Construction</u> No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.</p> <p><u>Operation</u> The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.</p>	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	<p><u>Construction</u> No significant cumulative impacts on human health anticipated.</p> <p><u>Operation</u> Positive, Very Significant, Long-term.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
D2	DCC	<u>Dublin BusConnects</u> : CBC 11 Kimmage to City Centre.	<p><u>Construction</u> No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.</p> <p><u>Operation</u> The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.</p>	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	<p><u>Construction</u> No significant cumulative impacts on human health anticipated.</p> <p><u>Operation</u> Positive, Very Significant, Long-term.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
B3	DCC / DLRCC	<u>Dublin BusConnects</u> : CBC 13 Bray to City Centre.	<p><u>Construction</u> No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.</p> <p><u>Operation</u> The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.</p>	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	<p><u>Construction</u> No significant cumulative impacts on human health anticipated.</p> <p><u>Operation</u> Positive, Very Significant, Long-term.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
C3	DCC / DLRCC	<u>Dublin BusConnects</u> : CBC 14/15 Blackrock/Belfield.	<p><u>Construction</u> No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.</p> <p><u>Operation</u> The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.</p>	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	<p><u>Construction</u> No significant cumulative impacts on human health anticipated.</p> <p><u>Operation</u> Positive, Very Significant, Long-term.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
D3	DCC	<u>Dublin BusConnects</u> ; CBC 16 Ringsend to City Centre.	<p><u>Construction</u> No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.</p> <p><u>Operation</u> The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.</p>	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	<p><u>Construction</u> No significant cumulative impacts on human health anticipated.</p> <p><u>Operation</u> Positive, Very Significant, Long-term.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
245738 (DCC ref: 2552/15)	DCC / FCC	Aviation fuel pipeline. Location: Inlet Station: Team CV, Bond Drive, Dublin Port, Dublin 1 to Dublin Airport, Co. Dublin.	<p><u>Construction</u> This development would directly impact on the same route as the Proposed Scheme. Although it is considered likely it will be completed prior to the Proposed Scheme commencing, it will effectively lengthen the time period of disruption experienced by the communities along that length of road. However, works in any given area would likely be limited to a number of weeks. Health outcomes would relate to adverse wellbeing effects such as annoyance and frustration but are unlikely to relate to a change in population health status. On this basis the effect is assessed as Negative, Moderate and Short-term.</p> <p><u>Operation</u> No operational cumulative impacts are anticipated.</p>	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	<p><u>Construction</u> As for pre-mitigation: Negative, Moderate and Short-term.</p>	It is assumed that construction periods would not overlap, but consideration has been given to the additional impact of sequential impacts.
4214/18	DCC	Proposal is for completion of the unfinished Belmayne Main Street and refurbishments on Belmayne Avenue, Dublin 13. Work includes construction of carriageway, footpaths and cycleways, bus lane facilities, including a new bus-gate link to the Malahide Road, on-street parking, public lighting and other utilities, signalised junctions at Belmayne Avenue/ Belmayne Main Street and at Belmayne Main Street/ Malahide Road, pedestrian/ toucan crossings for the new school on Belmayne Avenue, the park at Parkside Boulevard and at three locations on Belmayne Main Street, and landscaping works including planting of appropriately sized trees.	<p><u>Construction</u> The Proposed Scheme directly interfaces with this project. This could have a cumulative impact from noise and general construction disruption on the local resident population. This will include some residents around Temple View Rise, however there is some distance (94m) to the tie in with the Proposed Scheme. On this basis the effect on health in terms of wellbeing is assessed as Negative, Slight and Short-term. No lasting effect on population health status is anticipated.</p> <p><u>Operation</u> The Belmayne Main Street refurbishments would be complementary to the Proposed Scheme and extend the priority bus route for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the neighbourhood surrounding the Proposed Scheme. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.</p>	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	<p><u>Construction</u> Same as pre-mitigation: Negative, Slight and Short-term.</p> <p><u>Operation</u> Positive, Significant, Long-term.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.

Table A21.2.5 Stage 3 and 4: Biodiversity

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
MP01	Kildare County Council (KCC)	Widening of the M7 between Junction 9 (Naas North) and Junction 11 (M7/M9) to provide an additional lane in each direction.	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	None.
MP03	FCC/ KCC/ MCC	N3 Castaheany Interchange Upgrade: refer to "Details" link.	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	None.
MP04	SDCC / KCC	Reconfiguration of the N7 from its junction with the M50 to Naas, to rationalise junctions and accesses in order to provide a higher level of service for strategic traffic travelling on the mainline.	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	None.
MP05	SDCC / KCC / FCC	N3-N4: Barnhill to Leixlip Interchange.	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	None.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
MP06	SDCC	Reconfiguration of the N4 from its junction with the M50 to Leixlip to rationalise accesses and to provide additional capacity at the Quarryvale junction.	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	None.
MP07	SDCC	Clonburris SDZ roads development: refer to "Details" link.	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	None.
MP08	DCC / FCC / MCC / KCC	DART+ Programme West.	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p>Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species.</p> <p>Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale.</p>	None.
MP09	FCC	Porterstown Distributor Link Road.	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species.</p> <p><u>Operation</u> Mitigation proposed to protect surface</p>	A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	None.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	water quality during operation of the Proposed Scheme will prevent surface water pollution events.		
MP10	FCC	Widening of the N3 between Junction 1 (M50) and Junction 4 (Clonee), plus related junction and necessary changes to the existing national road network.	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	None.
MP11	SDCC	Lucan LUAS.	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	None.
MP12	DCC / SDCC / KCC	DART+ Programme South West.	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p>Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species.</p> <p>Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale.</p>	None.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
MP13	FCC / MCC / Louth County Council (LCC)	Junction upgrades and other capacity improvements on the M1 motorway, including additional lanes south of Drogheda, where required.	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p>Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species.</p> <p>Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale.</p>	None.
MP14	DCC / FCC	Finglas LUAS (Green Line extension Broombridge to Finglas).	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p>	None.
MP15	DCC	DART+ Tunnel Element (Kildare Line to Northern Line).	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p>Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species.</p> <p>Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale.</p>	None.
MP16	DCC / SDCC	Potential Metro South alignment: SW option.	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species</p>	<p>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p>	None.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
			<p>in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p>during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>		
MP17	DCC	LUAS Cross City incorporating LUAS Green Line Capacity Enhancement - Phase 1.	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p>Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species.</p> <p>Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale.</p>	None.
MP19	Dun Laoghaire-Rathdown County Council (DLRCC / DCC)	Potential Metro South alignment: Charlemont to Sandyford.	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p>	None.
MP20	DCC	Poolbeg LUAS.	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p>	Biodiversity: None.

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MP22	DCC	Development of a road link connecting from the southern end of the Dublin Port Tunnel to the South Port area, which will serve the South Port and adjoining development areas	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	None.
MP23	DCC	Poolbeg SDZ roads development: refer to "Details" link.	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	None.
MP25	FCC	DART+ Programme Coastal North.	<p><u>Construction</u> Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p><u>Operation</u> N/A.</p>	<p><u>Construction</u> Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species.</p> <p><u>Operation</u> N/A.</p>	A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	None.
MP28	DLRCC / DCC / FCC	DART+ Programme Coastal South.	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p>Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species.</p> <p>Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale.</p>	None.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
MP32	FCC / DCC	MetroLink.	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p>Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species.</p> <p>Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale.</p>	Not applicable.
MP33	FCC	Greater Dublin Drainage (GDD).	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p>Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species.</p> <p>Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale.</p>	Not applicable.
MP34	DCC / FCC / SDCC / DLRCC	Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p>Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species.</p> <p>Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale.</p>	None.

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MP35	N/A	Dublin Array - offshore windfarm.	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	Not applicable.	None.
MP36	DCC	Southern Port Access Route (SPAR) – Construction of a new access route to Dublin Port for HGVs	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p> <p>Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species</p> <p>Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events</p>	<p>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale</p>	None
307073	FCC	Alternations to a permitted double circuit 110kV electricity transmission line development between substations. Darndale / Belcamp.	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p>Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species.</p> <p>Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale.</p>	None.
303249	KCC	110kV onsite electrical substation with associated electrical plant, electrical equipment, welfare facilities and wastewater 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.	None.	Not applicable.	None.	None.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
304888	DCC	15-year permission for development at Oil Berth 3 and Oil Berth 4, Eastern Oil Jetty and at Berths 50A, 50N, 50S, 51, 51A, 49, 52, 53 and associated terminal yards to provide for various elements including new Ro-Ro jetty and consolidation of passenger terminal buildings. Dublin Port.	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	None.
307352	DCC	The proposed development for Brexit Infrastructure will consist of - Installation of porta-cabin structures. Resurfacing and amalgamation of existing yards. Parking for heavy good vehicles, cars and bicycles. Gates, signage and all ancillary site works. Dublin Port.	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	None.
307296	FCC	Construction of a 2 storey 110kV Gas Insulated Switchgear (GIS) substation, underground cable and all associated and ancillary site works. Former Clyde House, IDA Blanchardstown Business and Technology Park, Snugborough Road, Blanchardstown, Dublin 15.	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	None.	None.
306725	SDCC / DCC	Flood alleviation works along and adjacent to the River Poddle extending from the upper reaches of the river. Tymon North, Tallaght to Merchant's Quay, Dublin.	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	None.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
245738 (DCC ref: 2552/15)	DCC / FCC	Aviation fuel pipeline. Location: Inlet Station: Team CV, Bond Drive, Dublin Port, Dublin 1 to Dublin Airport, Co. Dublin	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p>Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species.</p> <p>Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale.</p>	None.
-	DCC / FCC	Dublin BusConnects: CBC 02 Swords to City Centre Core Bus Corridor Scheme.	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p>Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species.</p> <p>Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale.</p>	None.
-	DCC / FCC	Dublin BusConnects: CBC 0304 Ballymun-Finglas Core Bus Corridor Scheme.	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p>Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species.</p> <p>Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale.</p>	None.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
-	DCC / FCC	<u>Dublin BusConnects</u> : CBC 05 Blanchardstown to City Centre Core Bus Corridor Scheme.	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.	Mitigation proposed to protect surface water quality during construction and operation of the Proposed Scheme will prevent surface water pollution events.	Not significant.	None.
-	DCC / SDCC	<u>Dublin BusConnects</u> : CBC 06 Lucan to City Centre Core Bus Corridor Scheme.	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.	Mitigation proposed to protect surface water quality during construction and operation of the Proposed Scheme will prevent surface water pollution events.	Not significant.	None.
-	DCC / SDCC	<u>Dublin BusConnects</u> : CBC 07 Liffey Valley to City Centre Core Bus Corridor Scheme.	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.	Mitigation proposed to protect surface water quality during construction and operation of the Proposed Scheme will prevent surface water pollution events.	Not significant.	None.
-	DCC / SDCC	<u>Dublin BusConnects</u> : CBC 0809 Tallaght-Clondalkin Core Bus Corridor Scheme.	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.	Mitigation proposed to protect surface water quality during construction and operation of the Proposed Scheme will prevent surface water pollution events.	Not significant.	None.
-	DCC / SDCC	<u>Dublin BusConnects</u> : CBC 1012 Templeogue-Rathfarnham Core Bus Corridor Scheme.	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.	Mitigation proposed to protect surface water quality during construction and operation of the Proposed Scheme will prevent surface water pollution events.	Not significant.	None.
-	DCC	<u>Dublin BusConnects</u> : CBC 11 Kimmage to City Centre Core Bus Corridor Scheme.	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.	Mitigation proposed to protect surface water quality during construction and operation of the Proposed Scheme will prevent surface water pollution events.	Not significant.	None.
-	DCC / DL RCC	<u>Dublin BusConnects</u> : CBC 13 Bray to City Centre Core Bus Corridor Scheme.	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	None.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
-	DCC / DLRCC	<u>Dublin BusConnects</u> : CBC 14/15 Blackrock/Belfield Core Bus Corridor Scheme.	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	None.
-	DCC	<u>Dublin BusConnects</u> : CBC 16 Ringsend to City Centre Core Bus Corridor Scheme.	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality.</p> <p>Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme.</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species.</p> <p>Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species.</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale.</p>	None.
Various	Various	SHDs (<i>Impact dependent on proximity to Proposed Scheme</i> . Items marked with * are only relevant if within close proximity to the Proposed Scheme and items marked with ** are only relevant if they are located within the same catchment as the Proposed Scheme).	<p><u>Construction</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.**</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality*</p> <p>Potential for in-combination effects on habitats and species as a result of direct habitat loss or treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme*</p> <p><u>Operation</u> Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.**</p>	<p><u>Construction</u> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events**</p> <p>Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species*</p> <p>Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species.*</p> <p><u>Operation</u> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events**</p>	<p>A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.*</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale.*</p>	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
4498/19	DCC	PROTECTED STRUCTURE: The development will consist of: the construction of a new predominantly 3 storey 1000 pupil Post Primary School building, with roof mounted photovoltaic panel arrays, an external store; an ESB substation and switchroom.	<p><u>Construction</u> There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance.</p> <p><u>Operation</u> There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible.	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage.
3506/20	DCC	Planning permission on lands known as Site 5, Northern Cross, Malahide Road, Dublin 17. The proposed development consists of the construction of 55 no. apartments and 2 no. double height commercial units. The building ranges from 8 to 12 storeys in height.	<p><u>Construction</u> There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance.</p> <p><u>Operation</u> There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible.	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage.
305943	DCC	Demolition of existing structures, Construction of 331 apartments. Newtown, Malahide Road, Dublin 17	<p><u>Construction</u> There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance.</p> <p><u>Operation</u> There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible.	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage.
307887	FCC	191 apartments and associated site works. Site 2, Mayne River Avenue, Northern Cross, Malahide Road, Dublin 17.	<p><u>Construction</u> There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance.</p> <p><u>Operation</u> There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	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
MP34	FCC / DCC / SDCC / DLRCC	Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements) including the Clontarf to City Centre Cycle & Bus Priority project (C2CC), which will provide segregated cycling facilities and bus priority infrastructure along a 2.7km route that extends from Clontarf Road at the junction with Alfie Byrne Road, to Amiens Street at the junction with Talbot Street.	<p>The Greater Dublin Area Cycle Network coincides with the proposed scheme from the southern section at Marino Crescent to the upper northern section.</p> <p><u>Construction</u> The development and the scheme both cross the Santry_020. Associated works include resurfacing and reconstruction, however, as these are not intrusive impacts they are of small magnitude.</p> <p><u>Operation</u> Excess run-off as a result of impermeable area is managed through usage of SUDs which improve water quality discharging into the water bodies. Therefore, the impact to this receptor is imperceptible.</p>	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
MP34 and	FCC / DCC / SDCC / DLRCC	Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements) including the Clontarf to City Centre Cycle & Bus Priority project (C2CC), which will provide segregated cycling facilities and bus priority infrastructure along a 2.7km route that extends from Clontarf Road at the junction with Alfie Byrne Road, to Amiens Street at the junction with Talbot Street.	<p>This proposal overlaps with the study area in ten locations: Griffith Ave, Collins Ave, Kilmore Rd, Artane Roundabout, Tonleegge Rd, Santry River Greenway and Balgriffin. The Clontarf to City Centre Cycle & Bus Priority Project (C2CC Project) will have a potential cumulative impact at the junction of Malahide Road and Marino Mart, Marino Mart itself, and Marino Crescent.</p> <p><u>Construction</u> The Clontarf to City Centre Cycle & Bus Priority Project (C2CC Project) landscaping drawings indicate that the proposed cycle scheme will be in close proximity to the lamp post CBC0001LP001 at the traffic island at the junction of Malahide Road and Marino Mart. The proposed scheme is also in close proximity to the Electricity Sub-Station, Marino Crescent (NIAH 50120122), Bram Stoker Park, Marino Crescent (NIAH 50120123), 1 Marino Crescent (DCC RPS 4893), 21-31 Marino Mart, St Aidan's Park Road, Dublin 3 (NIAH 50120089-90), 1-13 Marino Mart, Dublin 3 (NIAH 50120088) and Marino College, 14-20 Marino Mart, Dublin 3 (NIAH 50120088). There is potential for damage to these architectural heritage features during the construction phase. No significant residual construction phase impacts are predicted on the heritage features as a result of CBC01.</p> <p><u>Operation</u> Significant operational phase impacts are predicted at two of the 10 locations, at the Santry River Greenway which is designated as a Conservation Area (CA, Medium sensitivity), where positive, moderate impacts are predicted as a result of CBC01. There is insufficient information available to assess whether there will be cumulative impacts as a result of this proposal. the Landscape drawings prepared for the Clontarf to City Centre Cycle & Bus Priority Project (C2CC Project) indicate that there will be a positive cumulative impact on the vistas and settings of architectural heritage features at Marino Mart and Malahide Road.</p>	Mitigation measures to protect these features will be put in place during the course of construction to reduce the potential for damage.	Following mitigation, it is not anticipated that there will be significant residual impacts from the Proposed Scheme in any of these locations as the mitigation will reduce the risk of potential damage and therefore there is no likely significant cumulative effect from the Construction Phase.	None of note.

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
MP34	DCC, Fingal (and others)	Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements) including the Clontarf to City Centre Cycle & Bus Priority project (C2CC), which will provide segregated cycling facilities and bus priority infrastructure along a 2.7km route that extends from Clontarf Road at the junction with Alfie Byrne Road, to Amiens Street at the junction with Talbot Street.	<p><u>Construction</u> Potential for temporary in-combination indirect visual effects to occur if the construction periods coincide / are successive. Such effects are likely to be most noticeable for receptors at the intersections of this scheme with the Proposed Scheme at road junctions, but effects will be contained within surrounding street / road corridor, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects at intersections of this scheme and the Proposed Scheme if construction periods overlap / are concurrent. These effects are likely to be limited to indirect visual effects on private properties and open spaces near to intersections of the scheme and Proposed Scheme.</p> <p><u>Operation</u> The primary potential cause of cumulative effects during operation would be the combined long-term effects from a cumulative loss of trees during construction. The Proposed Scheme has an overall positive impact on trees in operation, and therefore no significant negative cumulative effects on trees are expected. No significant cumulative effects are expected overall.</p>	Landscape and Visual - Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<p><u>Construction</u> If construction periods overlap / are concurrent, there remains potential for localised moderate temporary / short-term, temporary cumulative construction effects at intersections of this scheme and the Proposed Scheme.</p> <p><u>Operation</u> No significant residual cumulative effects expected.</p>	Landscape and Visual - There are uncertainties regarding form and location of development. Interactions assumed to occur along routes running perpendicular to Malahide Road (Clontarf Road / Marino Mart, Griffith Avenue / Copeland Avenue, Kilmore Road, Gracefield Road / Ardlea Rd, Oscar Traynor Road / Tonlegee, R139).
245738 (DCC ref: 2552/15)	DCC	Aviation fuel pipeline. Location: Inlet Station: Team CV, Bond Drive, Dublin Port, Dublin 1 to Dublin Airport, Co. Dublin	<p><u>Construction</u> Cumulative construction effects are likely to be limited if the construction periods coincide as the overall period of construction would be reduced and construction would mainly occur within a shared footprint (along Malahide Road). Greater cumulative construction effects are likely to occur if the construction periods are not concurrent due to a longer overall duration of construction. Such effects are likely to be most noticeable for receptors along the Malahide Road corridor or at open spaces at Tolka / Santry river corridors, although the latter would be limited by proposed use of trenchless technology for the pipeline, which will maintain the watercourses in their existing condition. There is potential for localised moderate temporary / short-term cumulative construction effects from non-concurrent and successive construction phases. These effects are likely to be limited to indirect visual effects on private properties and open spaces along Malahide Road.</p> <p><u>Operation</u> The pipeline would have very minimal above-ground elements and there would be no perceivable cumulative effects.</p>	Landscape and Visual - Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<p><u>Construction</u> Potential localised moderate temporary / short-term cumulative construction effects from non-concurrent but successive construction phases of this scheme and the Proposed Scheme.</p> <p><u>Operation</u> No residual cumulative effects expected.</p>	Landscape and Visual - None
4214/18	DCC	Proposal is for completion of the unfinished Belmayne Main Street and refurbishments on Belmayne Avenue, Dublin 13. A breakdown of the works includes the following: - Construction of carriageway, footpaths and cycleways. - Bus lane facilities, including a new bus-gate link to the Malahide Road. - On-street parking, public lighting and other utilities. - Signalised junctions at Belmayne Avenue/ Belmayne Main Street and at Belmayne Main Street/ Malahide Road. - Pedestrian/ toucan crossings for the new school on Belmayne Avenue, the park at Parkside Boulevard and at three locations on Belmayne Main Street. - Landscaping works including planting of appropriately sized trees.	<p><u>Construction</u> Potential for temporary in-combination indirect visual effects to occur if the construction periods coincide / are successive. Such effects are likely to be most noticeable for receptors at the intersections of this scheme with the Proposed Scheme but effects will be mainly contained within surrounding street / road corridor and adjacent open spaces, due to enclosing effect of surrounding built form. Potential for localised slight / moderate temporary / short-term cumulative construction effects at intersections of this scheme and the Proposed Scheme if construction periods overlap. These effects are likely to be limited to indirect visual effects on private properties and open spaces near to the intersection.</p> <p><u>Operation</u> Landscape and visual: there will be a minor cumulative increase in the intensity of road infrastructure in this peri-urban landscape setting. However, this is in keeping with this dynamic urban fringe; and no significant cumulative effects are expected.</p>	Landscape and Visual - Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<p><u>Construction</u> If construction periods overlap, there remains potential for localised slight / moderate temporary / short-term cumulative construction effects at intersections of this scheme and the Proposed Scheme.</p> <p><u>Operation</u> No significant cumulative effects expected.</p>	Landscape and Visual - None

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
305943	DCC	Demolition of existing structures, Construction of 331 apartments. Newtown, Malahide Road, Dublin 17	<p><u>Construction</u> Potential for temporary in-combination indirect visual effects to occur if the construction periods coincide / are successive. Such effects are likely to be localised and contained within adjacent Malahide Rd road corridor, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area if construction periods overlap. These effects are likely to be limited to indirect visual effects on private properties and open spaces near to the intersection.</p> <p><u>Operation</u> Landscape and visual: there will be a minor cumulative increase in the intensity of built form in the landscape setting. However this is in keeping with an area of ongoing development and no significant cumulative effects are expected.</p>	Landscape and Visual - Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<p><u>Construction</u> If construction periods overlap, there remains potential for localised moderate temporary / short-term cumulative construction in the adjacent road corridor.</p> <p><u>Operation</u> No significant cumulative effects expected.</p>	Landscape and Visual - None
CBC 02-16	Various	All other Proposed Schemes (Core Bus Corridors)	No likely significant landscape / visual cumulative impact as a result of the other BusConnects schemes.		No likely significant residual landscape / visual cumulative impact as a result of the other BusConnects schemes.	There is a limited likelihood of cumulative effects on townscape or visual receptors due to distance of CBC01 from the other schemes and the self-contained nature of the townscape and visual amenity. There is some uncertainty at present as to the full extents of tree loss on other CBC schemes, however, in a worst-case scenario, tree loss is not likely to be substantial enough to cause significant cumulative effects.