

Addendum to the
Environmental Impact
Assessment Report

NISA
North Irish Sea Array

Volume 6 - Summary Chapters

Chapter 38

Cumulative and Inter- Related Effects



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38. Cumulative and Inter-Related Effects

North Irish Sea Array Windfarm Ltd (NISA, hereafter referred to as ‘the Developer’) has been considering the Request for Further Information (RFI) issued by An Bord Pleanála (now An Coimisiún Pleanála) as well as the third-party submissions received following public consultation. At An Coimisiún Pleanála’s behest, the Developer has also continued to consult with stakeholders in respect of the 2024 planning application throughout 2024-2026. The Developer has refined elements of the design to respond to the third-party submissions, the continued public and stakeholder consultation and the RFI. Amendments are therefore required to Chapter 38: Cumulative and Inter-Related Effects of the 2024 Environmental Impact Assessment Report (EIAR). Full details of consultation undertaken can be found in Appendix A1.2 in the Addendum to the EIAR.

For the purposes of clarity, this document shall be read in conjunction with the Chapter 38 submitted as part of the 2024 EIAR.

Any cross reference to a chapter, section, table, image, figure or appendix within this document is to another location within the Addendum to the EIAR unless explicitly stated otherwise. Any cross reference to anything included in the 2024 EIAR will be clearly labelled as such.

Text in bold is only used throughout this document to indicate where changes are required, and why they are required. Text in italics is text from a section of the 2024 EIAR which is deleted, or quotations from other documents (as explicitly stated). Replacement text is in normal font.

Tables and images which have been updated from the 2024 EIAR, or entirely new tables and images, have been included in the Addendum to the EIAR. These can be identified by the “A” prefix in the caption.

This document has been updated in accordance with RFI Section 5 (see below). Therefore, it has been updated to incorporate the Nationally Significant Infrastructure Projects (NSIP) Guidance (Planning Inspectorate, 2025), which acts as supplemental guidance alongside National Policy Statements within the UK. As such, the NSIP Guidance has been adopted into the Cumulative Effects Assessment (CEA) of the proposed development to supplement the previous assessment which relied on European Guidance and Directives and the Environmental Protection Agency (EPA) Guidelines. Therefore, certain sections within this document will remain unchanged. However, the long list and short list have been amended in their entirety to fit the matrices included in Appendix 1 and 2 of the NSIP Guidance.

RFI Section	RFI	Relevance to Chapter
5	<p>...The Marine Institute in their observation raises concerns in relation to the methodology applied in the submitted cumulative effects assessment and the manner in which the information is presented, noting the lack of a standard Irish methodology in relation to CEA. The applicant is advised that guidance exists in the UK, namely Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment - GOV.UK, September 2024 (NSIP, 2024).</p> <p>The applicant is requested to revise the submitted cumulative assessment in line with NSIP (2024) and submit a standalone document to clearly demonstrate the CEA conclusions. In the interests of consistency and transparency, the applicant is requested to complete the assessment in accordance with the templates provided in NSIP (2024), namely “Appendix 1: Matrix 1 – Identification of ‘other development’ for CEA” and “Appendix 2: Matrix 1 – Assessment matrix” (see attached Appendix B)...</p>	<p>This document has been updated to incorporate the NSIP Guidance (note: the 2024 Guidance was last updated in March 2025) as discussed in the introduction above.</p>

38.1 Introduction

38.1.1 Overview

In response to RFI Section 5, the presentation of the CEA has been updated to include the conclusions of each EIA topic within this document. Therefore, the following text shall be included at the end of the CEA text in Section 38.1.1:

The results of the Stage 4 Assessment (see Section 38.2.3) for Chapters 10-35 are included in the NSIP *Appendix 2: Matrix 1 – Assessment Matrix* format. The conclusions are combined in Table A38.27.

Information pertaining to each of the four stages is found in the following sections or documents:

Table A38.1: CEA Stages and Location of Information

CEA Stage as per the NSIP Guidance	Location of Information
Stage 1: Establishing the long list of other existing and/or approved development	Section 38.2.1.2: Methodology used in preparing the long list. Appendix A38.1: Onshore Long List Appendix A38.2: Offshore Long List
Stage 2: Establishing a shortlist of other existing and/or approved development	Section 38.2.1.3 and Section 38.2.2: Methodology used in Screening the longlist to establish the short list. Appendix A38.1: Onshore Long List Appendix A38.2: Offshore Long List Section 38.2.3: Every EIA topic specific shortlist presented for assessment.
Stage 3: Information gathering	Section 38.2.1.4: Methodology used for Stage 3. Section 38.2.3: Every EIA topic shortlist includes the relevant information used to inform the CEA.
Stage 4: Assessment	Section 38.2.1.5: Methodology used for Stage 4. Section 38.2.3: The CEA for every EIA topic is included in individual tables within the format of NSIP Guidance, <i>Matrix 1 – Assessment Matrix</i> as per RFI Section 5.

38.1.2 Relevant Guidance and Policy

In addition to the Guidance and Policy included in Section 38.1.2 of Chapter 38 from the 2024 EIAR, the NSIP: Advice on Cumulative Effects Assessment guidance shall be added to Section 38.1.2 to address RFI Point 5.

Therefore, the following text shall be included in the list of relevant guidance and policy in Section 38.1.2:

- Planning Inspectorate (UK) (2025) Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment.

38.1.3 Definitions of Cumulative and Inter-Related Effects

There are no changes required to this section. Refer to Section 38.1.3 of Chapter 38 of the 2024 EIAR.

38.2 Cumulative Effects

38.2.1 CEA Methodology

38.2.1.1 Introduction

This section requires an update to incorporate the NSIP Guidance into the existing CEA guidance in Ireland, and as described in Section 38.2.1.1 of Chapter 38 of the 2024 EIAR.

Therefore, the following text shall be deleted:

“In general, the CEA does not consider other projects that are already constructed and operating, as such existing projects are already accounted for in the baseline conditions established for the main assessments within Chapters 10 to 35 of this EIAR. The requirements of the EIA Directive and guidelines to consider existing projects is therefore dealt with in those chapters. This chapter considers only proposed developments, being the “permitted or planned projects” as noted in Section 3.7.3 of the EPA 2022 Guidelines. While this is the general approach, there are some exceptions where existing offshore projects have been considered in the CEA and this is discussed in further detail in Section 38.2.1.2 below.”

And replaced with the following text:

In general, the CEA does not consider other projects that are already constructed and operating, as such existing projects are already accounted for in the baseline conditions established for the main assessments within Chapters 10 to 35 of this EIAR. The requirements of the EIA Directive and guidelines to consider existing projects is therefore dealt with in those chapters. This chapter considers proposed developments, being the “permitted or planned projects” as noted in Section 3.7.3 of the EPA 2022 Guidelines, as well as existing plans and projects that are “reasonably foreseeable” as per the NSIP Guidelines.

While this is the general approach, there are some exceptions where existing offshore projects have been considered in the CEA and this is discussed in further detail in Section 38.2.1.2 below.

In addition, in respect of the construction programme set out in Chapter 8 and Chapter 9, the following text shall be deleted:

“The cumulative construction assessment considers the total effects of the proposed development and other identified projects being constructed concurrently. It is assumed that the construction of the proposed development starts in 2026/2027. Projects where construction has been completed prior to 2026/2027 are therefore not included in the cumulative construction assessment.”

And replaced with the following text to reflect the updated construction timelines:

The cumulative construction assessment considers the total effects of the proposed development and other identified projects being constructed concurrently. It is assumed that the construction of the proposed development starts in 2027. Projects where construction has been completed prior to 2027 are therefore not included in the cumulative construction assessment.

Further, as the assessment tiers have been updated to align with the NSIP Guidance (see Section 38.2.1.2), and Onshore Projects are now in Tier 1, the following text shall be deleted:

“The cumulative decommissioning assessment considers the total effects of the proposed development and other identified projects being decommissioned concurrently (where this is considered a feasible scenario. For example, the operational life of the Tier 3 Onshore projects is predicted to extend well beyond the 35 year operational life of the proposed development and are therefore not included in the cumulative decommissioning assessment).”

And replaced with the following text:

The cumulative decommissioning assessment considers the total effects of the proposed development and other identified projects being decommissioned concurrently, where this is considered a feasible scenario. However, where the operational life of the Tier 1 Onshore projects is predicted to extend well beyond the 35 year operational life of the proposed development these projects are not included in the cumulative decommissioning assessment.

As the NSIP Guidance includes four stages of assessment, the following text and Image 38.1 from Section 38.2.1.1 shall be deleted:

“The methodology for the CEA effects assessment is a three-part assessment as illustrated in Image 38.1.

Stage 1: *A long list of “other existing and/or approved projects” which were deemed to be potentially relevant to be included in the CEA was compiled. This includes consideration of other offshore and onshore projects, such as offshore wind projects in Ireland designated as the “Phase One Projects” and the onshore OMF for the proposed development (which does not form part of this planning application). The methodology for compilation of the long list is provided in Section 38.2.1.2 below whilst the long list itself is provided in Table 1 of Appendix 38.1 (onshore projects) and in Table 4 of Appendix 38.2 (offshore projects) of Volume 12 of the EIAR. Note, this chapter must be read in conjunction with Appendices 38.1 and 38.2. As noted previously, some existing offshore projects have been included in the offshore long list of projects and this is discussed in further detail in Section 38.2.1.2 below.*

Stage 2: *A screening exercise of the “long list” was carried out for each environmental topic in order to determine whether those projects, when considered cumulatively with the proposed development could have the potential to give rise to likely significant cumulative effects during construction, operation or decommissioning. The methodology for screening of the long list is provided in Section 38.2.1.3 below. The results of the screening for each of the onshore and wider scheme topics are presented in Tables 38.2, 38.3 and 38.4 of Section 38.2.2.1 of this chapter. The results of the screening for each of the offshore topics are presented in Table 4 of Appendix 38.2 of the EIAR. Many of the other projects in the long list were screened out for a number of reasons including the location, scale and nature of the project or the lack of publicly available details for the project. The reasons for screening out are described in Section 38.2.2.2 below and in Table 4 of Appendix 38.2 of Volume 12 of the EIAR.*

Stage 3: *Those projects which were “screened in” were carried forward and assessed in the CEA.*

The three stages are discussed in further detail below.

Note, Appendix 38.1 and Appendix 38.2 should be read in parallel with the sections below.”

And replaced with the following text and Image A38.1:

The methodology for the CEA effects assessment is a four-part assessment as illustrated in Image A38.1.

Image A38.1 CEA Methodology (Replacing Image 38.1 of the 2024 EIAR)



Stage 1 Establishing the ‘Long List’: A long list of “other existing and/or approved projects” which were deemed to be potentially relevant to be included in the CEA was compiled. This includes consideration of other offshore and onshore projects, such as offshore wind projects in Ireland designated as the “Phase One Projects” and the onshore OMF for the proposed development (which does not form part of this planning application). This list also includes those projects which are considered “reasonably foreseeable” as per the NSIP Guidance.

The methodology for compilation of the long list is provided in Section 38.2.1.2 below whilst the long list itself is provided in Appendix A38.1 (onshore projects) and in Appendix A38.2 (offshore projects) of Volume 12 of the EIAR. Note, this chapter must be read in conjunction with Appendices A38.1 and A38.2. As noted previously, some existing offshore projects have been included in the offshore long list of projects, and this is discussed in further detail in Section 38.2.1.2 below.

In accordance with NSIP Guidance, Stage 1 involved establishing the Zone of Influence (ZoI) for each environmental topic. This was achieved by establishing whether each of the other projects identified would fall within the study areas for the topics considered for the proposed development in isolation, as assessed in Chapters 10 – 35. The cumulative ZoIs provide a guide as to the likelihood that another project may contribute to potentially significant cumulative impacts with the proposed development for each environmental topic assessed.

Table A38.2 sets out the cumulative ZoIs used to guide the long-listing process for EIA topics.

Table A38.2: Zone of Influence for EIA Topics

Topic	Cumulative ZoI (from the proposed development boundary)*
Marine Geology, Oceanography and Physical Processes	24km
Marine Water and Sediment Quality	24km
Benthic Subtidal and Intertidal Ecology	12km
Fish and Shellfish Ecology	For impacts related to seabed disturbance: 12km For underwater noise effects on fish and shellfish receptors: 70 km
Marine Mammal Ecology	The cumulative ZoI for marine mammals is based on the species-specific management units (MUs): <ul style="list-style-type: none"> • Celtic and Irish Sea MU for harbour porpoise; • Irish Sea MU for bottlenose dolphin; • Celtic and Greater North Seas MU for common dolphin and minke whale; and • The East and Southeast Ireland and Northern Ireland MUs for both harbour and grey seal
Offshore Ornithology	The relevant cumulative ZoI for ornithology was established from considering: <ul style="list-style-type: none"> • species ranges; • Biologically Defined Minimum Population Scales (BDMPS) regions; and • different species connectivity (breeding and non-breeding). The ICES Ecoregion section Celtic Sea region incorporates the Irish coast and western UK coast which is a sufficient ZOI to take into account variations between species in their movements and hence potential for connectivity with the proposed development.

Topic	Cumulative Zol (from the proposed development boundary)*
Commercial Fisheries	ICES division 7a: Irish Sea statistical area
Shipping and Navigation	50nm
Offshore Archaeology and Cultural Heritage	10km
Aviation and Radar	100km
Infrastructure and Other Users	12km
Land and Soils (includes soils, geology and hydrogeology)	2km
Water (includes hydrology, surface water quality and flooding)	250m
Biodiversity	<ul style="list-style-type: none"> • Onshore projects have been screened out of the CEA in relation to biodiversity if: • the cumulative project alone does not result in habitat loss and does not occur in close proximity to the offline sections of the onshore development area (those areas where the onshore cable is routed outside of the road network). Offline sections of the onshore development area are located at the landfall site, grid facility, water crossing Wx10 (Aldrumman Stream), Blakes Cross North including water crossing Wx11 (Ballough Stream), Blakes Cross South including water crossings Wx12 (Deanestown Stream) and Wx13 (Ballyboghill Stream), M1 crossing, Malahide Estuary, water crossing Wx20 (Gaybrook Stream), water crossing Wx22 (Sluice Stream) and at the existing 220kv substation at Belcamp. • the cumulative project does not occur within 300m of the offline sections of the onshore development area or Malahide Estuary, which is a sensitive receptor for biodiversity or • the cumulative development does not occur within the same hydrological catchment of the onshore development area and will not result in potential water quality effects which could have an indirect effect on biodiversity • A distance of 300m is considered to be a threshold for disturbance and displacement effects on fauna, in particular wintering waterbirds as it is not expected that these effects will extend beyond a distance of c. 300m from construction works, as noise levels associated with general construction activities would attenuate close to background levels at that distance (Cutts et al., 2009)
Traffic and Transportation	<p>N/A - Informed by traffic modelling and the area of influence the proposed development has on changing traffic volumes.</p> <p>Note, the 2025 annual average daily traffic (AADT) were converted to 2027 AADT based on county specific link-based growth rates for light goods vehicles and heavy goods vehicles. Growth rates for Dublin, Meath and Louth were used as appropriate. Therefore, it is considered that any traffic generated as a result of Tier 1, 2 or 3 Onshore projects has already been accounted for. As such, it is considered there is no potential for cumulative effects during the operational phase of the proposed development.</p>
Onshore Archaeology, Architectural and Cultural Heritage	50m
Material Assets	50m
Air Quality	250m
Climate	N/A
Seascape, Landscape and Visual	60km for offshore assessment, 3km for assessment of cumulative effects with the grid facility and 500m for the onshore cable route.

Topic	Cumulative ZoI (from the proposed development boundary)*
Noise and Vibration	300m
Resource and Waste Management	N/A - Waste assessment is informed by regional data on waste. Study area of East Midlands Waste Region is applied to the waste assessment.
Population and Human Health	N/A – informed by cumulative ZoIs of other topics
Socio-Economic, Tourism and Recreation	N/A – informed by cumulative ZoIs of other topics
Major Accidents and/or Disasters	N/A – informed by cumulative ZoIs of other topics
Offshore Bats	40km
<p>*Note: Unless otherwise stated.</p> <p>Cumulative ZoIs were used as a guide only. Where appropriate, other projects which were outside the predefined cumulative ZoI for the topic were considered on the basis that potentially likely significant effects of a cumulative nature could extend beyond the pre-defined cumulative ZoI for the proposed development in isolation.</p>	

Stage 2 Establishing the ‘Short List’: A screening exercise of the long list was carried out for each environmental topic to determine whether those projects, when considered cumulatively with the proposed development could have the potential to give rise to likely significant cumulative effects during construction, operation or decommissioning. The methodology for screening of the long list is provided in Section 38.2.1.3 below. Many of the other projects in the long list were screened out for a number of reasons including the location, scale, temporal scope and nature of the project or the lack of publicly available details for the project. The reasons for screening out are described in Section 38.2.2.

Stage 3 Information Gathering: Information is gathered on each of the other existing and/or approved developments that have been included in the short list established in Stage 2. As noted in the NSIP Guidance, the information included in this stage should include (but not be limited to) the following:

- Proposed design and location information;
- Proposed programme of construction, operation and decommissioning; and
- Environmental assessments that set out baseline data and effects arising from the other existing and/or approved development.

The information gathered is presented in each topic specific section in Section 38.2.3.1 to Section 38.2.3.26 alongside the Stage 4 Assessment.

Stage 4 Assessment: Those projects which were included in the short list were carried forward and assessed in the CEA.

The four stages are discussed in further detail below.

Note, Appendix A38.1 and Appendix A38.2 should be read in parallel with the sections below.

There are no further changes required to this section. Refer to Section 38.2.1.1

38.2.1.2 Stage 1 - Establishing the long list of ‘other existing and/or approved projects’

In response to RFI Section 5, the NSIP Guidance has been incorporated into the preparation of the Long List. This involves updating the assessment tiers which were previously included in the CEA in the 2024 EIAR. As per the requirements of RFI Section 5, the Phase One offshore windfarm developments are now included in Tier 1 in the long list.

The exercise to identify relevant projects was completed in March 2026. A review of available information on all projects submitted for planning permission from March 1 2024 to March 30 2026 was undertaken to create an updated list for assessment.

The updated long list combines the previous long list from the 2024 EIAR with recent projects and removes projects which are no longer relevant for assessment (i.e., where permission has been refused or where the project no longer falls within the temporal scope for assessment).

Therefore, Section 38.2.1.2 of Chapter 38 of the 2024 EIAR shall be deleted in its entirety and replaced with the text herein.

The first stage in determining cumulative effects was to identify a long list of “*other existing and/or approved projects*” deemed potentially relevant to be included in the CEA. This stage took into account existing environmental issues relating to areas of particular importance. Due to the extent of the proposed development which traverses both onshore and offshore, the long list is split into two – onshore projects are listed in Appendix A38.1 whilst offshore projects are listed in Appendix A38.2 (Volume 12 of the EIAR).

Details on the nature, location, and status of both the onshore and offshore projects are provided in Appendix A38.1 and Appendix A38.2 respectively.

Assessment tiers

Given the location and nature of the proposed development spanning across both onshore and offshore, a tiered approach to establishing the long list of “*other existing and/or approved projects*” has been undertaken. The tiering of projects is not a hierarchical approach nor based on weighting. The CEA is based on the information which is publicly available at the time of the assessment. Projects which are already built and operating, and which are not identified in this chapter, are included in the baseline environment or have been assessed as not having the potential to exacerbate effects. The general approach for selecting projects is only to consider permitted/consented developments which are not yet operational. However, the assessment has gone beyond this in certain circumstances as described below.

For example, some projects which are within the planning/consenting process but not yet consented have been included as per the NSIP Guidance which identifies existing and/or other projects as “*taken to include existing developments and existing plans and projects that are “reasonably foreseeable”*”. In addition, some projects which are planned/pending (but the developer has not yet submitted applications for consent) have been included. In addition, the offshore long list goes beyond the required search criteria nominated within the relevant guidance and policy outlined for the onshore approach. Further explanation on rationale is provided below. There are three different tiers which are differentiated for both onshore and offshore assessment. The three tiers are described further below.

Tier 1: Tier 1 projects consist of other existing and/or approved developments which match the following criteria:

- Under construction;
- Permitted applications under the Planning Act or other regimes but not yet implemented;
- Submitted applications under the Planning Act or other regimes but not yet determined; or
- All refusals subject to appeal procedures not yet determined.

In addition to the projects that fit the criteria listed above, Tier 1 also includes the east coast Phase One proposed offshore renewable energy projects as required under RFI Section 5. These are: Oriel Wind Farm, Codling Wind Park, Arklow Bank Wind Park II and Dublin Array Offshore Wind Farm.

The majority of the onshore projects that have been considered are permitted/consented. Some projects which are within the planning/consenting process and have not yet received consent or are pending/planned (not yet submitted an application for consent) have been included because they are deemed relevant to the proposed development (due to the location, nature and scale of project etc.) and are likely to be developed in the future.

There were numerous onshore projects listed on the databases of the onshore sources. However, the focus for this assessment was on the proximity, scale and nature of those projects in relation to the proposed development and on those which could potentially create larger environmental effects due to potential pathways (informed using a source-pathway-receptor approach to inform the assessment) for cumulative effects and which therefore could be of significance to the CEA. Particular attention was given to larger scale projects in proximity to the onshore development area. Those projects where EIAR or NIS accompanied the applications were also given due regard at review stage. The databases were searched to identify and exclude very minor applications which were not likely to have a significant cumulative environmental effect with the effects of the proposed development. Examples of applications which were excluded were applications to construct or demolish conservatories, house extensions, loft conversions, changes of use for single or small numbers of buildings, construction of outbuildings, modifications to driveways and retention applications.

Granted/permitted and pending applications older than ten years were excluded on the basis that they would likely already have been built (and so would form part of the existing baseline) or are now unlikely to be progressed. Applications which have been refused or cancelled were discounted from the list on the basis that they are unlikely to progress, unless through successful appeal.

Projects identified within the Tier 1 offshore long list (Appendix A38.2) where there is the potential for them to impact on an onshore receptor, or where a topic receptor traverses the HWM, have been included in the onshore long list in Appendix A38.1.

The approach for selecting offshore Tier 1 projects for the long list differed slightly from onshore approach and were identified by a desk-based search of selected projects that were:

- Either proposed, submitted, consented or operational;
- Within the offshore cumulative ZoIs (see Appendix A38.2 for further details);
- All refusals subject to appeal procedures not yet determined; and
- Either potentially being constructed, operational or decommissioned within a time period of 2022 to 2035, which provides a sufficient period either side of the proposed development offshore construction phase (2027-2030) to allow sufficient consideration of the temporal overlap criteria with key development phases (see below and Appendix A38.2 for further details). A longer time period was afforded due to the three-year offshore construction phase which is longer than the onshore construction phase.

The offshore long list of data sources is presented in Table A38.3. The offshore cumulative ZoIs also cross into transboundary jurisdictions where planning processes differ, and this ensures that relevant projects and potential cumulative effects are not overlooked. Further details on the search criteria are provided in Appendix 38.2 of this chapter.

Tier 2 Projects: In the NSIP guidance, the Tier 2 projects include other existing and/or approved development that include projects on the Planning Inspectorate's programme of projects. At the time of writing, there is no Irish equivalent to the Planning Inspectorate's programme of projects.

Therefore, the NSIP Guidance has been interpreted in the Irish context to include all projects that have submitted a formal scoping opinion (also relevant to other jurisdictions, particularly the UK) or have submitted an application for, or have obtained a Maritime Area Consent (MAC).

Tier 3 Projects: The Tier 3 projects include projects that have been identified in the relevant Development Plans and other plans and programmes as appropriate. The key development plans that were assessed for any relevant projects for incorporation into Tier 3 are:

- Fingal County Development Plan 2023-2029;
- Dublin City Development Plan 2022-2028;
- Meath County Development Plan 2021-2027;
- Louth County Development Plan 2021-2027; and
- The National Development Plan 2021-2030.

Additional plans and programmes have been reviewed including (but not limited to) Project Ireland 2040 (including both the National Planning Framework and the National Marine Planning Framework), Regional Spatial and Economic Strategies, the Climate Action Plan and National Transportation Plans (i.e., the All Island Strategic Rail Review).

The onshore long list is included in Appendix A38.1 whilst the offshore project long list is included in Appendix A38.2 (Volume 12 of the EIAR).

The identification of the Tier 1, 2 and 3 Project list considered the following onshore and offshore sources as listed in Table A38.3.

Table A38.3 Onshore and Offshore Long List data sources for Tier 1, 2 and 3 projects

Data Topic	Data Source
Onshore	
Planning	An Coimisiún Pleanála website (http://www.pleanala.ie/index.htm) – for details of projects under appeal, Strategic Infrastructure Development (SID), Strategic Housing Developments (SHD), Large-scale Residential Developments (LRD) and other major projects (focused on 15km buffer zone from onshore development area).
Local Authority Planning (including Part 8 Applications)	Planning websites of Fingal County Council and Dublin City Council (focused on 3km buffer zone from onshore development area, extending out to 3km where necessary for specific environmental topics). Planning websites of neighbouring local authorities (Meath County Council and Louth County Council etc).
Planning	National Planning Application Database (https://data.gov.ie/dataset/national-planning-applications) – for downloadable list of planning applications sent from Local Authorities; https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=9cf2a09799d74d8e9316a3d3a4d3a8de (focused on the relevant coastal planning authorities)
EIA Portal	The EIA Portal (https://www.housing.gov.ie/planning/environmental-assessment/environmental-impact-assessment-eia/eia-portal) maintained by the Department of Housing, Planning and Local Government – for applications for development consent accompanied by an EIAR; https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=d7d5a3d48f104ecbb206e7e5f84b71f1 (focused on 15km buffer zone from onshore development area).
Water projects	Irish Water’s website, which includes a page on its projects (https://www.water.ie/projects/)
EPA	EPA website, for details on projects subject to licences and permits such as Industrial Licensing, Waste licences and Wastewater Discharges (http://www.epa.ie/)
Building Control	National Building Control and Market Surveillance Office (NBCO) for details on commencement notices. https://nbco.localgov.ie/
Government, regional and local authority websites	Plans and programmes have been searched across European, National, Regional and Local levels to identify any relevant projects for assessment.
Offshore	
Offshore GIS Data	
Aggregate Production Area	The Crown Estate
Disposal Sites	Centre for Environment, Fisheries, and Aquaculture Science (CEFAS) (Executive Agency of Defra (the UK Government’s Department of Environment, Food and Rural Affairs)
Dumping at Sea Boundaries	Environmental Protection Agency (EPA)
Carbon Areas	The Crown Estate (UK)
Oil & Gas Surface Features	O&G Authority / North Sea Transition Authority (NSTA)
O&G Subsurface Features	O&G Authority / NSTA
O&G Pipelines	O&G Authority / NSTA

Data Topic	Data Source
Ports	World Ports Index (WPI)
Subsea Cables	KISORCA / GoBe Compiled Dataset
Offshore Wave Site Agreements	The Crown Estate / Crown Estate Scotland
Offshore Tidal Site Agreements	The Crown Estate / Crown Estate Scotland
Offshore Wind Farms	The Crown Estate / Crown Estate Scotland / EMODnet / Irish OWFs digitised (4COffshore) / Isle of Man Government
Shipping	UKHO
Aquaculture	Department of Agriculture, Food and the Marine
Recreation - Watersports	http://mida.ucc.ie/
Offshore Online Resources	
Aggregates	https://data.gov.ie/dataset/irish-sea-marine-aggregates-initiative
	https://epawebapp.epa.ie/terminalfour/DaS/index.jsp
	https://gis.epa.ie/EPAMaps/AAGeoTool
Offshore Wind Farms	https://www.gov.ie/en/collection/f2196-foreshore-applications-and-determinations/
	https://tethys.pnnl.gov/
	https://www.4coffshore.com/windfarms/ireland/
	https://kis-orca.org/map/
	https://infrastructure.planninginspectorate.gov.uk/
	https://marine.gov.scot/marine-licence-applications
	https://naturalresourceswales.gov.uk/
Individual project websites	
Other Offshore Energy	https://tethys.pnnl.gov/
	https://marine.gov.scot/marine-licence-applications
	Individual project websites
Subsea Cables	https://kis-orca.org/map/
	https://www.gov.ie/en/foreshore-notice/
	https://www.submarinecablemap.com/
	https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&ved=2ahUKewjTg_em2dKEAxV62QIHHefnBg8QFnoECBkQAQ&url=https%3A%2F%2Fassets.gov.ie%2F265468%2F14606532-28d5-4108-b315-6c4f6327e64d.pdf&usg=AOvVaw3gFTy7vhgzVACTH1KJkN2&opi=89978449
O&G pipelines	https://www.gov.uk/guidance/oil-and-gas-decommissioning-of-offshore-installations-and-pipelines
O&G infrastructure	https://www.gov.ie/en/publication/10d43-acreage-reports-and-concession-maps/#2022
	https://iooa.ie/exploration-activity/#drilling-operations
	https://www.gov.ie/en/policy-information/bf1b50-oil-and-gas-exploration-and-production/
	https://www.gov.uk/guidance/oil-and-gas-decommissioning-of-offshore-installations-and-pipelines
	https://www.gov.ie/en/foreshore-notice/
	https://iooa.ie/exploration-activity/#drilling-operations
Dump Site Boundaries	https://gis.epa.ie/EPAMaps/

Data Topic	Data Source
Dumping at Sea	https://epawebapp.epa.ie/terminalfour/DaS/index.jsp
	Publicly accessible planning application documents
Shipping and Ports	https://hub.arcgis.com/datasets/1e7dfd86350e4e00b722b943a02cb14c
	https://www.gov.ie/en/foreshore-notices/
	Port websites
Aquaculture	https://www.gov.ie/en/collection/d8ea9-aquacultureforeshore-licence-applications
	https://www.gov.ie/en/collection/794ef-marine-finfish-licences/
	https://www.gov.ie/en/collection/ae2ab-shellfish-licences/
CCUS	https://opendata-thecrownestate.opendata.arcgis.com/datasets/8cae2b24b1f6457c8311af3e794246d3
	UK Planning Inspectorate website
	https://www.ccstlm.com/site/system/resources/interfaces/The_East_Irish_Sea_CCS_Cluster_Summary_Brochure2728.pdf?id=16
	https://www.geos.ed.ac.uk/sccs/project-info/2121
	https://www.offshore-energy.biz/uk-awards-storage-licence-for-depleted-gas-field-in-east-irish-sea/
Coastal Assets and Infrastructure	https://www.gov.ie/en/collection/f2196-foreshore-applications-and-determinations/
	https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=d7d5a3d48f104ecbb206e7e5f84b71f1
	https://www.pleanala.ie/
	https://www.pleanala.ie/en-ie/map-search
	https://www.myplan.ie/national-planning-application-map-viewer/
	https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=d7d5a3d48f104ecbb206e7e5f84b71f1
	https://www.maritimeregulator.ie/
	Public notices
	County council planning portals and maps
Surveys	https://iooa.ie/exploration-activity/#drilling-operations
	https://www.housing.gov.ie/
	https://www.gov.ie/en/foreshore-notices/
	https://www.maritimeregulator.ie/
	https://www.oireachtas.ie/en/debates/question/2019-10-15/623/

38.2.1.3 Stage 2: Screening of the Long List of ‘Other Projects’

In response to RFI Section 5, the NSIP Guidance has been incorporated into the screening of the long list for Stage 2 of the CEA within the format provided in *Matrix 1 – Identification of ‘other development’ for CEA*. Whilst the previous methodology remains relevant, minor updates have been made to align closer with the NSIP Guidance. For clarity, Section 38.2.1.3 of Chapter 38 of the 2024 EIAR shall therefore be deleted in its entirety and replaced with the text herein.

Stage 2 of the CEA involved a screening exercise of the “*Long List*” to establish a shortlist of other existing and/or approved development. Each of the EIA Specialists (onshore, offshore, and wider scheme) considered whether the projects included in the Long List from Stage 1 have the potential to give rise to likely significant cumulative effects with the proposed development during the construction, operation or decommissioning phases within the relevant cumulative ZoI for each specialist topic (see Table A38.2). The specialists considered the following criteria in their shortlisting exercise:

- Temporal scope;
- Scale and nature of development;
- Level of information publicly available; and
- Other factors (i.e., the nature and, or capacity of the receiving environment).

Further information on the screening process and the reasons why certain projects were screened out during this exercise are provided in Section 38.2.2. The results of Stage 2 are also presented in Appendix A38.1 and Appendix A38.2 for onshore and offshore assessments respectively.

38.2.1.4 Stage 3: Information Gathering

Stage 3 is an additional stage which is included for in the NSIP Guidance that was not explicitly called out in the 2024 EIAR. Therefore, this new section has been created to incorporate Stage 3 into the CEA as per the NSIP Guidance.

At this stage, each of the EIA specialists gathered information that was publicly available on each of the projects shortlisted in Stage 2. The relevant data included:

- Proposed design and potential for a spatial overlap with the proposed development;
- Programme of construction, operation and decommissioning; and
- The environmental assessments and associated mitigation measures included with each of the other existing and/or approved developments.

38.2.1.5 Stage 4: Assessment

In compliance with RFI Section 5, minor updates to this section are required to align it with the NSIP Guidance and to present all conclusions within this document. The Developer also notes that the outcome of Stage 4: Assessment for each EIA topic has been incorporated into the NSIP Guidance template: *Matrix 1 – Assessment Matrix*, as per RFI Section 5. Therefore, Section 38.2.1.4 of Chapter 38 of the 2024 EIAR shall be deleted in its entirety and replaced with the text herein:

Following Stages 1 to 3, those projects which were screened in by the EIA Specialists were carried forward for assessment. The conclusions of the Stage 4 CEA are summarised in Section 38.2.3 and further presented in each of the following chapters:

- In Volume 3 (Offshore chapters), the cumulative effects between the proposed development and other screened in projects are described within each topic chapter (Chapters 10 to 20) as well as being presented in Sections 38.2.3.1 to 38.2.3.11.
- In Volume 4 (Onshore chapters), (Chapters 21 to 26) and in Volume 5 (Wider Scheme chapters), (Chapters 27-28, 30-34) the cumulative effects between the proposed development and other screened in projects are described in Section 38.2.3 of this chapter. The results of the CEA (under the relevant onshore and wider scheme topics) for the screened-in projects with the proposed development are provided in Sections 38.2.3.12 to 38.2.3.25.
- In Volume 5, Chapter 29 SLVIA, the cumulative seascape and visual effects between the offshore infrastructure of the proposed development and other screened in projects (including other East coast Phase One Projects) are described in Section 29.9 of that chapter. Further details are also provided in Appendix A29.2 Cumulative Visual Impact Assessment at Representative Viewpoint Locations and Volume A7B1 Photomontages (offshore wind farm). The cumulative “landscape and visual” effects between the onshore and offshore infrastructure of the proposed development and other ‘screened in’ projects are described in Section 38.2.3 of this chapter. Section 38.2.3.20 presents the results of the SLVIA CEA for the ‘screened-in’ projects with the proposed development.
- In Volume 5, Chapter 35 Offshore Bats, the cumulative effects between the proposed development and other existing and/or approved projects are described in Section 35.9 of that chapter. The results are also presented in Section 38.2.3.26.

Mitigation measures to minimise likely significant cumulative effects for onshore and wider scheme topics are detailed in Section 38.2.4. Mitigation measures, should they be required to minimise likely significant cumulative effects for offshore topics are also detailed within each topic chapter (Chapters 10 to 20 and 35).

Table A38.27 below in Section 38.2.5 presents a summary of the overall CEA of the “screened-in” projects in combination with the proposed development for all onshore, offshore, and wider scheme EIA topics. The ID numbers of all projects identified in Stage 1 (see Appendix A38.1 and A38.2) have been brought forward into the Stage 4 Assessment.

38.2.2 Stage 2: Screening

Due to the incorporation of the offshore assessment into this chapter (the offshore cumulative assessment was only presented in the topic chapters previously in the 2024 EIAR), Section 38.2.2 shall be deleted in its entirety and replaced with the sections herein. Additionally, the Developer notes that Table 38.2 of Chapter 38 of the 2024 EIAR is no longer relevant as the projects screened in for onshore and wider scheme EIA topics are now presented in Appendix A38.1.

The below criteria have been considered in order to allow a clear justification for screening projects in/out of the cumulative effects assessment:

- Define whether the project or activity is considered as part of the baseline environment but has ongoing effects which are not part of the baseline.
- Identify if there is a potential impact-receptor pathway. There is the potential that a pathway exists whereby an impact from another project could have an effect on a receptor of concern for that particular topic.
- Confirm if there is a spatial effect interaction. The impacts on a topic receptor from the proposed development and one or more ‘other projects’ have a geographical overlap. If there is no spatial interaction, there is considered to be no potential for a cumulative effect.
- Check if there is a temporal effect interaction. The impacts from the proposed development and one or more other projects have the potential to occur at the same time. If there is no temporal interaction during the key project phases, there is considered to be no potential for a cumulative effect.
- Confirm if there is sufficient confidence in the data available to undertake an assessment. Data confidence is also taken into account when screening projects and activities into or out of the cumulative assessment. The premise here is that projects with a low level of detail publicly available cannot meaningfully contribute to a cumulative assessment and, as such, are screened out. Data confidence categories are presented in Table A38.5.

Only where there is the potential for both spatial and temporal interaction between effects at the proposed development and one or more other projects and there is confidence in the information available, has a cumulative impact been taken forward for consideration in the cumulative effects assessment. If not, the projects are screened out.

The criteria developed for the screening exercise based on the above steps are listed in Table A38.4. Further explanation of the screening criteria is provided in the following sections.

Table A38.4: Screening criteria

Ref	Long list screening criteria	Screened in or out
a	Included as part of the topic baseline and hence not considered within the cumulative impact assessment	Screened Out
b	An existing project or activity but has an ongoing impact which is not part of the baseline and is therefore considered relevant to the cumulative impact assessment	Screened In
c	Potential cumulative impact exists	
d	No temporal overlap	Screened out
e	No physical effect-receptor overlap	

Ref	Long list screening criteria	Screened in or out
f	Low data confidence	
g	No effect-receptor pathway	

This screening has produced EIAR topic-specific short-lists of projects (see Section 38.2.3) which were considered further within the cumulative effects assessments as part of each offshore EIAR chapter. It should be noted that this process may have screened a project in for one EIAR topic but screened it out for another.

38.2.2.1 Reasons for Screening out Projects (Offshore Topics)

Projects may be screened out of the cumulative effects assessment for a number of reasons. The most pertinent criteria for screening out is captured within the Stage 2 assessment process in A38.2 tables and descriptions of the criteria are provided below.

No temporal overlap

In order for a cumulative effect to arise from two or more projects, a temporal overlap of impacts arising from each must be established. Some impacts are active only during certain phases of development, such as the installation of suction bucket jacket foundations. Such a consideration is particularly important for receptors such as marine mammals, where the overlap of impacts during construction, such as underwater noise from the construction activities of several large offshore developments, may be important.

The anticipated construction periods for projects, plans and activities within the offshore project list have been obtained from their relevant planning documents (e.g. Scoping Reports, EIARs etc.). The details provided represent the current understanding of programmes of development though it is recognised that these programmes may be subject to change.

In most cases, projects and activities that were built and operational at the time of the data collection (desktop and field surveys etc.) have been screened out of the assessment. This is because the effects of these projects have already been captured within the baseline, and hence their impacts have already been accounted for within the likely significant effects assessment. The exception to this is where projects have an ongoing impact, and this is addressed by the screening criterion ‘existing project or activity but has an ongoing impact which is not part of the baseline’.

No physical effect-receptor overlap

The ability for impacts arising from the proposed development to overlap with those from other projects, has been assessed on a receptor basis for each topic and screening distances (see Table A38.2) with justification have been provided in each offshore EIAR chapter.

In most examples, the potential physical extents of the impacts (direct or indirect) arising from the other projects with the physical extent of the proposed development’s impacts need to overlap for that receptor for a cumulative impact to arise.

Exceptions to this exist for certain mobile receptors that may move between, and be subject to, two or more separate physical extents of impact from two or more projects where there isn’t an overlap. Mobile receptors which may be affected by non-overlapping physical impacts include birds, marine mammals, offshore bats and fish.

Furthermore, individual receptors from the same population may be subject to physically separate impacts occurring at the same time while the population is separated, leading to an effect upon the population as a whole. Where relevant, these potential eventualities have been noted in the relevant chapter and included in the cumulative assessment.

The physical extent of an impact from another project can be identified from published information, or it can be estimated at a precautionary level based on the topic experts understanding of the nature of the impacts and the environment.

Screening on the basis of physical extent has been carried out for all topics in consideration of the project option with the greatest potential magnitude of impact (and hence physical extent) that may arise from the proposed development.

Where a project does not have a physical overlap of impacts for a given topic with those of the proposed development, those projects have been screened out.

No effect-receptor pathway

For a cumulative effect to occur, it must be established that another project’s impact has the potential to directly or indirectly affect the topics receptor(s) of concern. This is described as an impact-receptor-pathway.

Another project may be within screening range, and may be within the temporal timeframe of the proposed development, but the specific impacts of that other project(s) do not have a pathway to affect the receptor in question. An example of this is the Aviation and Radar topic screening out the impacts of the construction of a subsea pipeline as there is no pathway for those impacts to affect radar receptors.

Projects that do not have impacts that present an impact-receptor-pathway overlap are screened out of the assessment. In cases where an impact-receptor-pathway is not clear-cut, a precautionary approach has been taken and the project has been screened into the cumulative assessment.

Data confidence

Data confidence is also taken into account when screening projects and activities into or out of the cumulative assessment. Projects with a low level of detail publicly available cannot meaningfully contribute to a cumulative assessment and, as such, are screened out. Data confidence categories are presented in Table A38.4, those projects that fall into the Low category may be screened out on that basis.

Decisions upon whether to screen a project in or out at this stage are taken on a topic by topic basis based on experience and knowledge of technical specialists, and the current guidance and regulations. This allows certain projects to be screened in for certain topics where sufficient detail is present, while the same project, plan or activity may be screened out for another topic.

Table A38.5: Data confidence categories

Category	Definition
High	Sufficient data exists from a publicly available source where a project is under construction; awarded; or submitted, to enable a meaningful assessment to be undertaken, either quantitatively or qualitatively.
Medium	Sufficient data exists from a publicly available source or from direct engagement with the developer where a project is pre-submission (and the information is subject to change outside of a consenting process), to enable a meaningful assessment to be undertaken, either quantitatively or qualitatively.
Low	Sufficient information or data does not exist and a meaningful assessment cannot be undertaken.

38.2.2.2 Reasons for Screening out Projects (Onshore and Wider Scheme Topics)

As noted in Section 38.2.1.3 above, Stage 2 involved a screening exercise of the onshore and offshore “Long Lists” (as presented in Appendix A38.1 and Appendix A38.2 respectively) whereby each of the EIA Specialists considered whether each of the other projects has the potential to give rise to likely significant cumulative impacts with the proposed development during the construction, operation and decommissioning phases. Many of the projects were screened out by the EIA Specialists for a number of reasons including the location, scale, nature and construction timing of the projects. The outcome of this ‘screening’ exercise is presented in Appendix A38.1 for the onshore and wider scheme topics.

For decommissioning, the operational life of the Onshore projects is predicted to extend well beyond the 35-year operational life of the proposed development. The Onshore projects are expected to be still operating when the proposed development is being decommissioned. Therefore, there is no potential for cumulative effects during the decommissioning phase of the Onshore projects and the decommissioning phase of the proposed development.

The potential for cumulative effects arising during the decommissioning of the proposed development and the operational phase of the Onshore projects is limited to the following EIA topics: Water (surface water run-off); Biodiversity (disturbance); Noise (noise emissions during decommissioning activities); Air Quality (dust emissions during decommissioning activities); Resource and Waste Management; and Traffic and Transportation.

Due to the nature (i.e. residential, transportation) and location of the Onshore projects along with the relatively small scale and non-intrusive nature of the onshore decommissioning activities along the onshore cable route, no significant cumulative decommissioning effects are predicted. The decommissioning activities at the grid facility are of a larger scale than those along the onshore cable route but given the nature of the Onshore projects in question, no significant cumulative effects are predicted. Therefore, cumulative decommissioning phase effects with all onshore projects are screened out from further consideration.

None of the onshore and wider scheme topics screened-in any Offshore projects during construction, operation or decommissioning phases, with the exception of the Major Accidents and Disasters topic.

Land and Soils

This topic covers an assessment of cumulative effects from the proposed development on land, soil, geology and hydrogeology landward of the HWM during its construction, operation and decommissioning phases (see Volume 4, Chapter 21: Land, Soils, Geology and Hydrogeology for further information). Construction of the onshore infrastructure of the proposed development is expected to commence in 2027/2028 (subject to planning consent). The construction phase is expected to last approximately two years.

The study area of this topic extends to a radius of 2km from the onshore development area (details on the Study Area are provided in Section 21.2.2 of Chapter 21).

Note as the potential adverse residual effects on land, soil, geology and hydrogeology arise during the construction phase only, the operational phase is screened out from further assessment .

There were a number of Onshore projects which were screened out due to the distance, scale and nature of those projects in relation to the proposed development in terms of potential for cumulative effects on land, soils, geology and hydrogeology. The remaining Onshore projects were brought forward for further assessment (construction stage only) but were ultimately screened out due to the relatively low intrusive nature of the onshore elements of the proposed development.

Water (includes hydrology, surface water quality and flooding)

This topic covers an assessment of cumulative impacts from the proposed development on surface water quality and the existing onshore hydrological regime landward of the HWM under the heading of Water during its construction, operation, and decommissioning phases.

The study area extends to a radius of 250m from the onshore development area (details on the Study Area are provided in Section 22.2.2.1 of Chapter 22).

However, while assessing the potential impacts, due consideration was also given to surface water receptors where there is the potential for a hydrological connection irrespective of the distance from the onshore development area.

During construction phase, cumulative effects resulting from the proposed development and the Onshore projects are considered to arise where both the onshore infrastructure of the proposed development and the Onshore projects occur in close proximity. In this case, potential cumulative effects mainly relate to changes to water quantity, water quality and flooding. The following process was followed when screening out Onshore projects during construction stage:

- Onshore projects outside 2km from the proposed development (based on professional judgement);
- Onshore projects outside the hydrological drainage catchment of a watercourse crossed or impacted by the proposed development; and
- Onshore projects not within the catchment flood risk management boundary.

Onshore projects which met any of the above criteria were screened out from further assessment. The remaining Onshore projects (as listed in Appendix A38.1) were brought forward for further assessment.

Given that the operational phase of the proposed development will have an imperceptible and slight effect on water and flooding respectively (refer to Volume 4, Chapter 22: Water for further information), it is considered that there is no potential for cumulative effects during the operational phase of the proposed development. In addition, while the operation of the Onshore projects will result in an increase of impermeable surfaces, the proposed development site will be restricted to greenfield run-off rates and any other Onshore developments will be required to implement SuDS, which will restrict run-off and therefore the potential for cumulative effects is screened out.

Biodiversity

This topic covers an assessment of cumulative impacts from the proposed development on biodiversity landward of the HWM (see Volume 4, Chapter 23: Onshore Biodiversity for further information).

Note: as potential adverse residual effects on biodiversity arise during construction phase only, operational phase effects are screened out for further assessment.

Onshore projects have been screened out of the CEA in relation to biodiversity if:

- The cumulative project alone does not result in habitat loss and does not occur in close proximity to the offline sections of the onshore development area;
- The cumulative project does not occur within 300m of the offline sections of the onshore development area or Malahide Estuary, which is a sensitive receptor for biodiversity;
- Does not occur within the same hydrological catchment of the onshore development area and will not result in potential water quality effects which could have an indirect effect on biodiversity;
- There is no direct connection to a watercourse, or the cumulative project is further than 200m from one; and
- A distance of 300m is considered to be a threshold for disturbance and displacement effects on fauna, in particular wintering waterbirds as it is not expected that these effects will extend beyond a distance of c. 300m from construction works, as noise levels associated with general construction activities would attenuate close to background levels at that distance (Cutts *et al.*, 2009).

Offline sections of the onshore development area are located at the landfall site, grid facility, water crossing Wx10 (Aldrumman Stream), Blakes Cross North including water crossing Wx11 (Ballough Stream), Blakes Cross South including water crossings Wx12 (Deanestown Stream) and Wx13 (Ballyboghill Stream), M1 crossing, Malahide Estuary, water crossing Wx20 (Gaybrook Stream), water crossing Wx22 (Sluice Stream) and at the existing 220kv substation at Belcamp.

The remaining Onshore projects were brought forward for further assessment during the construction phase.

Traffic and Transportation

This topic covers an assessment of cumulative impacts from the proposed development on traffic landward of the HWM during its construction, operation, and decommissioning phases.

A screening exercise of the “long list” was carried out in order to determine whether any of the Onshore projects have the potential to give rise to likely direct or indirect significant cumulative effects with the proposed development from a traffic and transportation perspective.

Note, the 2025 annual average daily traffic (AADT) were converted to 2027 AADT based on county specific link-based growth rates for light goods vehicles and heavy goods vehicles. Growth rates for Dublin, Meath and Louth were used as appropriate. Therefore, it is considered that any traffic generated as a result of Onshore projects has already been accounted for.

Given the nature of the proposed development (see Volume 4, Chapter 24: Traffic and Transportation for further information), operational phase effects are assessed as not significant. As such, it is considered there is no potential for cumulative effects during the operational phase of the proposed development.

Residual effects were not identified as a result of the proposed development's construction traffic impact or abnormal loads impact on traffic operations. Any potential additional construction traffic or abnormal loads expected as part of the Onshore projects were therefore screened out from further assessment. Residual effects were identified as a result of the proposed development's temporary full and partial road closures on local and strategic diversion route operations. Any Onshore projects with the potential for temporary full or partial road closures were therefore screened in. Projects such as residential and commercial developments, were screened out as they were not likely to require any temporary full or partial road closures during their construction phases and due to the contribution of the proposed development on traffic volumes being considered low or negligible.

Those projects which were "screened in" for the construction phase included infrastructure development, for example, Bus Connects and Metrolink railway and Metrolink 110kV cables, as these may require temporary full or partial road closures during construction.

Archaeology, Architectural and Cultural Heritage

This topic covers an assessment of cumulative impacts from the proposed development on archaeological, architectural, or cultural heritage landward of the HWM during its construction, operation and decommissioning phases. See Volume 4, Chapter 25: Onshore Archaeology, Architectural and Cultural Heritage for further information.

Due to the nature of the proposed development, there is the potential for indirect impacts upon onshore architectural, cultural heritage and archaeological assets which will have a direct relationship, in terms of their setting, with the coast. Effects on these assets from the proposed development alone will range from imperceptible to moderate negative (refer to Table A25.8 in Chapter 25 and Figures A25.15a and A25.15b). There is potential for cumulative effects arising from the Phase One projects (Project IDs #2-5), during operation and construction and these have therefore been screened in and brought forward for further assessment. However, due to the distance of these projects from the proposed development, Arklow Bank Wind Park II (Project ID #4) has been screened out as it is located beyond the 60km study area for SLVIA cumulative effects assessment (See Volume 5, Chapter 29: Seascape Landscape and Visual for Further information).

Any proposed or permitted Onshore projects where no disturbance of greenfield areas is required, or which have already been subject to archaeological investigations, have been screened out of the cumulative assessment, as no impacts upon the archaeological or cultural heritage resource will occur. No direct or indirect significant negative cumulative impacts upon the architectural heritage resource have been identified as a result of the proposed onshore development. The proposed onshore development will not impact any architectural heritage resource. The remaining Onshore projects were brought forward for further assessment during the construction phase.

Given that no residual effects are predicted upon the archaeological, architectural, or cultural heritage resource during operation it is considered that there is no potential for cumulative effects during the operational phase of the proposed development.

Material Assets

This topic covers an assessment of cumulative impacts from the proposed development on material assets landward of the HWM during its construction, operation, and decommissioning phases (see Volume 4, Chapter 26: Material Assets for further information).

The majority of the Onshore projects have been screened out due to the distance, scale and nature of those projects and the expectation that those projects will employ mitigation measures to avoid damage, in relation to the potential for cumulative effects on material assets for both construction and operational phases.

However, a number of Onshore projects were screened in for further assessment given the location and nature of the projects. Additionally, there is the potential for operational phase cumulative effects to arise from other renewable energy developments which have been screened in for further assessment.

Air Quality

Projects were screened in for consideration during the construction phase where they were located within 500m of the proposed development site boundary. This approach relied upon Institute of Air Quality Management (IAQM) guidance (Assessment of dust from demolition and construction 2024 V2.2) which indicates that construction dust impacts are typically confined to within 250m of the source of works (see Volume 5, Chapter 27: Air Quality for further information).

In order to assess the potential cumulative effects of the proposed development in combination with other projects, any overlap in dust impact zones was considered. Accordingly, the 250m potential dust impact radius associated with the proposed development was combined with the equivalent 250m radius of nearby projects, resulting in a screening distance of 500m. On this basis, a 500m screening criterion was considered to identify projects with the potential to give rise to cumulative construction dust effects. Any Onshore projects which do not meet this criterion are screened out.

Offshore renewable energy developments have been screened out during the operational phase. These developments are likely to generate significant cumulative positive effects from the reduction in pollution due to the decrease in emissions from the generation of non-renewable power plants. On that basis, no mitigation measures are required and no adverse cumulative residual impacts will arise.

Climate

A significant beneficial effect on climate due to the proposed development alone is predicted to occur over its lifecycle (see Volume 5, Chapter 28: Climate). Thus, there is no potential for adverse cumulative impacts associated with any project identified on the “long list”. For offshore renewable energy projects, a significant beneficial cumulative effect is anticipated due to the combined reduction in greenhouse gas emissions compared to emissions from non-renewable power plants. On that basis, no mitigation measures are required and no cumulative adverse residual impacts will arise.

Landscape and Visual

The cumulative seascape and landscape effects of the Phase One projects in combination with the offshore infrastructure of the proposed development are assessed in detail in Volume 5, Chapter 29: Seascape, Landscape and Visual and in Appendix A29.2 and Volume 7B1 Photomontages (offshore wind farm) of this EIAR.

Details on the screening of the Offshore projects in combination with the offshore infrastructure of the proposed development in terms of seascape and landscape are provided in Appendix A38.2 of the EIAR.

Given the distance, location and terrestrial context of the Onshore projects in relation to the offshore infrastructure of the proposed development, no significant cumulative effects are predicted during construction or operation and these projects are therefore screened out.

Due to distance and relative scale, the Onshore projects that fall outside of the defined study areas for the proposed grid facility (3km radius) and onshore cable route (500m buffer) are not considered to have any potential to generate significant cumulative effects in combination with the proposed development during construction or operation and are screened out.

In relation to Onshore projects located within the study areas, the proposed onshore cable route will only give rise to temporary and transient landscape and visual effects during the construction phase, and these are predominantly within the road corridor and occasionally within adjacent fields at river and road crossings. There will be no material effects from the underground cable during the operational phase of the proposed development. Consequently, the only potential for any cumulative effects to occur in combination with the onshore cable route is where the timing / location of construction works for other projects within the onshore cable route study area overlaps directly with the construction works for the onshore cable route. In such instances, the combined effects of construction activities may result in a minor increase in temporary landscape and visual effects in a very localised context. Such temporary cumulative effects are not considered to be potentially significant; therefore, onshore cumulative developments that fall within the onshore cable route study area are screened out.

Only Onshore projects that fall within the proposed grid facility 3km study area have been screened-in for further cumulative assessment for construction and operational phases.

Noise and Vibration

Given there are no predicted significant noise impacts associated with the offshore elements of the proposed development alone during either the construction or operational phase (see Volume 5, Chapter 30: Noise and Vibration) for further information, and given the distance, location and nature of the Onshore and Offshore projects to the offshore development area, there are no negative significant cumulative effects predicted. Therefore, the Offshore projects have all been screened out from further assessment and no further assessment is required for cumulative noise impacts from the offshore elements of the proposed development.

For the operational phase of the onshore elements of the proposed development, there are no noise or vibration impacts which could lead to any cumulative effects in combination with other Onshore projects. Therefore, all potential operational phase cumulative effects from Onshore projects were therefore screened out.

Regarding construction phase impacts, several Onshore projects were screened out which met all of the following criteria:

- Those Onshore projects whose proposed footprint/development boundary is greater than 300m from the proposed development boundary (meaning no cumulative effects from combined construction activities could occur), and
- Those Onshore projects whose associated construction traffic is not likely to use the same local roads as the construction traffic for the proposed development (meaning no cumulative effects from construction traffic noise could occur), and
- Those projects of a scale small enough that their individual noise impacts would not be likely to lead to any cumulative effects (meaning no cumulative effects could occur).

The remaining Onshore projects were brought forward for further assessment (see Section 38.2.3.21).

Resource and Waste Management

Given the distance, location, nature and scale of the Offshore projects, there are no significant cumulative effects predicted. Therefore, Offshore projects have all been screened out from further assessment.

Given the nature and moderate scale of the majority of the Onshore projects, there are no significant cumulative effects predicted. Therefore, these projects have been screened out from further assessment.

The remaining Onshore projects were brought forward for further assessment (see Section 38.2.3.22).

Population and Human Health

Given the distance, location, nature and scale of the Offshore projects from the onshore development area, there are no significant cumulative effects predicted. Therefore, the Offshore projects have all been screened out from further assessment.

During the construction phase, there will be residual significant effects from the proposed development alone on accessibility and journey patterns in proximity to some sections of the onshore cable route due to full and partial road closures and diversions (see Volume 5, Chapter 32: Population and Human Health) for further information. There will be no residual effects relating to environmental amenity or human health during the construction phase.

A screening exercise was carried out in order to determine whether any Onshore projects have the potential to give rise to likely significant cumulative effects, based on the locations of significant accessibility and journey pattern effects and cumulative traffic and transport impacts. The onshore cable route sections where significant accessibility and journey pattern effects were identified.

Projects leading to potential cumulative traffic and transport impacts in these locations may lead to potential cumulative effects on accessibility and journey patterns. Those projects (as listed in Section 38.2.3.15) were screened in and brought forward for further assessment. All other Onshore projects have been screened out.

During the operational and decommissioning phases, no residual population and human health effects were identified. There is no potential for direct or indirect significant negative cumulative effects from any Onshore projects during these phases.

Socio-Economic, Tourism and Recreation

Employment and Gross Value Added (GVA)

The proposed development itself will have a positive, significant and long-term effect on employment during the operational phase and a positive, significant and short-term effect during the construction phase (see Volume 5, Chapter 33: Socio-economic, Tourism and Recreation for further information. It is not considered that the Onshore and Offshore projects will cumulatively result in change to the magnitude of this impact due to the nature and scale of these projects. However, given that the Phase One projects will also each be providing a Community Benefit Fund and employment, it is considered reasonable to assume that a cumulative positive significant (or greater) effect will arise. Therefore, these Projects (2-5) have been screened in for further assessment during operational phase.

Note, employment and GVA associated with the operation and maintenance phase of the proposed development is accounted for in Volume 5, Chapter 33 Socio-Economic, Tourism and Recreation itself.

Therefore, the Onshore and Offshore projects are screened out for further assessment from an employment and GVA perspective.

Tourism and Recreation

During the construction phase, given the nature of the proposed development and the mitigation measures proposed, there will be no significant residual effects from the proposed development on tourism and recreation from an onshore or offshore perspective. Localised road closures will be enforced at various locations of the proposed development during the construction phase. Access will be maintained during the construction phase of the proposed development for tourism, recreational, community and social facilities as far as practicable.

The proposed development itself will have a not significant effect on Tourism and Recreation during the operational phase.

With the exception of the Phase One projects (Projects 2-5), there is no potential for cumulative effects arising from the proposed development with any of the Onshore or Offshore projects from a tourism and recreation perspective and are therefore screened out for further assessment.

The Phase One projects have been screened in for further assessment. Following consultation with Fáilte Ireland with regard to RFI Section 13 (a), Arklow Bank II (Project 4) has also been screened in for assessment.

Major Accidents and Disasters

Having regard to the risk events presented in Volume 5, Chapter 34: Major Accidents and Disasters, it is considered that Projects 1-5 have the potential to result in negative significant cumulative effects during the construction, operational and decommissioning phases and therefore have been screened in for further assessment.

Due to the nature and scale of the majority of the Onshore projects, there are no negative significant cumulative effects predicted during the construction, operational and decommissioning phases. Therefore, these projects have been screened out from further assessment.

The four remaining Onshore projects which were brought forward for further assessment are those which are considered to present a plausible risk event cumulatively with the proposed development during the construction phase. Section 38.2.3.25 includes the list of Onshore projects which were brought forward for further assessment.

Due to the nature, location and scale of the majority of the Offshore projects, there are no negative significant cumulative effects predicted during the construction, operational or decommissioning phases. Therefore, these projects have all been screened out from further assessment.

The remaining Offshore projects which were bought forward for further assessment are listed in Section 38.2.3.25.

38.2.3 Stage 4 Assessment of Short List

38.2.3.1 22Marine Geology, Oceanography and Physical Processes

Table A38.6: Cumulative Effects Assessment Matrix for Marine Geology, Oceanography and Physical Processes

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
Cumulative Impact 1: Physical changes to marine processes receptors from cumulative increase in suspended sediment concentration and deposition						
OWF_02	Tier 1	2022-MAC-001	Oriel Wind Farm Project	No Tier 2 or Tier 3 projects have been screened into the assessment of Cumulative Impact 1.	No additional mitigation required	No change to EIAR conclusions
SC_13		N/A	Oriel Wind Farm ECC Power Cable	The potential cumulative effect of physical changes to marine processes receptors from Tier 1 projects and the proposed development (all tiers) due to an increase in suspended sediment concentration and deposition, is assessed to be imperceptible for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further assessment is presented in Section 10.9.4 of Chapter 10: Marine Geology, Oceanography and Physical Processes.		
DAS_01		S0015-03	Dumping Site A1			
DAS_02		S0015-03	Dumping Site A2			
O&GP_01		PL1890	Gas Interconnector			
O&GP_02		PL938	Gas Interconnector			
SC_01		N/A	Telecoms Cable			
SC_02		N/A	Telecoms Cable			
SC_03		N/A	Power Cable			
SC_05		N/A	Telecoms Cable			
SC_06		N/A	Telecoms Cable			
Cumulative Impact 2: Physical changes to the coastline from modification in storm waves due to cumulative blockage from infrastructure						
OWF_02	Tier 1	2022-MAC-001	Oriel Wind Farm Project	No Tier 2 or Tier 3 projects have been screened into the assessment of Cumulative Impact 2. The potential cumulative effect of physical changes to the coastline from Tier 1 projects (Oriel Wind Farm Project) and the proposed development (all tiers) due to modification in storm waves (due to cumulative blockage from infrastructure) is assessed to be slight for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further assessment is presented in Section 10.9.4 of Chapter 10: Marine Geology, Oceanography and Physical Processes.	No additional mitigation required	No change to EIAR conclusions

38.2.3.2 Marine Water and Sediment Quality

Table A38.7: Cumulative Effects Assessment Matrix for Marine Water and Sediment Quality

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
Cumulative Impact 1: Deterioration in water quality due to sediment suspension arising from cumulative activities.						
OWF_02	Tier 1	2022-MAC-001	Oriel Wind Farm Project	<p>The potential cumulative effect of a temporary deterioration in water quality from Tier 1 projects and the proposed development due to sediment suspension are assessed to be not significant for Project Option 1 and Project Option 2, which is not significant in EIA terms.</p> <p>Further assessment is presented in Section 11.9.4 of Chapter 11: Marine Water and Sediment Quality.</p>	No additional mitigation required	No change to EIAR conclusions
SC_13		N/A	Oriel Wind Farm ECC Power Cable			
DAS_01		S0015-03	Dumping Site A1			
DAS_02		S0015-03	Dumping Site A2			
CA_01		FS005749	Emergency Outflow			
CA_02		FS005745	Emergency Outflow			
CA_05		MAC20240007	Coastal Protection			
CA_16		FS006845	Storm Water Outfall			
CA_26		FS007028 / S0015-02	Drogheda Port Company Dredging of River Boyne			
SUR_01		LIC230001	NISA Offshore Wind Farm Project			
SUR_06		FS007635 / MUL240008	Site Investigation for Proposed Power Cable			
O&GP_01		PL1890	Gas Interconnector			
O&GP_02		PL938	Gas Interconnector			
SC_01		N/A	Telecoms Cable			
SC_02		N/A	Telecoms Cable			
SC_03		N/A	Power Cable			
SC_05		N/A	Telecoms Cable			
SC_06	N/A	Telecoms Cable				
SC_09	N/A	Telecoms Cable				

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
SC_10		N/A	Telecoms Cable			
SC_11		N/A	Telecoms Cable			
SC_04	Tier 2	N/A	Power Cable	The potential cumulative effect of a temporary deterioration in water quality from Tier 1 and Tier 2 projects and the proposed development due to sediment suspension are assessed to be not significant for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further assessment is presented in Section 11.9.4 of Chapter 11: Marine Water and Sediment Quality.	No additional mitigation required	No change to EIAR conclusions
SC_07	Tier 3	N/A	Telecoms Cable	The potential cumulative effect of a temporary deterioration in water quality from Tier 1, Tier 2 and Tier 3 projects and the proposed development due to sediment suspension are assessed to be not significant for Project Option 1 and Project Option 2, which is not significant in EIA terms.	No additional mitigation required	No change to EIAR conclusions
SC_12		N/A	Telecoms Cable	Further assessment is presented in Section 11.9.4 of Chapter 11: Marine Water and Sediment Quality.		
Cumulative Impact 2: Release of sediment-bound contaminants from disturbed sediments.						
OWF_02	Tier 1	2022-MAC-001	Oriel Wind Farm Project	The potential cumulative effect of the release of sediment-bound contaminants from disturbed sediments from Tier 1 projects in combination with the proposed development is assessed to be not significant for Project Option 1 and Project Option 2, which is not significant in EIA terms.	No additional mitigation required	No change to EIAR conclusions
SC_13		N/A	Oriel Wind Farm ECC Power Cable	Further assessment is presented in Section 11.9.5 of Chapter 11: Marine Water and Sediment Quality.		
DAS_01		S0015-03	Dumping Site A1			
DAS_02		S0015-03	Dumping Site A2			
CA_01		FS005749	Emergency Outflow			
CA_02		FS005745	Emergency Outflow			
CA_05		MAC20240007	Coastal Protection			
CA_16		FS006845	Storm Water Outfall			
CA_26		FS007028 / S0015-02	Drogheda Port Company Dredging of River Boyne			
SUR_01		LIC230001	NISA Offshore Wind Farm Project			
SUR_06		FS007635 / MUL240008	Site Investigation for Proposed Power Cable			
O&GP_01		PL1890	Gas Interconnector			
O&GP_02		PL938	Gas Interconnector			

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
SC_01		N/A	Telecoms Cable			
SC_02		N/A	Telecoms Cable			
SC_03		N/A	Power Cable			
SC_05		N/A	Telecoms Cable			
SC_06		N/A	Telecoms Cable			
SC_09		N/A	Telecoms Cable			
SC_10		N/A	Telecoms Cable			
SC_11		N/A	Telecoms Cable			
SC_04	Tier 2	N/A	Power Cable	The potential cumulative effect of the release of sediment-bound contaminants from disturbed sediments from Tier 1 and Tier 2 projects in combination with the proposed development is assessed to be not significant for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further assessment is presented in Section 11.9.5 of Chapter 11: Marine Water and Sediment Quality.	No additional mitigation required	No change to EIAR conclusions
SC_07	Tier 3	N/A	Telecoms Cable	The potential cumulative effect of the release of sediment-bound contaminants from disturbed sediments from Tier 1, Tier 2 and Tier 3 projects in combination with the proposed development is assessed to be not significant for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further assessment is presented in Section 11.9.5 of Chapter 11: Marine Water and Sediment Quality.	No additional mitigation required	No change to EIAR conclusions
SC_12		N/A	Telecoms Cable			

Table A38.8: Cumulative Effects Assessment Matrix for Benthic, Subtidal and Intertidal Ecology

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
Cumulative Impact 1: Cumulative temporary habitat loss as a result of construction and decommissioning activities						
OWF_02	Tier 1	2022-MAC-001	Oriel Wind Farm Project	<p>No Tier 3 projects have been screened into the assessment of Cumulative Impact 1.</p> <p>The potential cumulative effect of temporary habitat loss from Tier 1 projects in combination with the proposed development as a result of construction and decommissioning activities is assessed to be not significant for Project Option 1 and Project Option 2, which is not significant in EIA terms.</p> <p>Further assessment presented in Section 12.9.4 of Chapter 12: Benthic, Subtidal and Intertidal Ecology.</p>	No additional mitigation required	No change to EIAR conclusions
CA_05		MAC20240007	Coastal Protection			
O&GP_01		PL1890	Gas Interconnector			
O&GP_02		PL938	Gas Interconnector			
SC_01		N/A	Telecoms Cable			
SC_02		N/A	Telecoms Cable			
SC_03		N/A	Power Cable			
SC_05		N/A	Telecoms Cable			
SC_06		N/A	Telecoms Cable			
SC_09		N/A	Telecoms Cable			
SC_10		N/A	Telecoms Cable			
SC_11		N/A	Telecoms Cable			
SC_13		N/A	Oriel Wind Farm ECC Power Cable			
SUR_01		LIC230001	NISA Offshore Wind Farm Project			
SUR_06	FS007635 / MUL240008	Site Investigation for Proposed Power Cable				
SC_04	Tier 2	N/A	Power Cable	<p>The potential cumulative effect of temporary habitat loss from Tier 1 and Tier 2 projects in combination with the proposed development as a result of construction and decommissioning activities is assessed to be slight for Project Option 1 and Project Option 2, which is not significant in EIA terms.</p> <p>Further assessment is presented in Section 12.9.4 of Chapter 12: Benthic, Subtidal and Intertidal Ecology</p>	No additional mitigation required	No change to EIAR conclusions
Cumulative Impact 2: Cumulative increases in SSC and associated sediment deposition						
OWF_02	Tier 1	2022-MAC-001	Oriel Wind Farm Project	<p>No Tier 3 projects have been screened into the assessment of Cumulative Impact 2.</p> <p>The potential cumulative effect of increases in SSC and associated sediment deposition from Tier 1 projects in combination with the proposed development is assessed to be slight for Project Option 1 and Project Option 2, which is not significant in EIA terms.</p> <p>Further assessment is presented in Section 12.9.5 of Chapter 12: Benthic, Subtidal and Intertidal Ecology.</p>	No additional mitigation required	No change to EIAR conclusions

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
CA_05		MAC20240007	Coastal Protection			
DAS_01		S0015-03	Dumping Site A1			
DAS_02		S0015-03	Dumping Site A2			
DISP_01		IS671	Disposal Site			
O&GP_01		PL1890	Gas Interconnector			
O&GP_02		PL938	Gas Interconnector			
SC_01		N/A	Telecoms Cable			
SC_02		N/A	Telecoms Cable			
SC_03		N/A	Power Cable			
SC_05		N/A	Telecoms Cable			
SC_06		N/A	Telecoms Cable			
SC_09		N/A	Telecoms Cable			
SC_10		N/A	Telecoms Cable			
SC_11		N/A	Telecoms Cable			
SC_13		N/A	Oriel Wind Farm ECC Power Cable			
SUR_01		LIC230001	NISA Offshore Wind Farm Project			
SUR_06		FS007635 / MUL240008	Site Investigation for Proposed Power Cable			
SC_04	Tier 2	N/A	Power Cable	The potential cumulative effect of increases in SSC and associated sediment deposition from Tier 1 and Tier 2 projects in combination with the proposed development is assessed to be slight for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further assessment is presented in Section 12.9.5 of Chapter 12: Benthic, Subtidal and Intertidal Ecology.	No additional mitigation required	No change to EIAR conclusions
Cumulative Impact 3: Cumulative long-term or permanent habitat loss / change from the presence of foundations, scour protection and cable protection (operational phase).						
OWF_02	Tier 1	2022-MAC-001	Oriel Wind Farm Project	No Tier 3 projects have been screened into the assessment of Cumulative Impact 3. The potential cumulative effect of long term or permanent habitat loss/change from Tier 1 projects in combination with the proposed development as a result of the presence of foundations, scour protection and cable protection during the operational phase is assessed to be not significant for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further assessment is presented in Section 12.9.6 of Chapter 12: Benthic, Subtidal and Intertidal Ecology.	No additional mitigation required	No change to EIAR conclusions
SC_13		N/A	Oriel Wind Farm ECC Power Cable			
SC_04	Tier 2	N/A	Power Cable	The potential cumulative effect of long term or permanent habitat loss/change from Tier 1 and Tier 2 projects in combination with the proposed development as a result of the presence of foundations, scour protection and cable protection during the operational phase is assessed to be not significant for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further assessment is presented in Section 12.9.6 of Chapter 12: Benthic, Subtidal and Intertidal Ecology.	No additional mitigation required	No change to EIAR conclusions

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
Cumulative Impact 4: Changes to seabed habitats arising from effects on physical processes, including scour effects and changes in the sediment transport and wave regimes resulting in likely significant effects on benthic communities (operational phase)						
OWF_02	Tier 1	2022-MAC-001	Oriel Wind Farm Project	<p>No Tier 3 projects have been screened into the assessment of Cumulative Impact 4.</p> <p>The potential cumulative effect of changes to seabed habitats from Tier 1 projects in combination with the proposed development arising from effects on physical processes, including scour effects and changes in the sediment transport and wave regimes resulting in likely significant effects on benthic communities during the operational phase is assessed to be not significant for Project Option 1 and Project Option 2, which is not significant in EIA terms.</p> <p>Further assessment is presented in Section 12.9.7 of Chapter 12: Benthic, Subtidal and Intertidal Ecology.</p>	No additional mitigation required	No change to EIAR conclusions
SC_13		N/A	Oriel Wind Farm ECC Power Cable			
SC_04	Tier 2	N/A	Power Cable	<p>The potential cumulative effect of changes to seabed habitats from Tier 1 and Tier 2 projects in combination with the proposed development arising from effects on physical processes, including scour effects and changes in the sediment transport and wave regimes resulting in likely significant effects on benthic communities during the operational phase is assessed to be not significant for Project Option 1 and Project Option 2, which is not significant in EIA terms.</p> <p>Further assessment is presented in Section 12.9.7 of Chapter 12: Benthic, Subtidal and Intertidal Ecology.</p>	No additional mitigation required	No change to EIAR conclusions

38.2.3.4 Fish and Shellfish Ecology

Table A38.9: Cumulative Effects Assessment Matrix for Fish and Shellfish Ecology

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
Cumulative Impact 1: Cumulative increase in SSC and associated sediment deposition						
OWF_02	Tier 1	2022-MAC-001	Oriel Wind Farm Project	<p>No Tier 3 projects have been screened into the assessment of Cumulative Impact 1.</p> <p>The potential cumulative effect of increases in SSC and associated sediment deposition from Tier 1 projects in combination with the proposed development is assessed to be slight for Project Option 1 and Project Option 2, which is not significant in EIA terms.</p> <p>Further assessment is presented in Section 13.9.4 of Chapter 13: Fish and Shellfish Ecology</p>	No additional mitigation required	No change to EIAR conclusions
SC_13		N/A	Oriel Wind Farm ECC Power Cable			
CA_03		FS005745	Maintenance dredging River Boyne, Drogheda			
CA_08		ABP-304624-19	Broadmeadow Way			
DISP_01		IS671	Disposal Site			
SC_01		N/A	Telecoms Cable			
SC_02		N/A	Telecoms Cable			
SC_03		N/A	Power Cable			
SC_05		N/A	Telecoms Cable			
SC_06		N/A	Telecoms Cable			
SC_09	N/A	Telecoms Cable				

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
SC_10		N/A	Telecoms Cable			
SC_11		N/A	Telecoms Cable			
O&GP_01		PL1890	Gas Interconnector			
O&GP_02		PL938	Gas Interconnector			
SC_04	Tier 2	N/A	Power Cable	The potential cumulative effect of increases in SSC and associated sediment deposition from Tier 1 and Tier 2 projects in combination with the proposed development is assessed to be slight for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further assessment is presented in Section 13.9.4 of Chapter 13: Fish and Shellfish Ecology	No additional mitigation required	No change to EIAR conclusions
Cumulative Impact 2: Cumulative temporary damage and disturbance of the seabed						
OWF_02	Tier 1	2022-MAC-001	Oriel Wind Farm Project	No Tier 3 projects have been screened into the assessment of Cumulative Impact 2.	No additional mitigation required	No change to EIAR conclusions
SC_13		N/A	Oriel Wind Farm ECC Power Cable	The potential cumulative effect of temporary damage and disturbance of the seabed from Tier 1 projects in combination with the proposed development is assessed to be slight for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further assessment is presented in Section 13.9.5 of Chapter 13: Fish and Shellfish Ecology		
CA_03		FS005745	Maintenance dredging River Boyne, Drogheda			
CA_08		ABP-304624-19	Broadmeadow Way			
DISP_01		IS671	Disposal Site			
SC_01		N/A	Telecoms Cable			
SC_02		N/A	Telecoms Cable			
SC_03		N/A	Power Cable			
SC_05		N/A	Telecoms Cable			
SC_06		N/A	Telecoms Cable			
SC_09		N/A	Telecoms Cable			
SC_10		N/A	Telecoms Cable			
SC_11		N/A	Telecoms Cable			
O&GP_01		PL1890	Gas Interconnector			

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
O&GP_02		PL938	Gas Interconnector			
SUR_06		FS007635 / MUL240008	Site Investigation for Proposed Power Cable			
SC_04	Tier 2	N/A	Power Cable	The potential cumulative effect of temporary damage and disturbance of the seabed from Tier 1 and Tier 2 projects in combination with the proposed development is assessed to be slight for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further assessment is presented in Section 13.9.5 of Chapter 13: Fish and Shellfish Ecology	No additional mitigation required	No change to EIAR conclusions
Cumulative Impact 3: Cumulative underwater noise and vibration during the construction phase of the proposed development						
CA_23	Tier 1	FS006893	Dublin Port Company Master Plan 2 Project	No Tier 3 projects have been screened into the assessment of Cumulative Impact 3. The potential cumulative effect of underwater noise and vibration during the construction phase of the proposed development from Tier 1 projects in combination with the proposed development is assessed to be slight for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further assessment presented in Section 13.9.6 of the Addendum to Chapter 13: Fish and Shellfish Ecology.	No additional mitigation required	No change to EIAR conclusions
CA_25		MAC20230003	Operations and Maintenance Facility (OMF) at Greenore Port			
OWF_02		2022-MAC-001	Oriel Wind Farm Project			
OWF_03		2022-MAC-003 and 004	Dublin Array Offshore Wind Farm Project			
OWF_04		2022-MAC-006	Codling Wind Park Offshore Wind Farm Project			
OWF_05		2022-MAC-002	Arklow Bank Wind Park (ABWP) 2 Offshore Wind Farm Project			
SC_01		N/A	Telecoms Cable			
SC_02		N/A	Telecoms Cable			
SC_03		N/A	Power Cable			
SC_05		N/A	Telecoms Cable			
SC_06		N/A	Telecoms Cable			
O&GP_01		PL1890	Gas Interconnector			
O&GP_02		PL938	Gas Interconnector			

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
SC_04	Tier 2	N/A	Power Cable	The potential cumulative effect of underwater noise and vibration during the construction phase of the proposed development from Tier 1 and Tier 2 projects in combination with the proposed development is assessed to be slight for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further assessment is presented in Section 13.9.6 of Chapter 13: Fish and Shellfish Ecology	No additional mitigation required	No change to EIAR conclusions
Cumulative Impact 4: Cumulative long-term loss of benthic habitats due to the placement of subsea infrastructure						
OWF_02	Tier 1	2022-MAC-001	Oriel Wind Farm Project	No Tier 3 projects have been screened into the assessment of Cumulative Impact 4.	No additional mitigation required	No change to EIAR conclusions
SC_13		N/A	Oriel Wind Farm ECC Power Cable	The potential cumulative effect of long-term loss of benthic habitats from Tier 1 projects in combination with the proposed development due to placement of subsea infrastructure is assessed to be slight for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further assessment is presented in Section 13.9.7 of Chapter 13: Fish and Shellfish Ecology		
SC_04	Tier 2	N/A	Power Cable	The potential cumulative effect of long-term loss of benthic habitats from Tier 1 and Tier 2 projects in combination with the proposed development due to placement of subsea infrastructure is assessed to be slight for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further assessment is presented in Section 13.9.7 of Chapter 13: Fish and Shellfish Ecology	No additional mitigation required	No change to EIAR conclusions
Cumulative Impact 5: Cumulative barriers to movement through the presence of EMF from cables						
OWF_02	Tier 1	2022-MAC-001	Oriel Wind Farm Project	No Tier 3 projects have been screened into the assessment of Cumulative Impact 5.	No additional mitigation required	No change to EIAR conclusions
SC_13		N/A	Oriel Wind Farm ECC Power Cable	The potential cumulative effect of barriers to movement through the presence of EMF from cables from Tier 1 projects in combination with the proposed development is assessed to be slight for Project Option 1 and Project Option 2, which is not significant in EIA terms.		
SC_03		N/A	Power Cable	Further assessment is presented in Section 13.9.8 of Chapter 13: Fish and Shellfish Ecology		
SC_04	Tier 2	N/A	Power Cable	The potential cumulative effect of barriers to movement through the presence of EMF from cables from Tier 1 and Tier 2 projects in combination with the proposed development is assessed to be slight for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further assessment is presented in Section 13.9.8 of Chapter 13: Fish and Shellfish Ecology.	No additional mitigation required	No change to EIAR conclusions
Cumulative Impact 6: Cumulative underwater noise and vibration from operational wind turbines						
OWF_02		2022-MAC-001	Oriel Wind Farm Project	No Tier 2 or Tier 3 projects have been screened into the assessment of Cumulative Impact 6.		

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
OWF_03	Tier 1	2022-MAC-003 and 004	Dublin Array Offshore Wind Farm Project	The potential cumulative effect of underwater noise and vibration from operational wind turbines from Tier 1 projects in combination with the proposed development is assessed to be slight for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further assessment is presented in Section 13.9.9 of Chapter 13: Fish and Shellfish Ecology	No additional mitigation required	No change to EIAR conclusions
OWF_04		2022-MAC-006	Codling Wind Park Offshore Wind Farm Project			
OWF_05		2022-MAC-002	Arklow Bank Wind Park (ABWP) 2 Offshore Wind Farm Project			
OWF_07		N/A	Arklow Bank Wind Park (ABWP) 1 Offshore Wind Farm Project			

38.2.3.5 Marine Mammal Ecology

Table A38.10: Cumulative Effects Assessment Matrix for Marine Mammal Ecology

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
Cumulative Impact 7: Disturbance from vessels						
N/A	Tier 1	N/A	Multiple Offshore Windfarms	The potential cumulative effect of underwater noise and vibration from operational wind turbines from Tier 1 projects in combination with the proposed development is assessed to be slight for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further Assessment is presented in Section 14.9.11.1 Chapter 14: Marine Mammal Ecology.	No additional mitigation required	No change to EIAR conclusions
SC_13		N/A	Power Cable			
SC_15		N/A	Power Cable			
SC_16		N/A	Power Cable			
SC_20		N/A	Power Cable			
SC_53		N/A	Power Cable			
SC_71		N/A	Power Cable			
SC_179		N/A	Power Cable			
OOE_13		N/A	Fair Head Phase 1			
CA_46	Tier 2	F21A/0368	Howth Harbour Fishery Centre	The potential cumulative effect of underwater noise and vibration from operational wind turbines from Tier 1 and Tier 2 projects in combination with the proposed development is assessed to be slight for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further Assessment is presented in Section 14.9.11.2 Chapter 14: Marine Mammal Ecology.	No additional mitigation required	No change to EIAR conclusions
OWF_08		N/A	North Channel Wind 2 Offshore Windfarm			
OWF_13		N/A	North Channel Wind 1 Offshore Windfarm			
OWF_30		N/A	Tonn Nua Offshore Windfarm			
OWF_34		N/A	Machair Offshore Windfarm			

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
OWF_62		N/A	Morven Offshore Windfarm			
OWF_77		N/A	Bellrock Offshore Windfarm			
OWF_84		N/A	Spiorad na Mara Offshore Windfarm			
OWF_97		N/A	CampionWind Offshore Windfarm			
OWF_103		N/A	Broadshore Offshore Windfarm			
OWF_106		N/A	Talisk Offshore Windfarm			
OWF_117		N/A	Havbredey Offshore Windfarm			
OWF_120		N/A	Stromar Offshore Windfarm			
OWF_127		N/A	Buchan Offshore Windfarm			
OWF_135		N/A	Ayre Offshore Windfarm			
S&P_47		N/A	Port of Waterford Development			
SC_04		N/A	Power Cable			
SC_30		N/A	Power Cable			
SC_67		N/A	Power Cable			
SC_176		N/A	Power Cable			
SC_189		N/A	Power Cable			
N/A		N/A	Multiple Site Investigation Surveys			
CCS_02	Tier 3	N/A	HyNet CCS	The potential cumulative effect of underwater noise and vibration from operational wind turbines from Tier 1, Tier 2 and Tier 3 projects in combination with the proposed development is assessed to be slight for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further Assessment is presented in Section 14.9.11.3 Chapter 14: Marine Mammal Ecology.	No additional mitigation required	No change to EIAR conclusions
CCS_03		N/A	Hamilton CCS			
CCS_04		N/A	Lennox CCS			
OWF_63		N/A	Bowdun Offshore Windfarm			
OWF_101		N/A	Centre-Manche 2 Offshore Windfarm			
OWF_150		N/A	Hollandse Kust F Offshore Windfarm			
OWF_259		N/A	Kattegat II Offshore Windfarm			
Cumulative Impact 8: Disturbance from pre-construction geophysical surveys						
N/A	Tier 2	N/A	Multiple Site Investigation Surveys	No Tier 1 or Tier 3 projects have been screened into the assessment of Cumulative Impact 8. The potential cumulative effect of disturbance from pre-construction geophysical surveys from Tier 2 projects in combination with the proposed development is assessed to be imperceptible - slight for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further Assessment is presented in Section 14.9.12.2 Chapter 14: Marine Mammal Ecology.	No additional mitigation required	No change to EIAR conclusions

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
Cumulative Impact 9: Disturbance from operational noise						
N/A	Tier 1	N/A	Multiple Offshore Windfarms	No Tier 2 or Tier 3 projects have been screened into the assessment of Cumulative Impact 9. The potential cumulative effect disturbance from operational noise from Tier 1 projects in combination with the proposed development is assessed to be slight for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further assessment is presented in Section 14.9.13.1 of Chapter 14: Marine Mammal Ecology.	No additional mitigation required	No change to EIAR conclusions

38.2.3.6 Offshore Ornithology

Table A38.11: Cumulative Effects Assessment Matrix for Offshore Ornithology

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
Cumulative Impact 1: Disturbance and displacement (PFI) - Construction						
OWF_02	Tier 1	2022-MAC-001	Oriel Offshore Wind Farm	No Tier 2 or Tier 3 projects have been screened into the assessment of Cumulative Impact 1.	No additional mitigation required	No change to EIAR conclusions
OWF_03		2022-MAC-003 and 004	Dublin Array Offshore Wind Farm	Guillemot The sensitivity of guillemot to disturbance and displacement during construction is medium and the magnitude of the cumulative impact of the proposed development with Tier 1 projects is low. The medium sensitivity and low magnitude of the impact on guillemot results in a slight cumulative effect for Project Option 1 and Project Option 2, which is not significant in EIA terms.		
OWF_04		2022-MAC-006	Codling Wind Park			
OWF_05		2022-MAC-002	Arklow Bank Wind Park (ABWP) 2	Razorbill The sensitivity of razorbill to disturbance and displacement during construction is medium and the magnitude of the cumulative impact of the proposed development with Tier 1 projects is low. The medium sensitivity and low magnitude of the impact on razorbill results in a slight cumulative effect for Project Option 1 and Project Option 2, which is not significant in EIA terms.		
OWF_07		N/A	Arklow Bank Wind Park (ABWP) 1			
OWF_09		N/A	Mona Offshore Wind Farm	Puffin The sensitivity of puffin to disturbance and displacement during construction is medium and the magnitude of the cumulative impact of the proposed development with Tier 1 projects is negligible. The medium sensitivity and negligible magnitude of the impact on puffin results in an imperceptible cumulative effect for Project Option 1 and Project Option 2, which is not significant in EIA terms.		
OWF_10		N/A	Mooir Vannin (Isle of Man) Offshore Wind Farm			
OWF_11		N/A	Awel y Môr Offshore Wind Farm	Manx Shearwater The sensitivity of Manx shearwater to disturbance and displacement during construction is medium and the magnitude of the cumulative impact of the proposed development with Tier 1 projects is negligible. The medium sensitivity and negligible magnitude of the impact on Manx shearwater results in an imperceptible cumulative effect for Project Option 1 and Project Option 2, which is not significant in EIA terms.		
OWF_12		N/A	Walney Extension 3 Offshore Wind Farm			
OWF_14		N/A	Walney Extension 4 Offshore Wind Farm	Gannet The sensitivity of gannet to disturbance and displacement during construction is medium and the magnitude of the cumulative impact of the proposed development with Tier 1 projects is negligible. The medium sensitivity and negligible magnitude of the impact on gannet results in an imperceptible cumulative effect for Project Option 1 and Project Option 2, which is not significant in EIA terms.		
OWF_15		N/A	Morecambe Offshore Wind Farm			
OWF_16		N/A	Gwynt y Môr Offshore Wind Farm			
OWF_17		N/A	Rhyl Flats Offshore Wind Farm	Kittiwake The sensitivity of kittiwake to disturbance and displacement during construction is low and the magnitude of the cumulative impact of the proposed development with Tier 1 projects is negligible. The low sensitivity and negligible magnitude of the impact on kittiwake results in an imperceptible cumulative effect for Project Option 1 and Project Option 2, which is not significant in EIA terms.		
OWF_18		N/A	Walney 2 Offshore Wind Farm			
OWF_19		N/A	West of Duddon Sands Offshore Wind Farm			

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
OWF_20		N/A	Walney 1 Offshore Wind Farm			
OWF_21		N/A	North Hoyle Offshore Wind Farm			
OWF_22		N/A	Ormonde Offshore Wind Farm			
OWF_23		N/A	Burbo Bank Extension Offshore Wind Farm			
OWF_24		N/A	Barrow Offshore Wind Farm			
OWF_25		N/A	Burbo Bank Offshore Wind Farm			
OWF_26		N/A	Robin Rigg West Offshore Wind Farm			
OWF_27		N/A	Robin Rigg East Offshore Wind Farm			
Cumulative Impact 2: Disturbance and displacement (PFI) - Operational						
OWF_02	Tier 1	2022-MAC-001	Oriel Offshore Wind Farm	No Tier 2 or Tier 3 projects have been screened into the assessment of Cumulative Impact 2 Guillemot The sensitivity of guillemot to disturbance and displacement during operational phase is medium and the magnitude of the cumulative impact of the proposed development with Tier 1 projects is low. The medium sensitivity and low magnitude of the impact on guillemot results in a slight cumulative effect for Project Option 1 and Project Option 2, which is not significant in EIA terms. Razorbill The sensitivity of razorbill to disturbance and displacement during operational phase is medium and the magnitude of the cumulative impact of the proposed development with Tier 1 projects is low. The medium sensitivity and low magnitude of the impact on razorbill results in a slight cumulative effect for Project Option 1 and Project Option 2, which is not significant in EIA terms. Puffin The sensitivity of puffin to disturbance and displacement during operational phase is medium and the magnitude of the cumulative impact of the proposed development with Tier 1 projects is negligible. The medium sensitivity and negligible magnitude of the impact on puffin results in an imperceptible cumulative effect for Project Option 1 and Project Option 2, which is not significant in EIA terms. Manx shearwater The sensitivity of Manx shearwater to disturbance and displacement during operational phase is medium and the magnitude of the cumulative impact of the proposed development with Tier 1 projects is negligible. The medium sensitivity and negligible magnitude of the impact on Manx shearwater results in an imperceptible cumulative effect for Project Option 1 and Project Option 2, which is not significant in EIA terms. Gannet The sensitivity of gannet to disturbance and displacement during operational phase is medium and the magnitude of the cumulative impact of the proposed development with Tier 1 projects is negligible. The medium sensitivity and negligible magnitude of the impact on gannet results in an imperceptible cumulative effect for Project Option 1 and Project Option 2, which is not significant in EIA terms. Kittiwake	No additional mitigation required	No change to EIAR conclusions
OWF_03		2022-MAC-003 and 004	Dublin Array Offshore Wind Farm			
OWF_04		2022-MAC-006	Codling Wind Park			
OWF_05		2022-MAC-002	Arklow Bank Wind Park (ABWP) 2			
OWF_07		N/A	Arklow Bank Wind Park (ABWP) 1			
OWF_09		N/A	Mona Offshore Wind Farm			
OWF_10		N/A	Moor Vannin (Isle of Man) Offshore Wind Farm			
OWF_11		N/A	Awel y Môr Offshore Wind Farm			
OWF_12		N/A	Walney Extension 3 Offshore Wind Farm			
OWF_14		N/A	Walney Extension 4 Offshore Wind Farm			
OWF_15		N/A	Morecambe Offshore Wind Farm			
OWF_16		N/A	Gwynt y Môr Offshore Wind Farm			
OWF_17		N/A	Rhyl Flats Offshore Wind Farm			

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
OWF_18		N/A	Walney 2 Offshore Wind Farm	The sensitivity of kittiwake to disturbance and displacement during operational phase is low and the magnitude of the cumulative impact of the proposed development with Tier 1 projects is negligible. The low sensitivity and negligible magnitude of the impact on kittiwake results in a imperceptible cumulative effect for Project Option 1 and Project Option 2, which is not significant in EIA terms.		
OWF_19		N/A	West of Duddon Sands Offshore Wind Farm			
OWF_20		N/A	Walney 1 Offshore Wind Farm			
OWF_21		N/A	North Hoyle Offshore Wind Farm			
OWF_22		N/A	Ormonde Offshore Wind Farm			
OWF_23		N/A	Burbo Bank Extension Offshore Wind Farm			
OWF_24		N/A	Barrow Offshore Wind Farm			
OWF_25		N/A	Burbo Bank Offshore Wind Farm			
OWF_26		N/A	Robin Rigg West Offshore Wind Farm			
OWF_27		N/A	Robin Rigg East Offshore Wind Farm			
Cumulative Impact 3: Collision risk						
OWF_02	Tier 1	2022-MAC-001	Oriel Offshore Wind Farm	No Tier 2 or Tier 3 projects have been screened into the assessment of Cumulative Impact 3 Kittiwake The sensitivity of kittiwake to collision risk is high and the magnitude of the cumulative impact of the proposed development with Tier 1 projects is low. The high sensitivity and low magnitude of the impact on kittiwake results in a moderate cumulative effect for Project Option 1 and Project Option 2, which is not significant in EIA terms. Common gull The sensitivity of common gull to collision risk is medium and the magnitude of the cumulative impact of the proposed development with Tier 1 projects is medium. The medium sensitivity and medium magnitude of the impact on common gull results in a moderate cumulative effect for Project Option 1 and Project Option 2, which is not significant in EIA terms. Great black-backed gull The sensitivity of great black-backed gull to collision risk is high and the magnitude of the cumulative impact of the proposed development with Tier 1 projects is low. The high sensitivity and low magnitude of the impact on great black-backed gull results in a moderate cumulative effect for Project Option 1 and Project Option 2, which is not significant in EIA terms. Herring gull The sensitivity of herring gull to collision risk is high and the magnitude of the cumulative impact of the proposed development with Tier 1 projects is low. The high sensitivity and low magnitude of the impact on herring gull results in a moderate cumulative effect for Project Option 1 and Project Option 2, which is not significant in EIA terms. Lesser black-backed gull	No additional mitigation required	No change to EIAR conclusions
OWF_03		2022-MAC-003 and 004	Dublin Array Offshore Wind Farm			
OWF_04		2022-MAC-006	Codling Wind Park			
OWF_05		2022-MAC-002	Arklow Bank Wind Park (ABWP) 2			
OWF_07		N/A	Arklow Bank Wind Park (ABWP) 1			
OWF_09		N/A	Mona Offshore Wind Farm			
OWF_10		N/A	Moor Vannin (Isle of Man) Offshore Wind Farm			
OWF_11		N/A	Awel y Môr Offshore Wind Farm			
OWF_12		N/A	Walney Extension 3 Offshore Wind Farm			
OWF_14		N/A	Walney Extension 4 Offshore Wind Farm			
OWF_15	N/A	Morecambe Offshore Wind Farm				

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
OWF_16		N/A	Gwynt y Môr Offshore Wind Farm	<p>The sensitivity of lesser black-backed gull to collision risk is high and the magnitude of the cumulative impact of the proposed development with Tier 1 projects is low. The high sensitivity and low magnitude of the impact on lesser black-backed gull results in a moderate cumulative effect for Project Option 1 and Project Option 2, which is not significant in EIA terms.</p> <p>Roseate tern</p> <p>The sensitivity of roseate tern to collision risk is medium and the magnitude of the cumulative impact of the proposed development with Tier 1 projects is negligible. The medium sensitivity and negligible magnitude of the impact on roseate tern results in an imperceptible cumulative effect for Project Option 1 and Project Option 2, which is not significant in EIA terms.</p> <p>Arctic tern</p> <p>The sensitivity of Arctic tern to collision risk is medium and the magnitude of the cumulative impact of the proposed development with Tier 1 projects is negligible. The medium sensitivity and negligible magnitude of the impact on Arctic tern results in an imperceptible cumulative effect for Project Option 1 and Project Option 2, which is not significant in EIA terms.</p> <p>Common tern</p> <p>The sensitivity of common tern to collision risk is medium and the magnitude of the cumulative impact of the proposed development with Tier 1 projects is negligible. The medium sensitivity and negligible magnitude of the impact on common tern results in an imperceptible cumulative effect for Project Option 1 and Project Option 2, which is not significant in EIA terms.</p> <p>Gannet</p> <p>The sensitivity of gannet to collision risk is medium and the magnitude of the cumulative impact of the proposed development with Tier 1 projects is negligible. The medium sensitivity and negligible magnitude of the impact on gannet results in an imperceptible cumulative effect for Project Option 1 and Project Option 2, which is not significant in EIA terms.</p>		
OWF_17		N/A	Rhyl Flats Offshore Wind Farm			
OWF_18		N/A	Walney 2 Offshore Wind Farm			
OWF_19		N/A	West of Duddon Sands Offshore Wind Farm			
OWF_20		N/A	Walney 1 Offshore Wind Farm			
OWF_21		N/A	North Hoyle Offshore Wind Farm			
OWF_22		N/A	Ormonde Offshore Wind Farm			
OWF_23		N/A	Burbo Bank Extension Offshore Wind Farm			
OWF_24		N/A	Barrow Offshore Wind Farm			
OWF_25		N/A	Burbo Bank Offshore Wind Farm			
OWF_26		N/A	Robin Rigg West Offshore Wind Farm			
OWF_27		N/A	Robin Rigg East Offshore Wind Farm			
Cumulative Impact 4: Combined collision risk and displacement						
OWF_02	Tier 1	2022-MAC-001	Oriel Offshore Wind Farm	<p>No Tier 2 or Tier 3 projects have been screened into the assessment of Cumulative Impact 4</p> <p>Gannet</p> <p>The sensitivity of gannet to combined collision risk and displacement during the operational phase is medium and the magnitude of the cumulative impact of the proposed development with Tier 1 projects is low. The medium sensitivity and low magnitude of the impact on gannet results in a slight cumulative effect for Project Option 1 and Project Option 2, which is not significant in EIA terms.</p>	No additional mitigation required	No change to EIAR conclusions
OWF_03		2022-MAC-003 and 004	Dublin Array Offshore Wind Farm			
OWF_04		2022-MAC-006	Codling Wind Park			
OWF_05		2022-MAC-002	Arklow Bank Wind Park (ABWP) 2			
OWF_07		N/A	Arklow Bank Wind Park (ABWP) 1			
OWF_09		N/A	Mona Offshore Wind Farm			
OWF_10		N/A	Moor Vannin (Isle of Man) Offshore Wind Farm			
OWF_11		N/A	Awel y Môr Offshore Wind Farm			
OWF_12		N/A	Walney Extension 3 Offshore Wind Farm			

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
OWF_14		N/A	Walney Extension 4 Offshore Wind Farm			
OWF_15		N/A	Morecambe Offshore Wind Farm			
OWF_16		N/A	Gwynt y Môr Offshore Wind Farm			
OWF_17		N/A	Rhyl Flats Offshore Wind Farm			
OWF_18		N/A	Walney 2 Offshore Wind Farm			
OWF_19		N/A	West of Duddon Sands Offshore Wind Farm			
OWF_20		N/A	Walney 1 Offshore Wind Farm			
OWF_21		N/A	North Hoyle Offshore Wind Farm			
OWF_22		N/A	Ormonde Offshore Wind Farm			
OWF_23		N/A	Burbo Bank Extension Offshore Wind Farm			
OWF_24		N/A	Barrow Offshore Wind Farm			
OWF_25		N/A	Burbo Bank Offshore Wind Farm			
OWF_26		N/A	Robin Rigg West Offshore Wind Farm			
OWF_27		N/A	Robin Rigg East Offshore Wind Farm			
Cumulative Impact 5: Migratory Collision Risk						
OWF_02	Tier 1	2022-MAC-001	Oriel Offshore Wind Farm	No Tier 2 or Tier 3 projects have been screened into the assessment of Cumulative Impact 5 Migratory birds The sensitivity of migratory birds to migratory collision risk and displacement is medium and the magnitude of the cumulative impact of the proposed development with Tier 1 projects is negligible. The medium sensitivity and negligible magnitude of the impact on migratory birds results in a imperceptible cumulative effect for Project Option 1 and Project Option 2, which is not significant in EIA terms.	No additional mitigation required	No change to EIAR conclusions
OWF_03		2022-MAC-003 and 004	Dublin Array Offshore Wind Farm			
OWF_04		2022-MAC-006	Codling Wind Park			
OWF_05		2022-MAC-002	Arklow Bank Wind Park (ABWP) 2			
OWF_07		N/A	Arklow Bank Wind Park (ABWP) 1			
OWF_09		N/A	Mona Offshore Wind Farm			
OWF_10		N/A	Moor Vannin (Isle of Man) Offshore Wind Farm			

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
OWF_11		N/A	Awel y Môr Offshore Wind Farm			
OWF_12		N/A	Walney Extension 3 Offshore Wind Farm			
OWF_14		N/A	Walney Extension 4 Offshore Wind Farm			
OWF_15		N/A	Morecambe Offshore Wind Farm			
OWF_16		N/A	Gwynt y Môr Offshore Wind Farm			
OWF_17		N/A	Rhyl Flats Offshore Wind Farm			
OWF_18		N/A	Walney 2 Offshore Wind Farm			
OWF_19		N/A	West of Duddon Sands Offshore Wind Farm			
OWF_20		N/A	Walney 1 Offshore Wind Farm			
OWF_21		N/A	North Hoyle Offshore Wind Farm			
OWF_22		N/A	Ormonde Offshore Wind Farm			
OWF_23		N/A	Burbo Bank Extension Offshore Wind Farm			
OWF_24		N/A	Barrow Offshore Wind Farm			
OWF_25		N/A	Burbo Bank Offshore Wind Farm			
OWF_26		N/A	Robin Rigg West Offshore Wind Farm			
OWF_27		N/A	Robin Rigg East Offshore Wind Farm			

38.2.3.7 Commercial Fisheries

Table A38.12: Cumulative Effects Assessment Matrix for Commercial Fisheries

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
Cumulative Impact 1: Reduction in access to, or exclusion from established fishing grounds						
OWF_02	Tier 1	2022-MAC-001	Oriel Offshore Wind Farm Project	No Tier 3 projects have been screened into the assessment of Cumulative Impact 1.	No additional mitigation required	No change to EIAR conclusions
OWF_03		2022-MAC-003 and 004	Dublin Array Offshore Wind Farm Project	The potential cumulative effect of reduction in access to, or exclusion from established fishing grounds from Tier 1 projects in combination with the		

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
OWF_04		2022-MAC-006	Codling Wind Park Offshore Wind Farm Project	<p>proposed development is assessed to be slight for Project Option 1 and Project Option 2, which is not significant in EIA terms.</p> <p>Further assessment is presented in Section 16.9.3.1 of Chapter 16: Commercial Fisheries.</p>		
OWF_05		2022-MAC-002	Arklow Bank Wind Park (ABWP) 2 Offshore Wind Farm Project			
SC_13		N/A	Oriel Offshore Wind Farm ECC Power Cable			
SC_16		N/A	Dublin Array Offshore Wind Farm ECC Power Cable			
SC_15		N/A	Codling Wind Park Offshore Wind Farm ECC Power Cable			
SC_20		N/A	Arklow Wind Park Offshore Wind Farm ECC Power Cable			
SC_30		N/A	Power Cable			
OWF_09		N/A	Mona Offshore Wind Farm Project			
OWF_10		N/A	Moor Vannin (Isle of Man) Offshore Wind Farm Project			
OWF_15		N/A	Morecambe Offshore Wind Farm Project			
SUR_01		LIC230001	NISA Offshore Wind Farm Project			
SUR_06		FS007635 / MUL240008	Site Investigation for Proposed Power Cable			
SUR_26		MUL230034	Site Investigation for Offshore Wind Farm			
SUR_27		FS007188	Site Investigation for Offshore Wind Farm			
SUR_29		MUL230036	Site Investigation for Offshore Wind Farm			
OWF_08	Tier 2	N/A	North Channel Wind 2 Offshore Wind Farm Project	<p>The potential cumulative effect of reduction in access to, or exclusion from established fishing grounds from Tier 1 and Tier 2 projects in combination with the proposed development is assessed to be slight for Project Option 1 and Project Option 2, which is not significant in EIA terms.</p> <p>Further assessment is presented in Section 16.9.3.1 of Chapter 16: Commercial Fisheries.</p>	No additional mitigation required	No change to EIAR conclusions
OWF_13		N/A	North Channel Wind 1 Offshore Wind Farm Project			
SC_04		N/A	Power Cable			

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
SUR_28		FS006104	Site Investigation for Gas Pipeline			
Cumulative Impact 2: Displacement leading to gear conflict and increased fishing pressure on established fishing grounds						
OWF_02	Tier 1	2022-MAC-001	Oriel Offshore Wind Farm Project	<p>No Tier 3 projects have been screened into the assessment of Cumulative Impact 2.</p> <p>The potential cumulative effect of displacement leading to gear conflict and increased fishing pressure on established fishing grounds from Tier 1 projects in combination with the proposed development is assessed to be slight for Project Option 1 and Project Option 2, which is not significant in EIA terms.</p> <p>Further assessment is presented in Section 16.9.3.2 of Chapter 16: Commercial Fisheries.</p>	No additional mitigation required	No change to EIAR conclusions
OWF_03		2022-MAC-003 and 004	Dublin Array Offshore Wind Farm Project			
OWF_04		2022-MAC-006	Codling Wind Park Offshore Wind Farm Project			
OWF_05		2022-MAC-002	Arklow Bank Wind Park (ABWP) 2 Offshore Wind Farm Project			
SC_13		N/A	Oriel Offshore Wind Farm ECC Power Cable			
SC_16		N/A	Dublin Array Offshore Wind Farm ECC Power Cable			
SC_15		N/A	Codling Wind Park Offshore Wind Farm ECC Power Cable			
SC_20		N/A	Arklow Wind Park Offshore Wind Farm ECC Power Cable			
SC_30		N/A	Power Cable			
OWF_09		N/A	Mona Offshore Wind Farm Project			
OWF_10		N/A	Mooir Vannin (Isle of Man) Offshore Wind Farm Project			
OWF_15		N/A	Morecambe Offshore Wind Farm Project			

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
SUR_01		LIC230001	NISA Offshore Wind Farm Project			
SUR_06		FS007635 / MUL240008	Site Investigation for Proposed Power Cable			
SUR_26		MUL230034	Site Investigation for Offshore Wind Farm			
SUR_27		FS007188	Site Investigation for Offshore Wind Farm			
SUR_29		MUL230036	Site Investigation for Offshore Wind Farm			
OWF_08	Tier 2	N/A	North Channel Wind 2 Offshore Wind Farm Project	<p>The potential cumulative effect of displacement leading to gear conflict and increased fishing pressure on established fishing grounds from Tier 1 and Tier 2 projects in combination with the proposed development is assessed to be slight for Project Option 1 and Project Option 2, which is not significant in EIA terms.</p> <p>Further assessment is presented in Section 16.9.3.2 of Chapter 16: Commercial Fisheries.</p>	No additional mitigation required	No change to EIAR conclusions
OWF_13		N/A	North Channel Wind 1 Offshore Wind Farm Project			
SC_04		N/A	Power Cable			
SUR_28		FS006104	Site Investigation for Gas Pipeline			
Cumulative Impact 3: Displacement or disruption of commercially important fish and shellfish resources						
OWF_02	Tier 1	2022-MAC-001	Oriel Offshore Wind Farm Project	<p>No Tier 3 projects have been screened into the assessment of Cumulative Impact 2.</p> <p>The potential cumulative effect of displacement or disruption of commercially important fish and shellfish resources from Tier 1 projects in combination with the proposed development is assessed to be moderate to slight for the Irish demersal otter trawl (nephrops) and Irish potting fleets and slight for all other fleets for Project Option 1 and Project Option 2, which is not significant in EIA terms.</p> <p>Further assessment is presented in Section 16.9.3.3 of Chapter 16: Commercial Fisheries.</p>	No additional mitigation required	No change to EIAR conclusions
OWF_03		2022-MAC-003 and 004	Dublin Array Offshore Wind Farm Project			
OWF_04		2022-MAC-006	Codling Wind Park Offshore Wind Farm Project			
OWF_05		2022-MAC-002	Arklow Bank Wind Park (ABWP) 2 Offshore Wind Farm Project			

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
SC_13		N/A	Oriel Offshore Wind Farm ECC Power Cable			
SC_16		N/A	Dublin Array Offshore Wind Farm ECC Power Cable			
SC_15		N/A	Codling Wind Park Offshore Wind Farm ECC Power Cable			
SC_20		N/A	Arklow Wind Park Offshore Wind Farm ECC Power Cable			
SC_30		N/A	Power Cable			
OWF_09		N/A	Mona Offshore Wind Farm Project			
OWF_10		N/A	Mooir Vannin (Isle of Man) Offshore Wind Farm Project			
OWF_15		N/A	Morecambe Offshore Wind Farm Project			
SUR_01		LIC230001	NISA Offshore Wind Farm Project			
SUR_06		FS007635 / MUL240008	Site Investigation for Proposed Power Cable			
SUR_26		MUL230034	Site Investigation for Offshore Wind Farm			
SUR_27		FS007188	Site Investigation for Offshore Wind Farm			
SUR_29		MUL230036	Site Investigation for Offshore Wind Farm			
OWF_08	Tier 2	N/A	North Channel Wind 2 Offshore Wind Farm Project	The potential cumulative effect of displacement or disruption of commercially important fish and shellfish resources from Tier 1 and Tier 2	No additional mitigation required	No change to EIAR conclusions

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
OWF_13		N/A	North Channel Wind 1 Offshore Wind Farm Project	<p>projects in combination with the proposed development is assessed to be moderate to slight for the Irish demersal otter trawl (nephrops) and Irish potting fleets and slight for all other fleets for Project Option 1 and Project Option 2, which is not significant in EIA terms.</p> <p>Further assessment is presented in Section 16.9.3.3 of Chapter 16: Commercial Fisheries.</p>		
SC_04		N/A	Power Cable			
SUR_28		FS006104	Site Investigation for Gas Pipeline			

38.2.3.8 Shipping and Navigation

Table A38.13: Cumulative Effects Assessment Matrix for Shipping and Navigation

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
Cumulative Impact 1: Vessel displacement and increased vessel to vessel collision risk (array area)						
OWF_02	Tier 1	2022-MAC-001	Oriel Offshore Wind Farm Project	<p>No Tier 2 projects have been screened into the assessment of Cumulative Impact 1.</p> <p>The potential cumulative effect of vessel displacement and increased vessel to vessel collision risk (array area) from Tier 1 projects in combination with the proposed development is assessed to be negligible for Project Option 1 and Project Option 2, which is not significant in EIA terms.</p> <p>Further assessment is presented in Section 17.9.3.1 of Chapter 17: Shipping and Navigation.</p>	No additional mitigation required	No change to EIAR conclusions
OWF_03		2022-MAC-003 and 004	Dublin Array Offshore Wind Farm Project			
OWF_04		2022-MAC-006	Codling Wind Park Offshore Wind Farm Project			
OWF_05		2022-MAC-002	Arklow Bank Wind Park (ABWP) 2 Offshore Wind Farm Project			
CA_23		FS006893	Dublin Port Company MP2 Project			
S&P_01	Tier 3	N/A	Bremore Port	<p>The potential cumulative effect of vessel displacement and increased vessel to vessel collision risk (array area) from Tier 1 and Tier 3 projects in combination with the proposed development is assessed to be negligible for Project Option 1 and Project Option 2, which is not significant in EIA terms.</p> <p>Further assessment is presented in Section 17.9.3.1 of Chapter 17: Shipping and Navigation.</p>	No additional mitigation required	No change to EIAR conclusions
Cumulative Impact 3: Third-party to proposed development vessel collision risk (array area)						
OWF_02	Tier 1	2022-MAC-001	Oriel Offshore Wind Farm Project	<p>No Tier 2 projects have been screened into the assessment of Cumulative Impact 3.</p> <p>The potential cumulative effect of third-party to proposed development vessel collision risk (array area) from Tier 1 projects in combination with the proposed development is assessed to be tolerable for the construction and decommissioning phases, and broadly acceptable for the operational phase for Project Option 1 and Project Option 2, which is not significant in EIA terms.</p> <p>Further assessment is presented in Section 17.9.3.3 of Chapter 17: Shipping and Navigation</p>	No additional mitigation required	No change to EIAR conclusions
OWF_03		2022-MAC-003 and 004	Dublin Array Offshore Wind Farm Project			
OWF_04		2022-MAC-006	Codling Wind Park Offshore Wind Farm Project			

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
OWF_05		2022-MAC-002	Arklow Bank Wind Park (ABWP) 2 Offshore Wind Farm Project			
CA_23		FS006893	Dublin Port Company MP2 Project			
S&P_01	Tier 3	N/A	Bremore Port	The potential cumulative effect of third-party to proposed development vessel collision risk (array area) from Tier 1 and tier 3 projects in combination with the proposed development is assessed to be tolerable for the construction and decommissioning phases, and broadly acceptable for the operational phase for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further assessment is presented in Section 17.9.3.3 of Chapter 17: Shipping and Navigation		

38.2.3.9 Offshore Archaeology and Cultural Heritage

The results of the Stage 2 screening process for Offshore Archaeology and Cultural Heritage (see Appendix A38.2) concluded that there are no projects included in the offshore long list that have been screened into Stage 3 and 4. Therefore, there are no significant cumulative effects arising from the proposed development on any of the projects included in the Stage 1 process.

38.2.3.10 Aviation and Radar

Table A38.14: Cumulative Effects Assessment Matrix for Aviation and Radar

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
Cumulative Impact 1: Creation of an aviation obstacle environment						
OWF_02	Tier 1	2022-MAC-001	Oriel Offshore Wind Farm Project	No Tier 2 or Tier 3 projects have been screened into the assessment of Cumulative Impact 1.	No additional mitigation required	No change to EIAR conclusions
OWF_03		2022-MAC-003 and 004	Dublin Array Offshore Wind Farm Project	The potential cumulative effect of the creation of an aviation obstacle environment from Tier 1 projects and the proposed development is assessed to be not significant for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further assessment is presented in Section 19.9.4 of Chapter 19: Aviation and Radar		
OWF_04		2022-MAC-006	Codling Wind Park Offshore Wind Farm Project			
OWF_05		2022-MAC-002	Arklow Bank Wind Park (ABWP) 2 Offshore Wind Farm Project			
OWF_07		N/A	Arklow Bank Wind Park (ABWP) 1 Offshore Wind Farm Project			
Cumulative Impact 2: Increased air traffic in the area related to wind farm activities						

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
OWF_02	Tier 1	2022-MAC-001	Oriel Offshore Wind Farm Project	No Tier 2 or Tier 3 projects have been screened into the assessment of Cumulative Impact 2. The potential cumulative effect of increased air traffic in the area related to wind farm activities from Tier 1 projects and the proposed development is assessed to be not significant for Project Option 1 and Project Option 2, which is not significant in EIA terms. Assessment presented in Section 19.9.5 of the Addendum to Chapter 19: Aviation and Radar	No additional mitigation required	No change to EIAR conclusions
OWF_03		2022-MAC-003 and 004	Dublin Array Offshore Wind Farm Project			
OWF_04		2022-MAC-006	Codling Wind Park Offshore Wind Farm Project			
OWF_05		2022-MAC-002	Arklow Bank Wind Park (ABWP) 2 Offshore Wind Farm Project			
OWF_07		N/A	Arklow Bank Wind Park (ABWP) 1 Offshore Wind Farm Project			
Cumulative Impact 3: WTGs causing permanent interference on civil and military PSR and weather radar						
OWF_02	Tier 1	2022-MAC-001	Oriel Offshore Wind Farm Project	No Tier 2 or Tier 3 projects have been screened into the assessment of Cumulative Impact 3. The potential cumulative effect of WTGs causing permanent interference on civil and military PSR and weather radar from Tier 1 projects and the proposed development is assessed to be moderate for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further assessment is presented in Section 19.9.6 of Chapter 19: Aviation and Radar	No additional mitigation required	No change to EIAR conclusions
OWF_03		2022-MAC-003 and 004	Dublin Array Offshore Wind Farm Project			
OWF_04		2022-MAC-006	Codling Wind Park Offshore Wind Farm Project			
OWF_05		2022-MAC-002	Arklow Bank Wind Park (ABWP) 2 Offshore Wind Farm Project			
OWF_07		N/A	Arklow Bank Wind Park (ABWP) 1 Offshore Wind Farm Project			

38.2.3.11 Infrastructure and Other Users

Table A38.15: Cumulative Effects Assessment Matrix for Infrastructure and Other Users

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
Cumulative Impact 1: Direct displacement or access impacts on subsea cables and pipelines associated with increased vessel movements and the use of advisory safety zones						
DAS_01	Tier 1	S0015-03	Dumping Site A1	No Tier 3 projects have been screened into the assessment of Cumulative Impact 1. The potential cumulative effect of direct displacement or access impacts on subsea cables and pipelines associated with increased vessel movements and the use of advisory safety zones from Tier 1 projects and the proposed development is assessed to be not significant for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further assessment is presented in Section 20.10.3.1 of Chapter 20: Infrastructure and Other Users	No additional mitigation required	No change to EIAR conclusions
DAS_02		S0015-03	Dumping Site A2			
O&GP_01		PL1890	Gas Interconnector			
O&GP_02		PL938	Gas Interconnector			
SUR_06		FS007635 / MUL240008	Power Cable			
SC_01		N/A	Telecoms Cable			
SC_02		N/A	Telecoms Cable			
SC_03		N/A	Power Cable			

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
SC_05		N/A	Telecoms Cable			
SC_06		N/A	Telecoms Cable			
SC_09		N/A	Telecoms Cable			
SC_10		N/A	Telecoms Cable			
SC_04	Tier 2	N/A	Power Cable	The potential cumulative effect of direct displacement or access impacts on subsea cables and pipelines associated with increased vessel movements and the use of advisory safety zones from Tier 1 and Tier 2 projects and the proposed development is assessed to be not significant for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further assessment is presented in Section 20.10.3.1 of Chapter 20: Infrastructure and Other Users.	No additional mitigation required	No change to EIAR conclusions
Cumulative Impact 2: Direct displacement or access impacts on marine recreational activities from increased vessel movements and the use of advisory safety zones						
DAS_01	Tier 1	S0015-03	Dumping Site A1	No Tier 3 projects have been screened into the assessment of Cumulative Impact 2. The potential cumulative effect of direct displacement or access impacts on marine recreational activities from increased vessel movements and the use of advisory safety zones from Tier 1 projects and the proposed development is assessed to be not significant for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further assessment is presented in Section 20.10.3.2 of Chapter 20: Infrastructure and Other Users.	No additional mitigation required	No change to EIAR conclusions
DAS_02		S0015-03	Dumping Site A2			
O&GP_01		PL1890	Gas Interconnector			
O&GP_02		PL938	Gas Interconnector			
SUR_06		FS007635 / MUL240008	Power Cable			
SC_01		N/A	Telecoms Cable			
SC_02		N/A	Telecoms Cable			
SC_03		N/A	Power Cable			
SC_05		N/A	Telecoms Cable			
SC_06		N/A	Telecoms Cable			
SC_09		N/A	Telecoms Cable			
SC_10		N/A	Telecoms Cable			
SC_04	Tier 2	N/A	Power Cable	The potential cumulative effect of direct displacement or access impacts on marine recreational activities from increased vessel movements and the use of advisory safety zones from Tier 1 and Tier 2 projects and the proposed development is assessed to be not significant for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further assessment is presented in Section 20.9.3.2 of Chapter 20: Infrastructure and Other Users	No additional mitigation required	No change to EIAR conclusions
Cumulative Impact 3: Indirect disturbance or displacement impacts on marine recreational activities (from construction and decommissioning activities causing increased sediment dispersion and/or noise impacts, and/or impacts to fish species)						
DAS_01	Tier 1	S0015-03	Dumping Site A1		No additional mitigation required	No change to EIAR conclusions

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
DAS_02		S0015-03	Dumping Site A2	<p>No Tier 3 projects have been screened into the assessment of Cumulative Impact 3.</p> <p>The potential cumulative effect of indirect disturbance or displacement impacts on marine recreational activities (from construction and decommissioning activities causing increased sediment dispersion and/or noise impacts, and/or impacts to fish species) from Tier 1 projects and the proposed development is assessed to be not significant for Project Option 1 and Project Option 2, which is not significant in EIA terms.</p> <p>Further assessment is presented in Section 20.10.3.3 of Chapter 20: Infrastructure and Other Users.</p>		
O&GP_01		PL1890	Gas Interconnector			
O&GP_02		PL938	Gas Interconnector			
SC_01		N/A	Telecoms Cable			
SC_02		N/A	Telecoms Cable			
SC_03		N/A	Power Cable			
SC_05		N/A	Telecoms Cable			
SC_06		N/A	Telecoms Cable			
SC_09		N/A	Telecoms Cable			
SC_10		N/A	Telecoms Cable			
SC_04	Tier 2	N/A	Power Cable	<p>The potential cumulative effect of indirect disturbance or displacement impacts on marine recreational activities (from construction and decommissioning activities causing increased sediment dispersion and/or noise impacts, and/or impacts to fish species) from Tier 1 and Tier 2 projects and the proposed development is assessed to be not significant for Project Option 1 and Project Option 2, which is not significant in EIA terms.</p> <p>Further assessment is presented in Section 20.10.3.3 of Chapter 20: Infrastructure and Other Users.</p>	No additional mitigation required	No change to EIAR conclusions
Cumulative Impact 4: Indirect disturbance impacts on defence and security from proposed development works within the ECC						
DAS_01	Tier 1	S0015-03	Dumping Site A1	<p>No Tier 2 or Tier 3 projects have been screened into the assessment of Cumulative Impact 4.</p> <p>The potential cumulative effect of indirect disturbance impacts on defence and security from proposed development works within the ECC from Tier 1 projects and the proposed development is assessed to be not significant for Project Option 1 and Project Option 2, which is not significant in EIA terms.</p> <p>Further assessment is presented in Section 20.10.3.4 of Chapter 20: Infrastructure and Other Users.</p>	No additional mitigation required	No change to EIAR conclusions
DAS_02		S0015-03	Dumping Site A2			
O&GP_01		PL1890	Gas Interconnector			

38.2.3.12 Land and Soils (includes soils, geology and hydrogeology)

The results of the Stage 2 screening process for Land and Soils (see Appendix A38.1) concluded that there are no projects included in the onshore long list that have been screened into Stage 3 and 4. Therefore, there are no significant cumulative effects arising from the proposed development on any of the projects included in the Stage 1 process.

38.2.3.13 Water (includes hydrology, surface water quality and flooding)

Table A38.16: Cumulative Effects Assessment Matrix for Water (includes hydrology, surface water quality and flooding) (NSIP, Appendix 2)

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
6	301908	<p>Greater Dublin Drainage Project consisting of a new wastewater treatment plant (WwTP) and sludge hub centre at Clonshaugh, underground orbital sewer from Blanchardstown to Clonshaugh and new pumping station at Abbotstown, new sewer to WwTP ,outfall pipeline and regional biosolids storage facility (RBSF). An EIAR and NIS were submitted with this application. The proposed GDDP orbital sewer will cross the R107 Malahide Road at Kinsaley and the R139.</p> <p>Construction is set to commence in 2026 with a four year programme</p>	0	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During the construction, there is the potential for cumulative effects on the Mayne_010 waterbody and downstream protected sites. There are some works within Floodzone A. The development traverses or comes close to a number of watercourses.</p> <p>However, Project ID #6 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk
7	313182	<p>BusConnects Clongriffin to City Centre Core Bus Corridor Scheme. This scheme terminates at Northern Cross (intersection of R139 and R107).</p> <p>Permission granted in January 2024. Expiry Date January 2029. The construction phase is anticipated to last approximately 24 months.</p>	0	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During the construction, there is the potential for cumulative effects on the Mayne_010 waterbody and downstream protected sites. There are some works within Floodzone A. A Stage 2 FRA was required as development of low risk. WFD assessment included.</p> <p>However, Project ID #7 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk
8	316444	<p>PROTECTED STRUCTURE: Conversion of stables of Auburn House to provide for storage space for the main Auburn House and construction of 69 residential units and associated surface level car/bicycle parking with refuse stores, bicycle store and plant at ground floor level; landscaping; boundary treatments; public lighting; 1 ESB unit substation.</p> <p>The construction of a vehicular and pedestrian/cycle access from Carey's Lane and all associated site infrastructure and engineering works necessary to facilitate the development. Located on lands at Auburn House off the R107 Malahide Road/Dublin Road, Malahide, Co. Dublin. Access to the site is off the R107 Malahide Road/Dublin Road. An EIAR and NIS were submitted with this application.</p> <p>Granted Permission 2024. Construction active through 2026.</p> <p>Refer also to Project No. 46, 52 and 60</p>	0	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During the construction, there is the potential for cumulative effects on the Sluice_010 waterbody and downstream protected sites.</p> <p>However, Project ID #8 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk
12	314169	<p>40 residential units, childcare facility and café. Lands located at Belcamp Hall (Protected Structure), Malahide Road, Belcamp, Dublin 17</p> <p>Permission granted in August 2023. Expiry date August 2028</p>	0.3	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During the construction, there is the potential for cumulative effects on the Mayne_010 waterbody and downstream protected sites.</p> <p>However, Project ID #12 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
13	313302	Removal of the temporary site structures, construction of a total of 377 no. residential units (173 no. houses, 204 no. apartments), creche and associated site works. Lands to the north of Rathbeale Road and to the west of and north of Miller's Avenue and Glen Ellan Road, Oldtown, Swords, Co. Dublin. (www.oldtownshd.ie) Permission granted in February 2023. Expiry date February 2028.	0.35	1	During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During the construction, there is the potential for cumulative effects on the Broadmeadow_040 waterbody. The site is within Flood Zone C and a site specific FRA was submitted. However, Project ID #13 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk
14	313362	650 no. residential units (265 no. houses, 385 no. apartments) creche and associated site works. Lands to the south of Rathbeale Road and to the north and south of Main Street, Mooretown Distributor Road, Celestica/Motorola site, Swords, Co. Dublin. (www.mooretownshd.ie) Permission granted in March 2023. Expiry date March 2028.	0.35	1	During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During the construction, there is the potential for cumulative effects on the Broadmeadow_040 waterbody. However, Project ID #14 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk
16	312112	172 no. residential units (150 no. houses, 22 no. apartments) and associated site works. Permission granted in May 2022. Expiry date May 2027.	0.52	1	During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Sluice_010, Mayne_010 and downstream protected areas. A site specific FRA was submitted. However, Project ID #16 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk
17	313361	Demolition of buildings, construction of 415 no. residential units (252 no houses, 163 no. apartments) creche and associated site works. Lands at Back Road and Kinsealy Lane, Kinsaley, Broomfield, Malahide, Co. Dublin. (www.broomfieldshd.ie)	0.59	1	During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Sluice_010 and downstream protected areas. A site specific FRA was submitted. Site is within Flood zone C. Potential for pollution of surrounding watercourses and protected areas. However, Project ID #17 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk
18	311016	1,221 no. apartments, creche and associated site works. GA03 Lands at Baldoyle and Stapolin (adjacent lands formerly known as the Coast), Baldoyle, Dublin 13. (www.shoreline2shd.ie). Permission granted November 2021. According to documentation, construction is expected to last 54 months, starting in Q1 2024 and end in Q3 2028.	0.89	1	During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Sluice_010 and downstream protected areas. A site specific FRA was submitted. Site is within Flood zone C. Potential for pollution of surrounding watercourses and protected areas. However, Project ID #18 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
19	317121	BusConnects Swords to City Centre Bus Corridor Scheme	1.68	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Ward_040; Sluice_010; Mayne_010 waterbody and downstream protected areas. A FRA was submitted. A WFD assessment report was included. Potential for increased runoff, sediment loading, pollution.</p> <p>However, Project ID #19 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk
21	F21A/0668	<p>The removal of all existing temporary school buildings, demolition of existing school building & associated site works, construction of a new two storey school building comprising of 19 classrooms, 10 resource rooms, 1 staff room, 2 staff offices, 1 General Purpose Hall and associated storage rooms/server, 1 multi-purpose room, staff and student toilets, 1 library/resource room, 2 base classrooms for special needs unit, 1 central activities space and ancillary accommodation/ plant rooms, all associated external works including provision of new vehicular and pedestrian entrances, Internal bus set-down, staff car parking, cycle parking, Sensory Garden, 1 no. ball court,</p> <p>1 Hard play area, 1 soft play area, proprietary wastewater system, storm drainage system, landscaping, and boundary treatments. Lands located at St. Molaga's Senior National School, Drogheda Street, Balbriggan, Co Dublin, K32Y662</p> <p>Planning was granted in October 2022. Expiry date October 2027.</p>	0	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Matt_010 waterbody. Potential for pollution of waterbody and downstream protected areas.</p> <p>However, Project ID #21 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk
22	F21A/0647	<p>The proposed development will consist of: the construction of 87 no. residential dwellings comprising 46 no. terraced houses (comprising 34 no. three-bedroom two storey houses and 12 no. four-bedroom three storey houses, including private rear gardens); 38 no. duplex apartments (comprising 10 no. one-bedroom units, 19 no. two-bedroom units, 9 no. three-bedroom units, including balconies and terraces) arranged in two and three storey buildings; and 3 no. three-bedroom apartment units (including terraces) above 3 no. ground floor retail units (c. 261 sq m GFA in total), arranged in three storey buildings.</p> <p>The proposed development will also comprise: a two storey Licensed Convenience Foodstore (c. 1,315 sq m net sales area/2,347 sq m. GFA), including ancillary Off License sales area, ancillary storage, staff and customer facilities; 94 no. undercroft car parking space and loading bay; and associated signage consisting of 2 no. internally illuminated fascia signs (c. 5.1 sq m and c. 5.1 sq m), 1 no. illuminated fascia sign c. 1.8 sq m, 1 no. double sided internally illuminated pole sign to include opening hours with a total area (front and back) of c. 13.5 sq m.</p> <p>The development will also include: a Civic Space (c. 1,877 sq m) located on the western side of Malahide Road; demolition, relocation and reconstruction of the existing stone wall adjacent to Malahide Road; vehicular, cycle and pedestrian access and egress points via Malahide Road (with associated works to Malahide Road comprising the provision of a cycle path, footpath and grass verge); emergency vehicular access only via Baskin Lane; 174 no. car parking spaces at surface level; 88 no. long-term bicycle parking spaces and 46 no. short-stay bicycle parking spaces (134 no. bicycle parking spaces in total); internal roads and pathways; bicycle stores; provision of private and public open spaces; play area; drainage attenuation; ESB point of supply kiosks; hard and soft landscaping; boundary treatments; changes in level; services provision and related pipework; electric vehicle charging points; ducting; SUDS features; public lighting; and all ancillary site development works above and below ground. A Natura Impact Statement will be submitted to the planning authority with this application.</p>	0	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Sluice_010. There is the potential for pollution of waterbody and downstream protected areas.</p> <p>However, Project ID #22 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
23	F21A/0681	<p>Mayne Stability Limited submitted an application for permission to FCC and DCC for a period of 10 years development of a Synchronous Compensator Development (Grid Stabilisation Facility) on the site of c. 1.65 ha at lands south of Belcamp 220kV Substation, Belcamp, Dublin 17. The proposed development will consist of the following elements within the administrative boundary of Fingal County Council. a) A Grid Stabilisation Facility containing 1 No. High Inertia Synchronous Compensator (HISC) unit enclosed within a steel clad framed style structure (12.1m max height) and supported by 8 No. electrical equipment containers (containing ancillary power supply products including a static frequency converts, MV switchgear, exciters, LV distribution, control room, welfare and office), main, auxiliary & start-up electrical transformers, generator circuit breaker, switchgear equipment, External cooler units and 1 No. back up diesel generator and associated diesel storage tank;</p> <p>b) A 220kV High Voltage Gas Insulated Switchgear (GIS) compound containing a GIS building with all control & HV equipment within a single storey building (13.2m max height). The building will be surrounded by a compound road and contained within a 2.6m high galvanised steel palisade fence;</p> <p>c) A 220kV underground cable to the existing adjoining Eirgrid substation boundary;</p> <p>d) Associated elements comprising a clear span bridge over the River Mayne, various underground cables and ducts, equipment plinths, boundary security fence, compound lighting and palisade gates and fencing, security lighting, CCTV, internal access roads, hardstanding areas and all necessary foundations works for the above compounds. A concurrent planning application also made to Dublin City Council (see which relates to a portion of lands to the south of the site of c. 0.94 ha which provides for a new access entrance from the R139 and a clear span bridge crossing over the River Mayne, internal access tracks, security fencing, temporary construction compound, landscaping, and drainage.</p> <p>Permission granted in October 2022. Expiry date October 2032</p>	0	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Mayne_010. Potential for pollution of waterbody and downstream protected areas. Some works associated with bridge over Mayne River.</p> <p>However, Project ID #23 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk
24	SHD/007/21	<p>ABP-313144-22 To view details of this development please visit www.luskregles.ie</p> <p>The development will consist of 312 no. dwellings, comprised of 205 no. 3 & 4 bed, 2 & 3 storey, detached, semi-detached & terraced houses, 40 no. 2 & 3 bed apartment / duplex units in 3 no. 3 storey blocks (comprised of Duplex Types A1, A2, B1 & B2), and 67 no. 1, 2 & 3 bed apartments in 2 no. blocks (comprised of Block C, being 3 storeys, and Block E, being 2-5 storeys over basement level). The development also includes a 1-2 storey crèche (c. 484.6m²) with associated outdoor space to the rear. Access to the development will be via 2 no. vehicular access points from Minister's Road, along with the provision of a roadside footpath and cycle path along the front of the site at Minister's Road. The proposed development also provides for: (i) all associated site development works above and below ground, (ii) public open spaces (c. 0.99 ha / 9,999m²), (iii) communal open spaces (c. 1,849m²), (iv) hard & soft landscaping & boundary treatments, (v) basement & surface car parking (Total: 583 no. car parking spaces, including EV parking), (vi) basement & surface bicycle parking (Total: 498 no. bicycle parking spaces), (vii) bin & bicycle storage, (viii) public lighting, and (ix) 2 no. ESB sub-stations, all on an overall application site area of 8.3 ha.</p> <p>Permission was granted in March 2023. Expiry date March 2028.</p>	0.25	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Boradmeadow_040. Potential for pollution of waterbody and downstream protected areas.</p> <p>However, Project ID #24 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk
28	314724	Railway/Metrolink – Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin (Metrolink)	0	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Broadmeadow_040, Ward_040, Sluice_010 and Mayne_010. Potential for pollution of waterbody and downstream protected areas. FRA submitted. Construction works within watercourses, crossing watercourses and within riparian buffer.</p> <p>However, Project ID #28 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk

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29	317831	Metrolink 110kV Proposed development of three 110kV electricity circuits	0	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Mayne_010 and Sluice_010. Potential for pollution of waterbody and downstream protected areas</p> <p>However, Project ID #29 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk
31	4137/23	<p>Lands at 1 & 2 Hawthorn Cottages, Malahide Road, Dublin 17, D17 HD39. Permission for the proposed development will consist of demolition of the existing residential property and existing derelict residential property. The construction of a residential development consisting of two blocks with a total of 79 residential apartments. Block A is located to the east of the site and includes 24no. 2 bed apartments and 12no. 1 bed apartments. Block B is on the west side of the site and includes 30 no 3 bed apartments; and 13 no 1 bed apartments. All apartments have private space in the form of balconies/terraces. Block A ranges from 6-8 to storeys in height and Block B is 7-8 storey in height excluding basement. The proposed development including communal amenity spaces located centrally at ground level and on the roofs of Block A and in Block B. The basement contains parking for 56 spaces including 4 no disabled spaces and motorcycle parking along with electric vehicle parking and is accessed via a new vehicle entrance and ramp from Malahide Road. New boundary treatments and communal bike stores, bin stores are proposed. A children's play area and crèche is included. Associated groundworks, landscaping, drainage including SUDS measures, lighting engineering and ancillary works necessary to facilitate the development. This application is accompanied by a Natura Impact Assessment.</p> <p>Grant March 2024. Expiry date March 2029.</p>	0.05	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Mayne_010 waterbody. Includes a FRA. Potential for flooding and pollution of waterbody and downstream protected areas.</p> <p>However, Project ID #31 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk
32	320164	<p>The third of the infrastructural projects of the DART+ Programme to be delivered will be the DART+ Coastal North Project. This rail improvement project will provide an extension of the existing electrified rail network from Malahide to Drogheda MacBride stations and will provide the infrastructure to facilitate an increase to the rail capacity on the Northern Line between Dublin City Centre and Drogheda MacBride Station, including the Howth Branch.</p> <p>Granted permission in 2025</p>	0	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects due to potential risks of flooding and pollution of waterbody and downstream protected areas.</p> <p>However, Project ID #32 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk
33	304624	The Fingal Coastal Way is a proposed greenway extending from Newbridge Demesne in Donabate to the Fingal county boundary, north of Balbriggan. The overall length of the scheme will be approximately 32km, depending on the final route selected. The Fingal Coastal Way is envisaged to be a flagship scheme for tourism in the county with the potential to promote and enhance the local tourist economy.	0	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Broadmeadow_040. Mainly impacting Malahide estuary. Potential for flooding and pollution of waterbody and downstream protected areas.</p> <p>However, Project ID #33 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk

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34	310145	<p>R132 Connectivity Project - Fingal County Council, in conjunction with the National Transport Authority is proposing to carry out upgrade works to the R132 in Swords. Lands at Along existing R132 situated between Lissenhall Interchange and Pinnockhill Junction, to the east of Swords Town Centre, Co. Dublin</p> <p>The proposed works include the following:</p> <ol style="list-style-type: none"> Upgrade works between the north of Pinnock Hill Roundabout and north of Estuary Roundabout, to facilitate installation of new protected cycle and pedestrian facilities, retention of one bus and one general traffic lane in each direction, removal of hard shoulders and/or general traffic lanes, and reduction in speed limit to 50km/h. Three new signal controlled crossing points provided along the R132 located as follows: <ol style="list-style-type: none"> North of Pinnockhill Roundabout Adjacent existing Chapel Lane/Ashley Avenue overbridge North of Estuary Roundabout. The following three existing roundabouts will be changed to signalised intersections to facilitate pedestrian and cyclist facilities: <ol style="list-style-type: none"> Malahide Road Roundabout Seatown Roundabout Estuary Roundabout. Partial/full closure of Drynam Road connection to the R132/Malahide Road Roundabout <p>Granted in January 2022. Expiry date January 2027.</p>	0	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Sluice_010. Potential for pollution of waterbody and downstream protected areas.</p> <p>However, Project ID #34 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk
36	312855	<p>Construction of 87 residential dwellings and 3 ground floor retail units. Located at Lands located west of Malahide Road and north of Baskin Lane, Malahide Road, Kinsealy (also Kinsaley), Dublin 17</p> <p>Granted by An Bord Pleanála on April 2024. Expiry date April 2029.</p>	0	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Mayne_010. Potential for pollution of waterbody and downstream protected areas.</p> <p>However, Project ID #36 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk
37	319422	<p>In accordance with Section 182A of the Planning and Development Act 2000, as amended, EirGrid plc, with the consent and approval of Electricity Supply Board (ESB), gives notice that it proposes to seek the approval of An Bord Pleanála in relation to the proposed development, being the East Meath – North Dublin Grid Upgrade project consisting of approximately 37.5 kilometres (km) of new 400 kilovolt (kV) underground cable circuit between the existing Woodland Substation in the townland of Woodland in County Meath, and the existing Belcamp Substation in the townlands of Clonshagh and Belcamp in Fingal, County Dublin. The Proposed Development will also involve works in the substations to facilitate the connection of the underground cable circuit to the electrical grid.</p> <p>Approximately 20.5km of the proposed underground cable circuit is located in County Meath and approximately 17km of the proposed underground cable circuit is located in Fingal. The Proposed Development will be located within the following townlands in Fingal: Court, Gallanstown, Yellow Walls, Hollywood, Irishtown, Spricklestown, Killamonan, Cherryhound, Ward Upper, Ward Lower, Newpark, Shallon, Corrstown, Common, Skephubble, Ballystrahan, Kilreesk, Kingstown, Barberstown, Pickardstown, Forrest Great, Forrest Little, Cloghran, Glebe, Baskin, Stockhole, Middletown, Clonshagh and Belcamp.</p> <p>The Proposed Development consists of the following principal elements:</p> <ol style="list-style-type: none"> Installation of an underground cable circuit, approximately 37.5km in length, connecting Woodland Substation (400kV) in the townland of Woodland in County Meath, and Belcamp Substation (220kV) in the townlands of Clonshagh and Belcamp in Fingal. 	0	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Mayne_010. Potential for pollution and degradation of waterbody and downstream protected areas.</p> <p>However, Project ID #37 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
38	4137/23	<p>Permission for the proposed development will consist of demolition of the existing residential property and existing derelict residential property. The construction of a residential development consisting of two blocks with a total of 79 residential apartments. Block A is located to the east of the site and includes 24no. 2 bed apartments and 12no. 1 bed apartments. Block B is on the west side of the site and includes 30 no 3 bed apartments; and 13 no 1 bed apartments. All apartments have private space in the form of balconies/terraces. Block A ranges from 6-8 to storeys in height and Block B is 7-8 storey in height excluding basement. The proposed development including communal amenity spaces located centrally at ground level and on the roofs of Block A and in Block B. The basement contains parking for 56 spaces including 4 no disabled spaces and motorcycle parking along with electric vehicle parking and is accessed via a new vehicle entrance and ramp from Malahide Road. New boundary treatments and communal bike stores, bin stores are proposed. A children's play area and crèche is included. Associated groundworks, landscaping, drainage including SUDS measures, lighting engineering and ancillary works necessary to facilitate the development. This application is accompanied by a Natura Impact Assessment.</p>	0	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Mayne_010 waterbody. Potential for pollution of waterbody and downstream protected areas.</p> <p>However, Project ID #38 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk
41	F23A/0586	<p>NIS</p> <p>A Natura Impact Statement (NIS) has been prepared and is submitted to the planning authority with the application. The Natura Impact Statement (NIS) is available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy during office hours at the Planning Authority.</p> <p>The proposed development will consist of the construction of 74 no. residential units (70 no. houses and 4 no. duplex units), all of which will be provided as follows:</p> <ul style="list-style-type: none"> - 70 no. houses (51 no. 3-bed houses and 19 no. 4-bed houses) in detached, semi-detached, end-terraced, and mid-terraced houses, all two storeys in height, with external bin stores and bike stores to front of mid-terraced units; - Duplex Block A containing a total of 4 no. units comprising of 2 no. 1-bed units and 2 no. 2-bed units in a building three storeys in height, and all units provided with private balconies/terraces, with a communal bin store and bike store. <p>The development will provide for a total of 160 no. car parking spaces; bicycle parking; proposed use of the existing vehicular access off Back Road (proposed vehicular access via Ashwood Hall and Brookfield) and proposed use of the existing vehicular access off Kinsealy Lane (proposed vehicular access via Hazelbrook); footpaths, landscaping including play equipment, boundary treatments, and public lighting; and all associated engineering and site works necessary to facilitate the development including proposed upgrade of part of the existing foul drainage network in Hazelbrook, proposed connection and associated works to the existing foul network along Kinsealy Lane which will be upgraded under planning permission Reg. Ref. F21A/0451, and a temporary construction access road from Kinsealy Lane to the south of the lands to facilitate construction.</p> <p>AI Rcvd 17/01/24 SAI received 24/01/24 CAI received 24/05/24</p>	0.59	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Sluice_010 waterbody. Potential pollution of waterbody and downstream protected areas.</p> <p>However, Project ID #41 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk

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42	F24S/0541E	<p>The Department of Education intends to apply for Planning Permission for a development on a c. 1.8 Ha site on lands at Broomfield, Malahide, Co. Dublin. The site is accessed via the Brookfield Housing Estate to the west, which is accessible via Back Road, to the north. The development comprises the provision of a new 2 no. storey, 16 no. classroom primary school (roll no. 20445D), including a multi-purpose hall (totalling c. 3,610 sqm) and all ancillary teacher and pupil facilities. A new vehicular, pedestrian and cycle access is proposed to the west of the site, connecting to Brookfield Housing Estate. The proposed development will also include the provision of 2 no. external ballcourts; hard and soft landscaping including play areas; cycle and scooter parking; car and bus set-down areas; car parking facilities, including universal access and EV parking facilities; 1 no. ESB substation and associated switch room; external store; refuse store; signage; boundary treatments; site lighting; piped infrastructure and ducting; plant; SUDS; PV panels; 1 no. attenuation tank; 3 no. flagpoles; changes in level and all associated site development and excavation works above and below ground.???</p> <p>AI Rcvd 14/05/25 SAI received 23/05/2025</p>	0.79	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Gaybrook_010 waterbody. Potential pollution of waterbody and downstream protected areas. Near Malahide estuary.</p> <p>However, Project ID #42 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk
43	F24A/0576E	<p>NIS This application contains both a retention and a permission element - The development will consist of: The construction of a new two-storey Cricket Club designed to accommodate international standard facilities to include changing rooms, dining area, bar and function area, offices etc with ground floor viewing deck and 1st floor roof terrace. c. 1230 m sq. and associated site development and drainage works. The proposed development will also consist of the demolition of the existing 354 m sq. single storey clubhouse building, the development of new site access arrangements, 26 No parking spaces and vehicle turning areas, a new netted training area and a reinforced grass perimeter path and the retention and relocation of existing storage containers.</p> <p>Additional Information Received 27/05/25 Significant Additional Information Received 01/08/25</p>	0.79	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Gaybrook_010 waterbody. Potential pollution of waterbody and downstream protected areas. Near Malahide estuary.</p> <p>However, Project ID #43 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk

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46	F24A/0811E	<p>The proposed development will consist of amendments to the previously permitted development at the subject site, granted under Reg. Ref. F22A/0580 (ABP Ref. 316498-23). The proposed amendments relate solely to a total of 28 of the previously permitted houses (comprising 1 no. 3-bedroom unit and 27 no. 4-bedroom units) to be replaced by 28 no. houses (comprising 1 no. 2-bedroom unit and 27 no. 4-bedroom units). These changes shall consist of the following:</p> <p>Previously approved plots 1-12, comprising House Type E (4 bedroom 2 storey mid-terrace unit), House Type E1 (4 bedroom 2 storey end of terrace unit), House Type E2 (4 bedroom 2 storey end of terrace unit), and House Type F (4 bedroom 2 storey end of terrace unit), located at the south-easternmost side of Little Auburn (a total of 12 no. houses) to be replaced with House Type nE (4 bedroom, 2 storey mid-terrace unit), House Type nE1 (4 bedroom, 2 storey end of terraced unit), House Type nE2 (4 bedroom, 2 storey end of terrace unit), House Type nF3b (4 bedroom, 2 storey end of terrace unit) and House Type nH (2 bedroom, 2 storey mid terrace unit) with associated reductions in these gardens;</p> <p>Previously approved plots 37-52, comprising House Type C (3 bedroom 2 storey mid-terrace unit), House Type C2 (4 bedroom 2 storey end of terrace & semi-detached unit), House Type D (4 bedroom 2 storey semi-detached unit), House Type E (4 bedroom 2 storey mid-terrace unit), House Type E1 (4 bedroom 2 storey end of terrace unit), House Type F (4 bedroom 2 storey end of terrace unit) and House Type F1 (4 bedroom 2 storey semi-detached unit), located at the north-easternmost side of Little Auburn (a total of 16 no. houses) to be replaced with House Type nC2 (4 bedroom, 2 storey end of terrace & semi-detached unit), House Type nC3 (4 bedroom, 2 storey mid-terrace unit), House Type nD (4 bedroom, 2 storey semi-detached unit), House Type nE (4 bedroom, 2 storey mid-terrace unit), House Type nE1 (4 bedroom, 2 storey end of terraced unit), House Type nF3a (4 bedroom, 2 storey semi-detached unit) and House Type nF3b (4 bedroom, 2 storey end of terrace unit).</p> <p>The proposed development will also comprise of in curtilage car parking; boundary treatment; landscaping works; bicycle and bin stores, and all other ancillary site development works that are necessary to accommodate these proposed amendments.</p> <p>See also Project No. 8, 52 and 60</p>	0	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Mayne_010 waterbody. Potential pollution to waterbody and downstream protected area.</p> <p>However, Project ID #46 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk
48	F24A/1010E	<p>The applicant intends to apply for Permission at this site, at Lands in the Townland Of Kinsaley and Including Part Of The Grounds Of Lamorlaye, Back Road, Malahide, Co. Dublin. The proposed development consists of 83no. 2-storey houses (20no. 3-bed houses and 63no. 4-bed houses), a 2-storey childcare facility (c. 170.0sqm) and associated outdoor play space (c. 88sqm); primary vehicular, cyclist and pedestrian access serving the development is via a new entrance off Back Road, which will also serve as the modified access to the existing house at Lamorlaye; a secondary pedestrian and cyclist only access to the scheme and pedestrian entrances to 5no. houses are also provided off Back Road; 180no. total car parking spaces, including 2no. creche car parking spaces; Bicycle parking is provided in the curtilage of the houses, with 4no. bicycle spaces provided for the childcare facility; all ancillary site development and landscape works, including hard and soft landscaping and boundary treatment works, public open space (c. 2,637sqm); 1no. ESB substation; Demolition of out buildings/stables in the grounds of Lamorlaye; provision of temporary foul sewage pumping station; laying a foul rising main along Back Road from the proposed new access to the development eastward to Kinsealy Lane and 198m southwards along Kinsealy Lane; all on a site of approximately 3.14Ha.</p> <p>AI Rcvd 11/3/25 Including NIS</p> <p>SAI received 20/03/25</p>	0.19	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Mayne_010 waterbody. Potential pollution of waterbody and downstream protected area.</p> <p>However, Project ID #48 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk

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49	F24A/1059E	<p>Planning permission is sought by Birchwell Developments Ltd. for development on lands to the south of Back Road and to the east of Kinsealy Lane, adjoining Ashwood Hall, Kinsaley, Broomfield, Malahide, Co. Dublin. The proposed development will consist of a retail supermarket of 1,397sq.m. net retail floor area (1,693sq.m. gross floor area) (including ancillary off-licence) and associated delivery bay, store and staff service area, plant rooms, ESB substation/switch room, elevational signage, external bin store, trolley bay, associated car parking including EV parking and accessible parking, motorcycle parking, bicycle parking, landscaping, boundary treatments and all associated engineering and site works necessary to facilitate the development. A temporary foul water pumping station is also proposed as part of the development. (on part of a site previously intended for houses permitted under the Ashwood Hall permissions Refs. F13A/0459 (PL06F.243863), F13A/0459/E1).</p> <p>Additional Information received 10/04/2025 Significant Additional Information received 16/04/2025 Clarification of Additional Information received 04/07/2025 Clarification of Additional Information deemed Significant. Revised public notices requested 15/07/2025. Significant Additional Information Received 16/07/2025</p>	0.96	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Sluice_010 waterbody. Potential pollution of waterbody and downstream protected area.</p> <p>However, Project ID #49 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk
50	F24A/1125E	<p>Planning permission is sought for the (i) demolition of vacant/derelict single-storey shed; (ii) construction of a residential development of 36 no. apartments (16 no. one bedroom & 20 no. two-bedroom) within 2 no. apartment blocks (Block 1 of four-storey height, with set-back fifth floor level and roof terrace, and containing 27 no. apartments & Block 2 of three-storey height and containing 9 no. apartments); (iii) all apartments will have direct access to an area of private amenity space, in the form of a garden/balcony and will have shared access to 322sq.m of external communal amenity space at ground/roof terrace levels and bin store/bicycle stores at ground floor level; (iv) provision of 14 no. vehicular parking spaces (inclusive of 1 no. accessible spaces) and 2 no. motorcycle parking spaces at ground level accessible via Watery Lane; and (v) all ancillary works including tree removal/planting, landscaping, boundary treatments, visitor bicycle parking, SuDS drainage and all site services, site infrastructure and associated site development works necessary to facilitate the development. This application is accompanied by a Natura Impact Statement.</p> <p>AI received 06/06/2025</p>	0.78	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Ward_040 waterbody. Potential for pollution of waterbody and downstream protected areas.</p> <p>However, Project ID #50 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk
52	F25A/0226E	<p>We, Kinwest Ltd., intend to apply for planning permission for development on lands at Auburn House (Protected Structure) and Little Auburn off the R107 Malahide Road/Dublin Road, Malahide, Co. Dublin. The lands are generally bound by the R107 road to the east, 'Beech Lodge', 'Bellmont', 'The Lodge', 'Bellview', and 'Elgin' to the south, and Abington to the northeast and west.</p> <p>The proposed development will consist of amendments to the previously permitted development at the subject site, granted under Reg. Ref. F24A/0812E (which previously amended Reg. Ref. F22A/0580 / ABP Ref. 316498-23). The proposed amendments relate solely to 6 no. house plots, Nos. 19, 20, 21, 28, 29, and 30. The proposed amendments consist of the following:</p> <p>(a) Change of house type at Plot 20 from the previously approved House Type nCa, mid-terrace 2-storey, 3-bedroom house, to now provide House Type nC5 mid-terrace, 2-storey, 4-bedroom house with associated amendments to the rear gardens of Plot 19 and Plot 21 to accommodate this change of house type.</p> <p>(b) Change of house type at Plot 29 from the previously approved House Type nCb, mid-terrace 2-storey, 3-bedroom house, to now provide House Type nC3, mid-terrace, 2-storey, 4-bedroom house, with associated amendments to the rear gardens of Plot 28 and Plot 30 to accommodate this change of house type.</p> <p>(c) And all other ancillary site development works that are necessary to accommodate these proposed amendments.</p> <p>See also Project No. 8, 46 and 60</p>	0	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Mayne_010 waterbody. Potential pollution to waterbody and downstream protected area.</p> <p>However, Project ID #52 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk

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55	F25A/0689E	<p>NIS</p> <p>The development will comprise the demolition of an existing, detached house and outbuildings, and construction of a 3-storey residential development of 59 units comprising 17 no. houses (14 no. 4-bed and 3 no. 5-bed); 30 no. duplex apartments (15 no. 2-bed and 15 no. 3-bed) within 3 no. blocks, and 12 no. apartments (9 no. 1-bed and 3 no. 2-bed) within 1 no. block. Provision of car and cycle parking, new residential streets, open spaces, play area, and upgrade of existing site entrance from the R107. All associated site development works, landscaping, boundary treatments, wastewater and services provision (including wastewater pumping station). A Natura Impact Statement (NIS) has been prepared in respect of the proposed development.</p> <p>Additional Information Received 21/11/2025 Significant Additional Information received 26/11/25 Clarification of Significant Additional Information Received 04/03/2025</p>	0	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Gaybrook_010 waterbody. Potential pollution to waterbody and downstream protected area.</p> <p>However, Project ID #55 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk
57	F25A/0710E	<p>The development will consist of a Park & Ride facility with a total of 733 car parking spaces, including 522 standard spaces, 37 spaces for mobility-impaired users (including 29 standard and electric vehicle charging spaces, along with 8 larger spaces), 72 spaces designated for electric vehicles and an additional 72 space futureproofed for electric vehicles. Additionally, the facility will include 3 bus bays and passenger shelters to enhance accessibility and convenience for users. Provision for active travel will be made with a hardstanding area for a bike shelter and lockers. The scheme will also include hard and soft landscaping, planting, lighting, boundary treatments, surface-foul water drainage, public lighting, CCTV, ESB substation, and all other associated and ancillary works.</p> <p>An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) will be submitted to the Planning Authority with the planning application and the EIAR and NIS will be available for inspection or purchase for a fee not exceeding the reasonable cost of making a copy during office hours at the offices of the Planning Authority.</p> <p>Additional Information Received 30/01/2026 Significant Further Information Received 20/02/2026</p>	0	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Turvey_010 waterbody. Potential for pollution of waterbody and downstream protected areas.</p> <p>However, Project ID #57 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk
58	F25A/0776E	<p>The development will consist of amendments to the grid connection infrastructure between the approved solar photovoltaic ("PV") energy development on lands at Mainscourt, Ballyboghil, Co. Dublin and the ESB Mountgory 38kV Substation, Swords Business Park, Swords, Co. Dublin permitted under Register Reference F22A/0365 comprising the laying of underground electricity cables in ducts and associated infrastructure within the margin of the R132 road and also beneath a portion of Balheary Park including under the Ward River by means of horizontal directional drilling. A Natura Impact Statement (NIS) will be submitted to the Planning Authority with the application.</p> <p>Additional Information Received 29/10/2025 Clarification of Additional Information Received 13/02/2026</p>	0.1	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Broadmeadow_040 and Ward_040 waterbody. Potential pollution of waterbody and downstream protected area.</p> <p>However, Project ID #58 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk
59	F25A/0947E	<p>The development will consist of a new HGV vehicle maintenance and testing centre, including ancillary offices and staff facilities, a detached security hut, along with all hard and soft landscaping, boundary treatments, external lighting, PV panels, EV chargers, LED signage, a new vehicular entrance, car parking, bicycle parking, HGV parking, a truck wash facility, external roof ladder, smoking shelter, and all associated site development works. A Natura Impact Statement (NIA) accompanies this planning application.</p>	0.06	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Matt_010 waterbody. Potential water pollution to waterbody and downstream protected area</p> <p>However, Project ID #59 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk

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60	F25A/0999E	<p>We, Kinwest Ltd., intend to apply for planning permission for development on lands at Auburn House (Protected Structure) and Little Auburn off the R107 Malahide Road/Dublin Road, Malahide, Co. Dublin. The lands are generally bound by the R107 road to the east, 'Beech Lodge', 'Bellmont', 'The Lodge', 'Bellview', and 'Elgin' to the south, and Abington to the northeast and west.</p> <p>The proposed development will consist of amendments to the previously permitted development at the subject site, granted under Reg. Ref. F22A/0580 / ABP-316498-23 (as amended by F24A/0811E, F24A/0812E and F25A/0226E), and Reg. Ref. F22A/0581 /ABP-316504-23 (as amended by F24A/1179E).</p> <p>The proposed amendments will provide for the addition of 2 no. houses, comprising 1no. House Type nA5 (2-storey 3-bedroom detached unit), and 1 no. House Type A13 (2-storey, 4-bedroom detached unit) to the north of the development permitted under Reg. Ref. F22A/0580 / ABP-316498-23 (as amended by F24A/0811E, F24A/0812E and F25A/0226E), along with in curtilage car parking. The proposed amendment will also include remodeling of the attenuation basin, the out of bank storage, and the play equipment in the open space of the previously permitted layout (Reg. Ref. F22A/0580 / ABP-316498-23 and Reg. Ref. F22A/0581 / ABP-316504-23); along with associated boundary treatment; landscaping works; and all other ancillary site development works that are necessary to accommodate these proposed amendments.</p> <p>See also Project No. 8, 46 and 52</p>	0	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Mayne_010 waterbody. Potential pollution to waterbody and downstream protected area.</p> <p>However, Project ID #60 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk
62	F25A/1081E	<p>The development of a football training facility comprising:</p> <p>(a) Clubhouse with changing, toilet and shower facilities, office space, gym, recovery room, video room, stores;</p> <p>(b) Provision of 2 no. grass pitches and 1 no. artificial surface pitch;</p> <p>(c) Partial removal of hedgerows to facilitate permeability through the site and create a new vehicular entrance from Baskin Lane;</p> <p>(d) Provision of car park with 64 no. car spaces and 2 no. coach spaces;</p> <p>(d) Provision of lighting throughout the site including pitch floodlights;</p> <p>(e) Landscaping, stop nets, fencing and boundary treatments, SuDS drainage and all ancillary works necessary to facilitate the development. This planning application is accompanied by a Natura Impact Statement (NIS).</p>	1.61	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Sluice_010 waterbody. Potential for pollution of waterbody and downstream protected areas.</p> <p>However, Project ID #62 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk
65	F25A/1191E/R3	<p>The proposed development comprises the installation of 25 no. Vertical-Axis Wind Turbines (VAWT), each of dimensions c.1.8m high with a base dimension of c.1.14 sq.m., located on the existing steel flow forge rooftop platform (c. 186 sq.m.) on the main shopping centre building. This renewable energy development is covered by the provisions of the Renewable Energy Directive III (Directive (EU) 2023/2413) and it is important to note that the planning application may be subject to section 34D of the Planning and Development Act 2000, as amended. When a notice issues in accordance with section 34D(b), the provisions of article 26A of the Planning and Development Regulations 2001 to 2025 shall apply.</p>	1.18	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Ballyboghil_010 waterbody. Potential pollution of waterbody and downstream protected areas.</p> <p>However, Project ID #65 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk
69	LRD0018/S3	<p>We, Cairn Homes Properties Limited, intend to apply to Fingal County Council for a 7-year permission for a Large-Scale Residential Development at this c.13.57 ha (gross) site located within the Estuary West Lands at 'Holybanks', Swords, Co. Dublin. The main development site is bounded by Glen Ellan Road to the south, Jugback Lane/Terrace to the west, the former Celestica factory site to the east and the Broadmeadow River to the north. Junction and road improvement works are proposed to the Glen Ellan Road / Balheary Road junction and the R132 Dublin Road / R125 Seatown West Roundabout.</p> <p>The proposed development will consist of a residential scheme of 640 no. units (219 no. 1-bed units, 281 no. 2-bed units, 119 no. 3-bed units and 21 no. 4-bed units) along with childcare facility (c.537 sq.m in proposed Block 11). The development will include for the following:</p> <ul style="list-style-type: none"> • 132 no. houses comprising: 08 no. 2-bed houses, 87 no. 3-bed houses, 16 no. 3-bed townhouses (back-to-back) and 21 no. 4-bed houses. These range in height from two to three storey and include semi-detached and terraced houses. • 474 no. apartment units (219 no. 1-bed units; 49 no. 2-bed, 3-person units; 206 no. 2-bed, 4-person units) provided within 11 no. apartment blocks ranging in height from up to 5 no. Storeys. • 34 no. duplex units arranged within 4 no. 2-storey blocks comprising 18 no. 2-bed units and 16 no. 3-bed units. 	0	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Mayne_010 waterbody. Potential pollution of waterbody and downstream protected areas.</p> <p>However, Project ID #69 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk

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		<ul style="list-style-type: none"> • Apartments and duplexes are provided with balconies/terraces and with dedicated services /bicycle/ bin store areas. • Provision of 501 no. car parking spaces, 1,506 no. bicycle parking spaces and 26 no. motorbike parking spaces located at surface and undercroft level (adjoining Block 6); • Landscape proposals will include provision of c.42,651 sq.m (c.4.265 ha) of open space across the development including significant extension of the 'Broadmeadow River Park' (c. 29,400 sq.m (c.2.94ha)). • Principal vehicular access to the site will be from Glen Ellan Road. New pedestrian connections will be provided from Jugback Lane/Terrace, Glen Ellan Road and the proposed Broadmeadow Riverside Park extension to the north of the site. A dedicated pedestrian/cycle path is also proposed through the site along a central spine open space, connecting Glen Ellan Road in the south with Broadmeadow Riverside Park extension in the north. • Junction and road improvement works are also proposed to the Glen Ellan Road / Balheary Road junction and the R132 Dublin Road /R125 Seatown West Roundabout to facilitate the development. This will include widening of Balheary Road, upgrade works to cycle/pedestrian facilities, partial signalisation of R132/R125 junction, and a new pedestrian crossing on Glen Ellan Road. • All associated site development works above and below ground including hard and soft landscaping, roads/footpaths/cycle paths, open spaces and play areas, boundary treatments, lighting, SuDs measures, pumping station, EV charging points, green roofs, ESB substations and all associated services to facilitate the development. • As part of the proposed development, temporary permission is also sought for signage. 					
70	LRD0019/S3	<ol style="list-style-type: none"> 1. Demolition of existing, single storey, storage structures on the subject site (c. 446.5 m2 GFA). 2. The construction of a residential development (c. 15, 234.11 m2 GFA) comprising of 120 no. apartment units (15 no. studio units, 18 no. 1 bed units, 78 no. 2 bed units, 7 no. 3 bed units, 2 no. 4 bed penthouse units) within 1 no. block (ranging in height from 4 - 12 storeys over basement level). 3. The construction of a basement to be accessed off Myrtle Road with provision of c. 47 no. car parking spaces, including accessible spaces, electric vehicle charging points and residential visitor parking. 4. Addition of 2 no. crèche drop off car parking spaces at surface level. 5. Provision of 360 no. 'long stay' residential bicycle parking spaces at basement level together with additional 60 no. visitor bicycle parking spaces in secure locations at surface level. 6. All apartments are provided with private terraces / balconies. 7. Provision of c. 1877 m2 of open space to serve the development including green roof garden terraces between 5th and 10th floor level. 8. Provision of a childcare facility at ground floor level (c. 156.6 m2 GFA) with capacity in the order of 35 no. children and associated, secure, open play area (c. 117.1 m2). 9. Provision of Café unit (c. 70 m2 GFA) at ground floor level with associated outdoor seating area. 10. Provision of associated gymnasium at ground and first floor level (c. 273.12 m2). 11. Provision of Multipurpose Room (c. 48 m2 GFA) and Residents Lounge (c. 20 m2) at first floor level. 12. Total non-residential use is c. 567.72 m2 (3.73 % of overall development). 13. The development will also provide for all associated ancillary site development infrastructure including: ESB sub-station, bike stores, bin stores, plant rooms, public lighting, new watermain connection and foul and surface water drainage; internal roads & footpaths; site landscaping, including boundary treatments; associated scheme signage, and all associated site development and excavation works above and below ground necessary to facilitate the development. 	0.87	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Mayne_010 waterbody. Potential pollution of waterbody and downstream protected areas.</p> <p>However, Project ID #70 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk
71	LRD0025/S3E	<p>Bartra Propco No. 23 Limited intend to apply for permission for development for a Large-scale Residential Development (LRD) at this c. 0.8731 Ha site fronting the Swords to Malahide Road (R106), Mountgorry, Swords, Co. Dublin. The site is bounded to the west by open space, with Seamount View Housing Estate further beyond, to the south by the R106, to the east by an access road to the Applegreen Service Station and to the north by Swords Business Park.</p> <p>The development's surface water drainage network shall discharge from the site into the existing manhole located along the access road to the east of the site. The development site area and drainage work areas will provide a total application site area of c. 0.8792 Ha.</p>	0.95	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Ward_010 waterbody. Potential pollution to waterbody and downstream protected areas.</p> <p>However, Project ID #71 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk

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		<p>The proposed development will principally consist of: the construction of 123 No. residential units (55 No. one bed apartments and 68 No. two bed apartments). The development will be provided in a courtyard block arrangement ranging in height from part 4 No. to part 5 No. storeys. The proposed development has a gross floor area of c. 10,291 sq m.</p> <p>The proposed development will also provide: vehicular access from the access road to the east; 24 No. car parking spaces; bicycle parking spaces; motorcycle parking spaces; pedestrian/cycle entrances at the south-west and north of the site, and along the western boundary connecting into the adjoining open space; a footpath and bicycle path around the south, east and north of the site perimeter and a shared cycle/pedestrian path along the western boundary; balconies and terraces facing all directions; hard and soft landscaping; boundary treatments; green roofs; lift overrun; PV panels; lighting; ESB substation; switchroom; plant; and all associated works above and below ground.</p> <p>Part V Validation letter reference is B156.</p>					
72	LRD0043/S3E	<p>We, Birchwell Developments Ltd., intend to apply for permission for a Large-scale Residential Development on lands to the south of Back Road and to the east of Kinsealy Lane, Kinsaley, Broomfield, Malahide, Co. Dublin. The development will consist of the demolition of the former rugby clubhouse structure on site and the construction of a total of 297 no. residential units (211 no. houses, 40 no. apartments, and 46 no. duplex units); with 1 no. childcare facility, 1 no. café/restaurant, 1 no. retail unit and 1 no. yoga studio, to be provided as follows:</p> <ul style="list-style-type: none"> - 211 no. residential houses (14 no. 2 bed units, 156 no. 3 bed units, 39 no. 4 bed units, and 2 no. 5 bed units) in semi-detached, mid-terraced and end-terraced houses ranging from two to three storey in height, all with associated car parking and private gardens; - Apartment Block A & Duplex Block B are connected at ground and first floor level sharing an undercroft car park at ground floor level and a communal landscaped podium garden at first floor level, and contain a total of 58 no. units in 2 no. buildings ranging from one to four storeys in height, with Apartment Block A containing a total of 40 no. units comprising of 23 no. 1 bed units, 14 no. 2 bed units, and 3 no. 3 bed units, and Duplex Block B containing a total of 18 no. units comprising of 9 no. 1 bed units and 9 no. 3 bed units, with all units provided with private balconies/terraces; internal bicycle stores, bin stores, bulk stores and plant rooms at ground floor level; and on-street car parking and bicycle parking; - Duplex Block C containing a total of 8 no. units comprising of 4 no. 2 bed units and 4 no. 3 bed units, with all units provided with private balconies/terraces, in a building three storeys in height; with on-street car parking; communal open space and access to an external bin store and bike store; - Duplex Block D containing a total of 12 no. units comprising of 6 no. 2 bed units and 6 no. 3 bed units, with all units provided with private balconies/terraces, in a building three storeys in height; with on-street car parking; communal open space access and to an external bin store and bike store; - Duplex Block E containing a total of 4 no. units comprising of 2 no. 2 bed units and 2 no. 3 bed units, with all units provided with private balconies/terraces; in a building one to three storeys in height; with on-street car parking; communal open space and access to an external bin and bike store; - Duplex Block F containing a total of 4 no. units comprising of 2 no. 2 bed units and 2 no. 3 bed units, with all units provided with private balconies/terraces; in a building one to three storeys in height; with on-street car parking; communal open space and access to an external bin and bike store; - 1 no. two storey detached childcare facility building, with associated external play area; on-street drop-off car parking, and staff car parking, with access to a shared, external bin and bike store and short stay bicycle and motorcycle parking; - 1 no. single to two storey detached commercial building, containing 1 no. café/restaurant unit with associated outdoor seating area, 1 no. retail unit, and 1 no. yoga studio <p>An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) have been prepared in respect of the proposed development.</p>	0.83	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Sluice_010 waterbody. Potential pollution to waterbody and downstream protected areas.</p> <p>However, Project ID #72 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
73	LRD0046/S3	<p>The proposed development will consist of:</p> <ol style="list-style-type: none"> Demolition of existing buildings and structures within the application site associated with the former Teagasc Research Centre use total Gross Floor Area (GFA) of approx. 1,651sqm). Construction of 193 no. residential dwellings comprising 153 no. two storey houses (30 no. two-bed; and 123 no. three-bed houses) and 40 no. duplex units (20 no. two-bed ground floor apartments with 20 no. three-bed duplexes above) and arranged in three storey blocks. Provision of a single storey childcare facility (approx. 283 sqm GFA) with the capacity for approximately 50 children. Provision of a total of 229 no. car parking spaces (193 no. residential spaces, 4 no. childcare drop off spaces, 3 no. childcare staff spaces and 29 no. visitor spaces), and 345 bicycle parking spaces (201 no. private secure on-curtilage spaces for houses without independent garden access, 100 no. private secure spaces and 20. no. visitor spaces for duplex units, 20 no. childcare drop-off spaces, and 4 no. childcare staff spaces). Approximately 1.65 ha of dedicated public open space comprising a series of open spaces and a central east-west greenway linear park and parklands along the east boundary. In addition, 2.2 ha of greenbelt zoned lands are included to the south and south-east of the residential development area to accommodate a playing pitch. Vehicular access to the site will be via a new vehicular entrance at Gandon Lane (providing access to the northern part of the site only) and a new vehicular access from Malahide Road, located to the south of the existing Malahide Portmarnock Educate Together National School, (providing access to the southern part of the site only). Pedestrian and cycle links to facilitate connectivity with adjoining residential developments including the provision of an east-west greenway and a north-south link greenbelt zoned lands to the south. All enabling and site development works, landscaping, boundary treatments, lighting, services and connections, bin storage, 3 no. ESB unit substations and all other ancillary works above and below ground on a site approximately 8.2 ha. <p>Additional Information received 30th May 2025.</p> <p>Deemed Significant Additional Information 3rd June 2025 by SA</p> <p>Revised Public Notices received 4th June 2025.</p>	0	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Gaybrook_010 waterbody. Potential pollution of waterbody and downstream protected areas.</p> <p>However, Project ID #73 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
76	LRD0055/S3E	<p>The development will consist of a Large-scale Residential development (LRD) of 530no. residential units and creche in 4no. blocks (Blocks A to D) with a total gross floor area (GFA) of 49,210sqm (excluding basement car parking) with associated ancillary accommodation, private balconies, communal amenity spaces and public open spaces as follows: Block A: 1 to 7 storey block comprising 74no. apartments (37no. 1 bed units and 37no. 2 bed units), Block B: 6 to 9 storey block comprising 108no. apartments (44no. 1 bed units and, 55no. 2 bed units and 9no. 3 bed units), Block C: 1 to 9 storey block comprising 138no. apartments (49no. 1 bed units, 61no. 2 bed units and 28no. 3 bed units) and a creche (462.5sq.m) with external play space, Block D: 1 to 9 block storey comprising 210no. apartments (114no. 1 bed units, 82no. 2 bed units and 14no. 3 bed units). A total of 163no. car parking spaces are provided in a combination of surface spaces and at basement level beneath Block D. The development will be accessed from the south via a connection to the existing roundabout on the Holywell Distributor Road and from the north via a fully signalised junction with the R132 including works to the north and south bound carriageways and central median of the R132 to provide for the fully signalised junction with associated turning lanes and a separate pedestrian and cycle crossing on the R132. Permission is also sought for hard and soft landscaping in public realm and public open spaces within the development, cycle and motorcycle parking, bin stores, water supply and foul water connections, surface water infrastructure, connections to public utilities, ESB substations, plant areas, roof mounted photovoltaic (PV) panels, building and directional signage and all associated site and development works. A 10 year permission is sought. The planning application may be inspected online at www.barrysparks-lrd.ie</p> <p>An Environmental Impact Assessment Report (EIAR) and a Natura Impact Assessment (NIS) have been prepared in respect of the proposed development.</p> <p>Additional Information Received: 16/02/2026 Deemed Significant Additional Information: 11th March 2026.</p> <p>Revised Public Notices received 12th March 2026.</p>	1.26	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Gaybrook_010 waterbody. Potential pollution of waterbody and downstream protected areas.</p> <p>However, Project ID #76 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk
77	LRD0058/S3E	<p>Portmarnock Real estate Developments Limited Intends to apply for Permission for a Large-scale Residential Development at this site (c. 12.3 Ha) generally bounded by the existing 'St.Marnock's Bay' and 'Dún Sí' residential developments (Phases 1A, 1B and 1C), the permitted Phases 1D and 1E both now under construction (ABP Ref. ABP-312112-21, as amended by FCC Reg. Ref. LRD0037/S3 and FCC Reg. Ref. LRD0002/S3 refers respectively) to the west, and former agricultural lands to the south and east within the townlands of Portmarnock and Maynetown, Portmarnock, Co. Dublin and is also partially located in the townland of Stapolin, Baldoyle, Dublin 13.</p> <p>The development proposed (Phase 1F) will consist of: - 296no. residential units (254no. houses and 42no. duplexes), ranging from 1.5 - 3 storey's in height comprising the following: - 129no. 3-bed 2 storey houses (House Type: A2, A3, B1, B2, B3, C1, C3), 46no. 4-bed 2 storey houses (House Type: D2, D3, F4, J1, J2, J3, J4), 13no. 3-bed 1.5 storey houses (House Type: G), 14no. 4-bed 1.5 storey houses (House Type: H1 & H2), 14no. 4- bed 3 storey houses (House Type: K1 & K2), 38no. 2-bed 2 storey houses (House Type: N1, N2, P1, P2, P3), 21no. 2-bed duplex / apartments (House Type: L1 & L2) and 21no. 3-bed duplex / apartments (House Type: M1 & M2);</p> <p>Additional Information Received: 10th October 2025 Additional Information deemed Significant Additional Information. Revised Public Notices Received: 16th October 2025.</p>	0.76	1	<p>During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Maybe_010 waterbody. Near protected area. Potential pollution of waterbody and protected area.</p> <p>However, Project ID #77 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
78	LRD0061/S3E	We, Birchwell Developments Ltd., intend to apply for permission for development on lands to the east of Kinsealy Lane and to the south of Back Road, Kinsaley, Broomfield, Malahide, Co. Dublin. The development will consist of proposed modifications to the previously permitted Strategic Housing Development (SHD) (87 no. units permitted under Ref. ABP-313361-22, and under construction) which includes proposed modifications to the previously permitted House Types C, C1, C2, & D (61 units in total) with such amendments including extension of the rear first floor over the ground floor to omit the single storey lean-to extension and associated elevational changes, and all associated works necessary to facilitate the development.	0.59	1	During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Sluice_010 waterbody. Potential pollution of waterbody and downstream protected area. However, Project ID #78 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk
79	LRD0068/S3E	The proposed development seeks a 10-year planning permission for the construction of 1,350 residential units, one childcare facility, c.1,650sq.m of non-residential floor space including retail uses and health/recreational services, playing fields and associated changing rooms and a site allocated for a school. An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) have been prepared in respect of the proposed development.	0.06	1	During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Mayne_010. Potential pollution to waterbody and downstream protected areas. However, Project ID #79 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk
82	LRD0080/S3E	We, Cairn Homes Properties Limited, intend to apply to Fingal County Council for permission for a Large-scale Residential Development at this site located within the Estuary West Lands at "Holybanks", Swords, Co. Dublin. The main development site is bounded by Glen Ellan Road to the south, Jugback Lane/Terrace to the west, the former Celestica factory site to the east and the Broadmeadow River to the north. The proposed development is an amendment to the permitted development FCC Reg. Ref.: LRD0018/S3E. The amendments will consist of changes to 1. the locations and dimensions of the permitted ESB substations and bin and bicycle stores including the relocation of some bicycle storage space into the ground floor of block 10; 2. Condition 5; and 3. Condition 23 Permission is also sought for all associated works to accommodate the proposed changes. The remainder of the permitted development, including accesses, site services, and all other works will be delivered as permitted under FCC Reg. Ref.: LRD0018/S3E. The application may be inspected, or purchased at a fee not exceeding the reasonable cost of making a copy, during public opening hours at the offices of Fingal County Council, Fingal County Hall, Main Street, Swords, Fingal, Co. Dublin (to inspect Planning Applications on all lands). Opening Hours 9.30 - 16.30 Monday -Friday. (Cash Office opening hours are 9.30 to 15.30 p.m.) or on their website www.fingal.ie. The application may also be inspected online at the following website set up by the applicant: www.HolybanksLRDAmendment.com	0.58	1	During the construction phase, the residual effects of the proposed development alone on water quality or flood risk are expected to be temporary and imperceptible. During construction, there is the potential for cumulative effects within Broadmeadow_040 waterbody and near protected area. Potential pollution of waterbody and protected area However, Project ID #82 is not reporting significant residual effects on water quality. Cumulatively, the overall effect on water quality and flood risk is considered not significant and no additional mitigation is required.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects on water quality and flood risk

Table A38.17: Cumulative Effects Assessment Matrix for Biodiversity (NSIP, Appendix 2)

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
6	301908	Greater Dublin Drainage Project consisting of a new wastewater treatment plant (WwTP) and sludge hub centre at Clonshaugh, underground orbital sewer from Blanchardstown to Clonshaugh and new pumping station at Abbotstown, new sewer to WwTP ,outfall pipeline and regional biosolids storage facility (RBSF). An EIAR and NIS were submitted with this application. The proposed GDDP orbital sewer will cross the R107 Malahide Road at Kinsaley and the R139. Construction is set to commence in 2026 with a four year programme	0	1	This project is within the same hydrological catchment as the onshore development area, therefore there is potential for downstream cumulative water quality effects. As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project No ID #6 on water quality. Project ID #6 does not occur within 300m of Malahide Estuary and is outside 300m of the offline section at the existing Belcamp substation. As such there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity arising from Project 6 in combination with the proposed development.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
7	313182	BusConnects Clongriffin to City Centre Core Bus Corridor Scheme. This scheme terminates at Northern Cross (intersection of R139 and R107). Permission granted in January 2024. Expiry Date January 2029. The construction phase is anticipated to last approximately 24 months.	0	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project No ID #7 on water quality. Project ID #7 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
8	316444	PROTECTED STRUCTURE: Conversion of stables of Auburn House to provide for storage space for the main Auburn House and construction of 69 residential units and associated surface level car/bicycle parking with refuse stores, bicycle store and plant at ground floor level; landscaping; boundary treatments; public lighting; 1 ESB unit substation. The construction of a vehicular and pedestrian/cycle access from Carey's Lane and all associated site infrastructure and engineering works necessary to facilitate the development. Located on lands at Auburn House off the R107 Malahide Road/Dublin Road, Malahide, Co. Dublin. Access to the site is off the R107 Malahide Road/Dublin Road. An EIAR and NIS were submitted with this application. Granted Permission 2024. Construction active through 2026. Refer also to Project No. 46, 52 and 60	0	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project No ID #8 on water quality. Project ID #8 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
12	314169	40 residential units, childcare facility and café. Lands located at Belcamp Hall (Protected Structure), Malahide Road, Belcamp, Dublin 17 Permission granted in August 2023. Expiry date August 2028	0.3	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project No ID #12 on water quality. Project ID #12 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
13	313302	Removal of the temporary site structures, construction of a total of 377 no. residential units (173 no. houses, 204 no. apartments), creche and associated site works. Lands to the north of Rathbeale Road and to the west of and north of Miller's Avenue and Glen Ellan Road, Oldtown, Swords, Co. Dublin. (www.oldtownshd.ie) Permission granted in February 2023. Expiry date February 2028.	0.35	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project No ID #13 on water quality. Project ID #13 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
14	313362	650 no. residential units (265 no. houses, 385 no. apartments) creche and associated site works. Lands to the south of Rathbeale Road and to the north and south of Main Street, Mooretown Distributor Road, Celestica/Motorola site, Swords, Co. Dublin. (www.mooretownshd.ie) Permission granted in March 2023. Expiry date March 2028.	0.35	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project No ID #14 on water quality. Project ID #14 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
16	312112	172 no. residential units (150 no. houses, 22 no. apartments) and associated site works. Permission granted in May 2022. Expiry date May 2027.	0.52	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project No ID #16 on water quality. Project ID #16 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
17	313361	Demolition of buildings, construction of 415 no. residential units (252 no houses, 163 no. apartments) creche and associated site works. Lands at Back Road and Kinsealy Lane, Kinsaley, Broomfield, Malahide, Co. Dublin. (www.broomfieldshd.ie)	0.59	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project No ID #17 on water quality. Project ID #17 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
18	311016	1,221 no. apartments, creche and associated site works. GA03 Lands at Baldoyle and Stapolin (adjacent lands formerly known as the Coast), Baldoyle, Dublin 13. (www.shoreline2shd.ie). Permission granted November 2021. According to documentation, construction is expected to last 54 months, starting in Q1 2024 and end in Q3 2028.	0.89	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project No ID #18 on water quality. Project ID #18 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
19	317121	BusConnects Swords to City Centre Bus Corridor Scheme	1.68	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project No ID #19 on water quality. Project ID #19 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
21	F21A/0668	The removal of all existing temporary school buildings, demolition of existing school building & associated site works, construction of a new two storey school building comprising of 19 classrooms, 10 resource rooms, 1 staff room, 2 staff offices, 1 General Purpose Hall and associated storage rooms/servery, 1 multi- purpose room, staff and student toilets, 1 library/ resource room, 2 base classrooms for special needs unit, 1 central activities space and ancillary accommodation/ plant rooms, all associated external works including provision of new vehicular and pedestrian entrances, Internal bus set-down, staff car parking, cycle parking, Sensory Garden, 1 no. ball court, 1 Hard play area, 1 soft play area, proprietary wastewater system, storm drainage system, landscaping, and boundary treatments. Lands located at St. Molaga's Senior National School, Drogheda Street, Balbriggan, Co Dublin, K32Y662 Planning was granted in October 2022. Expiry date October 2027.	0	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project No ID #21 on water quality. Project ID #21 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
22	F21A/0647	The proposed development will consist of: the construction of 87 no. residential dwellings comprising 46 no. terraced houses (comprising 34 no. three-bedroom two storey houses and 12 no. four-bedroom three storey houses, including private rear gardens); 38 no. duplex apartments (comprising 10 no. one-bedroom units, 19 no. two-bedroom units, 9 no. three-bedroom units, including balconies and terraces) arranged in two and three storey buildings; and 3 no. three-bedroom apartment units (including terraces) above 3 no. ground floor retail units (c. 261 sq m GFA in total), arranged in three storey buildings. The proposed development will also comprise: a two storey Licensed Convenience Foodstore (c. 1,315 sq m net sales area/2,347 sq m. GFA), including ancillary Off License sales area, ancillary storage, staff and customer facilities; 94 no. undercroft car parking space and loading bay; and associated signage consisting of 2 no. internally illuminated fascia signs (c. 5.1 sq m and c. 5.1 sq m), 1 no. illuminated fascia sign c. 1.8 sq m, 1 no. double sided internally illuminated pole sign to include opening hours with a total area (front and back) of c. 13.5 sq m. The development will also include: a Civic Space (c. 1,877 sq m) located on the western side of Malahide Road; demolition, relocation and reconstruction of the existing stone wall adjacent to Malahide Road; vehicular, cycle and pedestrian access and egress points via Malahide Road (with associated works to Malahide Road comprising the provision of a cycle path, footpath and grass verge); emergency vehicular access only via Baskin Lane; 174 no. car parking spaces at surface level; 88 no. long-term bicycle parking spaces and 46 no. short-stay bicycle parking spaces (134 no. bicycle parking spaces in total); internal roads and pathways; bicycle stores; provision of private and public open spaces; play area; drainage attenuation; ESB point of supply kiosks; hard and soft landscaping; boundary treatments; changes in level; services provision and related pipework; electric vehicle charging points; ducting; SUDS features; public lighting; and all ancillary site development works above and below ground. A Natura Impact Statement will be submitted to the planning authority with this application.	0	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #22 on water quality. Project ID #22 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
23	F21A/0681	<p>Mayne Stability Limited submitted an application for permission to FCC and DCC for a period of 10 years development of a Synchronous Compensator Development (Grid Stabilisation Facility) on the site of c. 1.65 ha at lands south of Belcamp 220kV Substation, Belcamp, Dublin 17. The proposed development will consist of the following elements within the administrative boundary of Fingal County Council. a) A Grid Stabilisation Facility containing 1 No. High Inertia Synchronous Compensator (HISC) unit enclosed within a steel clad framed style structure (12.1m max height) and supported by 8 No. electrical equipment containers (containing ancillary power supply products including a static frequency converts, MV switchgear, exciters, LV distribution, control room, welfare and office), main, auxiliary & start-up electrical transformers, generator circuit breaker, switchgear equipment, External cooler units and 1 No. back up diesel generator and associated diesel storage tank;</p> <p>b) A 220kV High Voltage Gas Insulated Switchgear (GIS) compound containing a GIS building with all control & HV equipment within a single storey building (13.2m max height). The building will be surrounded by a compound road and contained within a 2.6m high galvanised steel palisade fence;</p> <p>c) A 220kV underground cable to the existing adjoining Eirgrid substation boundary;</p> <p>d) Associated elements comprising a clear span bridge over the River Mayne, various underground cables and ducts, equipment plinths, boundary security fence, compound lighting and palisade gates and fencing, security lighting, CCTV, internal access roads, hardstanding areas and all necessary foundations works for the above compounds. A concurrent planning application also made to Dublin City Council (see which relates to a portion of lands to the south of the site of c. 0.94 ha which provides for a new access entrance from the R139 and a clear span bridge crossing over the River Mayne, internal access tracks, security fencing, temporary construction compound, landscaping, and drainage.</p> <p>Permission granted in October 2022. Expiry date October 2032</p>	0	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #23 on water quality. Project ID #23 does occur within 300m of the offline section of the onshore development area at Belcamp substation. If construction works are to occur simultaneously cumulative displacement and disturbance impacts on breeding birds and local fauna could arise. However, the residual effects are assessed as neutral imperceptible (see Chapter 23). Therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
24	SHD/007/21	<p>ABP-313144-22 To view details of this development please visit www.luskregles.ie</p> <p>The development will consist of 312 no. dwellings, comprised of 205 no. 3 & 4 bed, 2 & 3 storey, detached, semi-detached & terraced houses, 40 no. 2 & 3 bed apartment / duplex units in 3 no. 3 storey blocks (comprised of Duplex Types A1, A2, B1 & B2), and 67 no. 1, 2 & 3 bed apartments in 2 no. blocks (comprised of Block C, being 3 storeys, and Block E, being 2-5 storeys over basement level). The development also includes a 1-2 storey crèche (c. 484.6m²) with associated outdoor space to the rear. Access to the development will be via 2 no. vehicular access points from Minister's Road, along with the provision of a roadside footpath and cycle path along the front of the site at Minister's Road. The proposed development also provides for: (i) all associated site development works above and below ground, (ii) public open spaces (c. 0.99 ha / 9,999m²), (iii) communal open spaces (c. 1,849m²), (iv) hard & soft landscaping & boundary treatments, (v) basement & surface car parking (Total: 583 no. car parking spaces, including EV parking), (vi) basement & surface bicycle parking (Total: 498 no. bicycle parking spaces), (vii) bin & bicycle storage, (viii) public lighting, and (ix) 2 no. ESB sub-stations, all on an overall application site area of 8.3 ha. Permission was granted in March 2023. Expiry date March 2028.</p>	0.25	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project No ID # 24 on water quality. Project ID #24 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
28	314724	Railway/Metrolink – Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin (Metrolink)	0	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #28 on water quality. Project ID #28 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
29	317831	Metrolink 110kV Proposed development of three 110kV electricity circuits	0	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #29 on water quality. Project ID #29 does occur within 300m of the offline section of the onshore development area at Belcamp substation. If construction works are to occur simultaneously cumulative displacement and disturbance impacts on breeding birds and local fauna could arise. However, the residual effects are assessed as neutral imperceptible (see Chapter 23). Therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.

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31	4137/23	<p>Lands at 1 & 2 Hawthorn Cottages, Malahide Road, Dublin 17, D17 HD39. Permission for the proposed development will consist of demolition of the existing residential property and existing derelict residential property. The construction of a residential development consisting of two blocks with a total of 79 residential apartments. Block A is located to the east of the site and includes 24no. 2 bed apartments and 12no. 1 bed apartments. Block B is on the west side of the site and includes 30 no 3 bed apartments; and 13 no 1 bed apartments. All apartments have private space in the form of balconies/terraces. Block A ranges from 6-8 to storeys in height and Block B is 7-8 storey in height excluding basement. The proposed development including communal amenity spaces located centrally at ground level and on the roofs of Block A and in Block B. The basement contains parking for 56 spaces including 4 no disabled spaces and motorcycle parking along with electric vehicle parking and is accessed via a new vehicle entrance and ramp from Malahide Road. New boundary treatments and communal bike stores, bin stores are proposed. A children's play area and crèche is included. Associated groundworks, landscaping, drainage including SUDS measures, lighting engineering and ancillary works necessary to facilitate the development. This application is accompanied by a Natura Impact Assessment.</p> <p>Grant March 2024. Expiry date March 2029.</p>	0.05	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #31 on water quality. Project ID #31 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
32	320164	<p>The third of the infrastructural projects of the DART+ Programme to be delivered will be the DART+ Coastal North Project. This rail improvement project will provide an extension of the existing electrified rail network from Malahide to Drogheda MacBride stations and will provide the infrastructure to facilitate an increase to the rail capacity on the Northern Line between Dublin City Centre and Drogheda MacBride Station, including the Howth Branch.</p> <p>Granted permission in 2025</p>	0	1	The Dart+ project will involve works at the existing railway lines, of particular focus for biodiversity at the landfall site and Malahide Estuary along the existing railway embankment. At both of these locations works will occur at sensitive locations for wintering waterbirds, and there is potential for cumulative disturbance and displacement effects on wintering waterbirds and other fauna to arise. It was assumed that the likely construction period for Project ID #32 would overlap with the planned construction period of the proposed development at the landfall and grid facility area as well as the onshore cable route. The project has submitted an EIA and AA. Mitigation measures contained in these assessments, and considering mitigation measures for the proposed development will not result in significant residual effects. There are no likely significant direct or indirect cumulative effects in combination with the proposed development and this project on disturbance and displacement of fauna and water quality.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
33	304624	<p>The Fingal Coastal Way is a proposed greenway extending from Newbridge Demesne in Donabate to the Fingal county boundary, north of Balbriggan. The overall length of the scheme will be approximately 32km, depending on the final route selected. The Fingal Coastal Way is envisaged to be a flagship scheme for tourism in the county with the potential to promote and enhance the local tourist economy.</p>	0	1	The Fingal Coastal Way project is proposed to traverse the landfall site. At this location it is within 300m of the onshore development area, given the sensitive nature of the landfall site for wintering waterbirds there is potential for cumulative disturbance and displacement effects to arise. With the proposed mitigation measures for Project ID #33 in place, including water quality measures, there are no significant adverse impacts. There are no likely significant direct or indirect cumulative effects in combination with the proposed development and this project on habitat loss, disturbance and displacement and water quality.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
34	310145	<p>R132 Connectivity Project - Fingal County Council, in conjunction with the National Transport Authority is proposing to carry out upgrade works to the R132 in Swords. Lands at Along existing R132 situated between Lissenhall Interchange and Pinnockhill Junction, to the east of Swords Town Centre, Co. Dublin</p> <p>The proposed works include the following:</p> <ol style="list-style-type: none"> Upgrade works between the north of Pinnock Hill Roundabout and north of Estuary Roundabout, to facilitate installation of new protected cycle and pedestrian facilities, retention of one bus and one general traffic lane in each direction, removal of hard shoulders and/or general traffic lanes, and reduction in speed limit to 50km/h. Three new signal controlled crossing points provided along the R132 located as follows: <ol style="list-style-type: none"> North of Pinnockhill Roundabout Adjacent existing Chapel Lane/Ashley Avenue overbridge North of Estuary Roundabout. The following three existing roundabouts will be changed to signalised intersections to facilitate pedestrian and cyclist facilities: <ol style="list-style-type: none"> Malahide Road Roundabout Seatown Roundabout Estuary Roundabout. Partial/full closure of Drynam Road connection to the R132/Malahide Road Roundabout <p>Granted in January 2022. Expiry date January 2027.</p>	0	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #34 on water quality. Project ID #34 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.

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35	311059	1,365 no. units (346 no. houses, 1,019 no. apartments), creche and associated site works. Located at Corballis East, Donabate, Co. Dublin. (www.corballiseastshd.ie) Permission granted November 2022. Expiry date November 2032.	3.2	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #35 on water quality. Project ID #35 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
36	312855	Construction of 87 residential dwellings and 3 ground floor retail units. Located at Lands located west of Malahide Road and north of Baskin Lane, Malahide Road, Kinsealy (also Kinsaley), Dublin 17 Granted by An Bord Pleanála on April 2024. Expiry date April 2029.	0	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #36 on water quality. Project ID #36 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
37	319422	In accordance with Section 182A of the Planning and Development Act 2000, as amended, EirGrid plc, with the consent and approval of Electricity Supply Board (ESB), gives notice that it proposes to seek the approval of An Bord Pleanála in relation to the proposed development, being the East Meath – North Dublin Grid Upgrade project consisting of approximately 37.5 kilometres (km) of new 400 kilovolt (kV) underground cable circuit between the existing Woodland Substation in the townland of Woodland in County Meath, and the existing Belcamp Substation in the townlands of Clonshagh and Belcamp in Fingal, County Dublin. The Proposed Development will also involve works in the substations to facilitate the connection of the underground cable circuit to the electrical grid. Approximately 20.5km of the proposed underground cable circuit is located in County Meath and approximately 17km of the proposed underground cable circuit is located in Fingal. The Proposed Development will be located within the following townlands in Fingal: Court, Gallanstown, Yellow Walls, Hollywood, Irishtown, Spricklestown, Killamonan, Cherryhound, Ward Upper, Ward Lower, Newpark, Shallon, Corrstown, Common, Skephubble, Ballystrahan, Kilreesk, Kingstown, Barberstown, Pickardstown, Forrest Great, Forrest Little, Cloghran, Glebe, Baskin, Stockhole, Middletown, Clonshagh and Belcamp. The Proposed Development consists of the following principal elements: A. Installation of an underground cable circuit, approximately 37.5km in length, connecting Woodland Substation (400kV) in the townland of Woodland in County Meath, and Belcamp Substation (220kV) in the townlands of Clonshagh and Belcamp in Fingal.	0	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #36 on water quality. Project ID #36 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
38	4137/23	Permission for the proposed development will consist of demolition of the existing residential property and existing derelict residential property. The construction of a residential development consisting of two blocks with a total of 79 residential apartments. Block A is located to the east of the site and includes 24no. 2 bed apartments and 12no. 1 bed apartments. Block B is on the west side of the site and includes 30 no 3 bed apartments; and 13 no 1 bed apartments. All apartments have private space in the form of balconies/terraces. Block A ranges from 6-8 to storeys in height and Block B is 7-8 storey in height excluding basement. The proposed development including communal amenity spaces located centrally at ground level and on the roofs of Block A and in Block B. The basement contains parking for 56 spaces including 4 no disabled spaces and motorcycle parking along with electric vehicle parking and is accessed via a new vehicle entrance and ramp from Malahide Road. New boundary treatments and communal bike stores, bin stores are proposed. A children's play area and crèche is included. Associated groundworks, landscaping, drainage including SUDS measures, lighting engineering and ancillary works necessary to facilitate the development. This application is accompanied by a Natura Impact Assessment.	0	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #38 on water quality. Project ID #38 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
40	F23A/0503	Planning permission for the construction of 65 two storey family houses comprising 10 no. four bedroomed houses and 55 no. three-bedroomed houses. The development includes 111 on curtilage vehicle parking spaces, the installation of a new vehicular access to the lands from the R127 Skerries Road, the closing of an existing field access on the R127 Skerries road, the creation of a new pedestrian and cycle link from the development through to Clonrath Close, the creation of a new pedestrian link from the development to Rathmore Park, and new pedestrian path and associated landscaping in Rathmore Park. The development includes associated site works and infrastructure including landscaped open spaces, boundary treatments, internal roads, paths, public lighting, services, utilities, drainage and surface water attenuation and all ancillary and associated works. AI Rcvd 21/12/23	1.73	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #40 on water quality. Project ID #40 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.

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		CAI received 15/03/24 SAI Rcvd 27/03/24					
41	F23A/0586	<p>NIS</p> <p>A Natura Impact Statement (NIS) has been prepared and is submitted to the planning authority with the application. The Natura Impact Statement (NIS) is available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy during office hours at the Planning Authority.</p> <p>The proposed development will consist of the construction of 74 no. residential units (70 no. houses and 4 no. duplex units), all of which will be provided as follows:</p> <ul style="list-style-type: none"> - 70 no. houses (51 no. 3-bed houses and 19 no. 4-bed houses) in detached, semi-detached, end-terraced, and mid-terraced houses, all two storeys in height, with external bin stores and bike stores to front of mid-terraced units; - Duplex Block A containing a total of 4 no. units comprising of 2 no. 1-bed units and 2 no. 2-bed units in a building three storeys in height, and all units provided with private balconies/terraces, with a communal bin store and bike store. <p>The development will provide for a total of 160 no. car parking spaces; bicycle parking; proposed use of the existing vehicular access off Back Road (proposed vehicular access via Ashwood Hall and Brookfield) and proposed use of the existing vehicular access off Kinsealy Lane (proposed vehicular access via Hazelbrook); footpaths, landscaping including play equipment, boundary treatments, and public lighting; and all associated engineering and site works necessary to facilitate the development including proposed upgrade of part of the existing foul drainage network in Hazelbrook, proposed connection and associated works to the existing foul network along Kinsealy Lane which will be upgraded under planning permission Reg. Ref. F21A/0451, and a temporary construction access road from Kinsealy Lane to the south of the lands to facilitate construction.</p> <p>AI Rcvd 17/01/24 SAI received 24/01/24 CAI received 24/05/24</p>	0.59	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #41 on water quality. Project ID #41 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
42	F24S/0541E	<p>The Department of Education intends to apply for Planning Permission for a development on a c. 1.8 Ha site on lands at Broomfield, Malahide, Co. Dublin. The site is accessed via the Brookfield Housing Estate to the west, which is accessible via Back Road, to the north. The development comprises the provision of a new 2 no. storey, 16 no. classroom primary school (roll no. 20445D), including a multi-purpose hall (totalling c. 3,610 sqm) and all ancillary teacher and pupil facilities. A new vehicular, pedestrian and cycle access is proposed to the west of the site, connecting to Brookfield Housing Estate. The proposed development will also include the provision of 2 no. external ballcourts; hard and soft landscaping including play areas; cycle and scooter parking; car and bus set-down areas; car parking facilities, including universal access and EV parking facilities; 1 no. ESB substation and associated switch room; external store; refuse store; signage; boundary treatments; site lighting; piped infrastructure and ducting; plant; SUDS; PV panels; 1 no. attenuation tank; 3 no. flagpoles; changes in level and all associated site development and excavation works above and below ground.???</p> <p>AI Rcvd 14/05/25 SAI received 23/05/2025</p>	0.79	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #42 on water quality. Project ID #42 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
43	F24A/0576E	<p>NIS</p> <p>This application contains both a retention and a permission element -</p> <p>The development will consist of: The construction of a new two-storey Cricket Club designed to accommodate international standard facilities to include changing rooms, dining area, bar and function area, offices etc with ground floor viewing deck and 1st floor roof terrace. c. 1230 m sq. and associated site development and drainage works. The proposed development will also consist of the demolition of the existing 354 m sq. single storey clubhouse building, the development of new site access arrangements, 26 No parking spaces and vehicle turning areas, a new netted training area and a reinforced grass perimeter path and the retention and relocation of existing storage containers.</p> <p>Additional Information Received 27/05/25 Significant Additional Information Received 01/08/25</p>	0.79	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #43 on water quality. Project ID #43 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.

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44	F24A/0644E	<p>The development will principally comprise of the construction of 22 No. residential units, including 18 No. two-storey houses (7 No. two-bed units and 11 No. three-bed units) and 4 No. one-bed duplex units (within a two-storey structure).</p> <p>The development will also comprise of: vehicular access to the subject lands from Semple Woods to the east which includes partial demolition of a wall; 19 No. car parking spaces; bicycle parking; bin storage; PV panels; boundary treatments; lighting; attenuation basin; hard and soft landscaping; and all other associated site works above and below ground.</p> <p>AI Rcvd 16/12/2024 AI Deemed Significant SAI Received 03/01/2025</p>	2.73	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #44 on water quality. Project ID #44 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
46	F24A/0811E	<p>The proposed development will consist of amendments to the previously permitted development at the subject site, granted under Reg. Ref. F22A/0580 (ABP Ref. 316498-23). The proposed amendments relate solely to a total of 28 of the previously permitted houses (comprising 1 no. 3-bedroom unit and 27 no. 4-bedroom units) to be replaced by 28 no. houses (comprising 1 no. 2-bedroom unit and 27 no. 4-bedroom units). These changes shall consist of the following:</p> <p>Previously approved plots 1-12, comprising House Type E (4 bedroom 2 storey mid-terrace unit), House Type E1 (4 bedroom 2 storey end of terrace unit), House Type E2 (4 bedroom 2 storey end of terrace unit), and House Type F (4 bedroom 2 storey end of terrace unit), located at the south-easternmost side of Little Auburn (a total of 12 no. houses) to be replaced with House Type nE (4 bedroom, 2 storey mid-terrace unit), House Type nE1 (4 bedroom, 2 storey end of terraced unit), House Type nE2 (4 bedroom, 2 storey end of terrace unit), House Type nF3b (4 bedroom, 2 storey end of terrace unit) and House Type nH (2 bedroom, 2 storey mid terrace unit) with associated reductions in these gardens;</p> <p>Previously approved plots 37-52, comprising House Type C (3 bedroom 2 storey mid-terrace unit), House Type C2 (4 bedroom 2 storey end of terrace & semi-detached unit), House Type D (4 bedroom 2 storey semi-detached unit), House Type E (4 bedroom 2 storey mid-terrace unit), House Type E1 (4 bedroom 2 storey end of terrace unit), House Type F (4 bedroom 2 storey end of terrace unit) and House Type F1 (4 bedroom 2 storey semi-detached unit), located at the north-easternmost side of Little Auburn (a total of 16 no. houses) to be replaced with House Type nC2 (4 bedroom, 2 storey end of terrace & semi-detached unit), House Type nC3 (4 bedroom, 2 storey mid-terrace unit), House Type nD (4 bedroom, 2 storey semi-detached unit), House Type nE (4 bedroom, 2 storey mid-terrace unit), House Type nE1 (4 bedroom, 2 storey end of terraced unit), House Type nF3a (4 bedroom, 2 storey semi-detached unit) and House Type nF3b (4 bedroom, 2 storey end of terrace unit).</p> <p>The proposed development will also comprise of in curtilage car parking; boundary treatment; landscaping works; bicycle and bin stores, and all other ancillary site development works that are necessary to accommodate these proposed amendments.</p> <p>See also Project No. 8, 52 and 60</p>	0	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #46 on water quality. Project ID #46 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
47	F24A/1004E	<p>We McHale Plant Hire Limited intend to apply for Planning Permission for the inclusion of a new foul sewer rising main and portion of gravity foul sewer plus associated decommissioning and removal of an existing on-site wastewater treatment plant at Staffordstown Business Park, Turvey, Donabate, Co. Dublin.</p> <p>The proposed foul sewer rising main will serve the Business Park by forming connection with an existing pump station on site with this rising main routed out of the Business Park down Turvey Avenue public road to the east, 2.5km approx. to a new discharge manhole connected to a proposed gravity foul sewer (ca. 585m long) to subsequently form connection with the existing Uisce Eireann foul sewer on Turvey Avenue adjacent to Turvey Woods Residential Development.</p> <p>The placement of this rising main will result in the decommissioning and removal of the existing treatment plant and associated percolation area in the Business Park.</p>	0	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #47 on water quality. Project ID #47 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
48	F24A/1010E	<p>The applicant Intends to apply for Permission at this site, at Lands in the Townland Of Kinsaley and Including Part Of The Grounds Of Lamorlaye, Back Road, Malahide, Co. Dublin. The proposed development consists of 83no. 2-storey houses (20no. 3-bed houses and 63no. 4-bed houses), a 2-storey childcare facility (c. 170.0sqm) and associated outdoor play space (c. 88sqm); primary vehicular, cyclist and pedestrian access serving the development is via a new entrance off Back Road, which will also serve as the modified access to the existing house at Lamorlaye; a secondary pedestrian and cyclist only access to the scheme and pedestrian entrances to 5no. houses are also provided off Back Road; 180no. total car parking spaces, including 2no. creche car parking spaces; Bicycle parking is provided in the curtilage of the houses, with 4no. bicycle spaces provided for the childcare facility; all ancillary site development and landscape works, including hard and soft</p>	0.19	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #48 on water quality. Project ID #48 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.

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		landscaping and boundary treatment works, public open space (c. 2,637sqm); 1no. ESB substation; Demolition of out buildings/stables in the grounds of Lamorlaye; provision of temporary foul sewage pumping station; laying a foul rising main along Back Road from the proposed new access to the development eastward to Kinsealy Lane and 198m southwards along Kinsealy Lane; all on a site of approximately 3.14Ha. AI Rcvd 11/3/25 Including NIS SAI received 20/03/25					
49	F24A/1059E	Planning permission is sought by Birchwell Developments Ltd. for development on lands to the south of Back Road and to the east of Kinsealy Lane, adjoining Ashwood Hall, Kinsaley, Broomfield, Malahide, Co. Dublin. The proposed development will consist of a retail supermarket of 1,397sq.m. net retail floor area (1,693sq.m. gross floor area) (including ancillary off-licence) and associated delivery bay, store and staff service area, plant rooms, ESB substation/switch room, elevational signage, external bin store, trolley bay, associated car parking including EV parking and accessible parking, motorcycle parking, bicycle parking, landscaping, boundary treatments and all associated engineering and site works necessary to facilitate the development. A temporary foul water pumping station is also proposed as part of the development. (on part of a site previously intended for houses permitted under the Ashwood Hall permissions Refs. F13A/0459 (PL06F.243863), F13A/0459/E1). Additional Information received 10/04/2025 Significant Additional Information received 16/04/2025 Clarification of Additional Information received 04/07/2025 Clarification of Additional Information deemed Significant. Revised public notices requested 15/07/2025. Significant Additional Information Received 16/07/2025	0.96	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #49 on water quality. Project ID #49 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
50	F24A/1125E	Planning permission is sought for the (i) demolition of vacant/derelict single-storey shed; (ii) construction of a residential development of 36 no. apartments (16 no. one bedroom & 20 no. two-bedroom) within 2 no. apartment blocks (Block 1 of four-storey height, with set-back fifth floor level and roof terrace, and containing 27 no. apartments & Block 2 of three-storey height and containing 9 no. apartments); (iii) all apartments will have direct access to an area of private amenity space, in the form of a garden/balcony and will have shared access to 322sq.m of external communal amenity space at ground/roof terrace levels and bin store/bicycle stores at ground floor level; (iv) provision of 14 no. vehicular parking spaces (inclusive of 1 no. accessible spaces) and 2 no. motorcycle parking spaces at ground level accessible via Watery Lane; and (v) all ancillary works including tree removal/planting, landscaping, boundary treatments, visitor bicycle parking, SuDS drainage and all site services, site infrastructure and associated site development works necessary to facilitate the development. This application is accompanied by a Natura Impact Statement. AI received 06/06/2025	0.78	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #50 on water quality. Project ID #50 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
51	F24A/1141E	The construction of a mixed-use development comprising 23 no. houses and 2 no. mixed-use buildings, Block A and Block B. The houses comprise 2 no. two-bed houses, 12 no. three-bed houses and 9 no. four-bed houses. 8 of the houses are 3-storey and the remaining 15 are 2-storey. Block A is a 4-storey building comprising 12 no. 1-bed apartments and a café (146sqm). Block B is a 2-storey building comprising 4 no. commercial units: Unit 1 is a Licensed Public House and Restaurant (556sqm), Unit 2 is a shop (150sqm), Unit 3 is a creche (837sqm) and Unit 4 is a shop (107sqm). The development will provide a civic plaza which provides new pedestrian access between Station Road and Ashe Street. Other works include the provision of 37 no. car spaces, 44 no. short-stay bicycle spaces, 1 no. loading bay, internal roads, 2 no. raised table crossings on Station Road, and 2 no. ESB unit substations, together with street planting and public lighting throughout, and all associated engineering and site works (including underground services and utility connections) necessary to facilitate the development. A Natura Impact Statement (NIS) has been prepared in respect of the proposed development and will be submitted to the planning authority with the application. Additional Information received 13/08/25 Significant Additional Information Received 21/08/2025	1.77	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #51 on water quality. Project ID #51 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.

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52	F25A/0226E	<p>We, Kinwest Ltd., intend to apply for planning permission for development on lands at Auburn House (Protected Structure) and Little Auburn off the R107 Malahide Road/Dublin Road, Malahide, Co. Dublin. The lands are generally bound by the R107 road to the east, 'Beech Lodge', 'Bellmont', 'The Lodge', 'Bellview', and 'Elgin' to the south, and Abington to the northeast and west.</p> <p>The proposed development will consist of amendments to the previously permitted development at the subject site, granted under Reg. Ref. F24A/0812E (which previously amended Reg. Ref. F22A/0580 / ABP Ref. 316498-23). The proposed amendments relate solely to 6 no. house plots, Nos. 19, 20, 21, 28, 29, and 30.</p> <p>The proposed amendments consist of the following:</p> <p>(a) Change of house type at Plot 20 from the previously approved House Type nCa, mid-terrace 2-storey, 3-bedroom house, to now provide House Type nC5 mid-terrace, 2-storey, 4-bedroom house with associated amendments to the rear gardens of Plot 19 and Plot 21 to accommodate this change of house type.</p> <p>(b) Change of house type at Plot 29 from the previously approved House Type nCb, mid-terrace 2-storey, 3-bedroom house, to now provide House Type nC3, mid-terrace, 2-storey, 4-bedroom house, with associated amendments to the rear gardens of Plot 28 and Plot 30 to accommodate this change of house type.</p> <p>(c) And all other ancillary site development works that are necessary to accommodate these proposed amendments.</p> <p>See also Project No. 8, 46 and 60</p>	0	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #52 on water quality. Project ID #52 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
53	F25A/0585E	<p>Glenveagh Homes Limited intends to apply for permission for development at these 3 No. sites with a combined site area of 1.2 Ha in the townlands of Oldtown and Rathbeal, north-west of Swords, County Dublin. The sites are identified as the remaining, undeveloped portions of the larger plots known as Oldtown Phases 2A, 2B and 2C. As part of the application, permission is also sought for amendments to the public open space permitted under Reg. Ref. F23A/0676 at Oldtown Phase 2C.</p> <p>The site at Oldtown Phase 2A extends to 0.34 Ha and is generally bound by: Westmill Green to the north; Westmill Lane to the east; Glen Ellan Road to the south; and Westmill Place to the west. The site at Oldtown Phase 2B extends to 0.19 Ha and is generally bound by: Westmill Gate to the north and east; Glen Ellan Road to the south; and Oldtown Avenue / Miller's Avenue to the west. The site at Oldtown Phase 2C extends to 0.67 Ha and is generally bound by: Glen Ellan Road to the north; the Granary to east; Rathbeale Road to the south; and Oldtown Avenue / Miller's Avenue to the west.</p> <p>In total, across all 3 No. sites, permission is principally sought for 74 No. residential units as duplex/triplex apartments (10 No. 1-bed, 54 No. 2-bed and 10 No. 3-bed) with a gross floor area of 6,339.9 sq m.</p> <p>Development at the Phase 2A site primarily comprises: 2 No. 3-storey blocks with a total of 20 No. residential dwellings (10 No. 1-bed and 10 No. 3-bed) with a gross floor area of 1,758.0 sq m; access junction onto Westmill Lane; 3 No. pedestrian/cycle accesses onto Glen Ellan Road; 20 No. car parking spaces; changes to 6 No. existing car parking spaces at Glen Ellan Road to make them EV charging car parking spaces; cycle parking; bin stores; hard and soft landscaping, including communal amenity space and incidental planting; private amenity space as terraces and balconies; boundary treatments; and all associated works above and below ground.</p> <p>Development at the Phase 2B site primarily comprises: 1 No. 3-storey block with a total of 12 No. residential dwellings (all 2-bed) with a gross floor area of 1,018.2 sq m; access junction onto Glen Ellan Road; pedestrian/cycle access onto Oldtown Avenue / Miller's Avenue; 12 No. car parking spaces; cycle parking; bin stores; hard and soft landscaping, including communal amenity space and incidental planting; private amenity space as terraces and balconies; boundary treatments; and all associated works above and below ground.</p> <p>Development at the Phase 2C site primarily comprises: 2 No. 3-storey blocks with a total of 42 No. residential dwellings (all 2-bed) with a gross floor area of 3,563.7 sq m; 2 No. access junctions with, and integration into, the earlier stages of Phase 2C development (now known as the Granary); 1 No. pedestrian/cycle access onto Glen Ellan Road; 1 No. pedestrian/cycle access onto Rathbeale Road; 1 No. pedestrian/cycle access onto Oldtown Avenue / Miller's Avenue; 42 No. car parking spaces; cycle parking; bin stores; hard and soft landscaping, including amendments to public open space permitted under Reg. Ref. F23A/0676, communal amenity space and incidental planting; private amenity space as terraces and balconies; boundary treatments; 1 No. sub-station; and all associated works above and below ground.</p> <p>Additional information received 23/10/25 Significant additional information received 12/11/25</p>	2.13	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #53 on water quality. Project ID #53 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.

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55	F25A/0689E	<p>NIS</p> <p>The development will comprise the demolition of an existing, detached house and outbuildings, and construction of a 3-storey residential development of 59 units comprising 17 no. houses (14 no. 4-bed and 3 no. 5-bed); 30 no. duplex apartments (15 no. 2-bed and 15 no. 3-bed) within 3 no. blocks, and 12 no. apartments (9 no. 1-bed and 3 no. 2-bed) within 1 no. block.</p> <p>Provision of car and cycle parking, new residential streets, open spaces, play area, and upgrade of existing site entrance from the R107. All associated site development works, landscaping, boundary treatments, wastewater and services provision (including wastewater pumping station). A Natura Impact Statement (NIS) has been prepared in respect of the proposed development.</p> <p>Additional Information Received 21/11/2025 Significant Additional Information received 26/11/25 Clarification of Significant Additional Information Received 04/03/2025</p>	0	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #55 on water quality. Project ID #55 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
57	F25A/0710E	<p>The development will consist of a Park & Ride facility with a total of 733 car parking spaces, including 522 standard spaces, 37 spaces for mobility-impaired users (including 29 standard and electric vehicle charging spaces, along with 8 larger spaces), 72 spaces designated for electric vehicles and an additional 72 space futureproofed for electric vehicles. Additionally, the facility will include 3 bus bays and passenger shelters to enhance accessibility and convenience for users. Provision for active travel will be made with a hardstanding area for a bike shelter and lockers. The scheme will also include hard and soft landscaping, planting, lighting, boundary treatments, surface-foul water drainage, public lighting, CCTV, ESB substation, and all other associated and ancillary works. An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) will be submitted to the Planning Authority with the planning application and the EIAR and NIS will be available for inspection or purchase for a fee not exceeding the reasonable cost of making a copy during office hours at the offices of the Planning Authority.</p> <p>Additional Information Received 30/01/2026 Significant Further Information Received 20/02/2026</p>	0	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #57 on water quality. Project ID #57 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
58	F25A/0776E	<p>The development will consist of amendments to the grid connection infrastructure between the approved solar photovoltaic ("PV") energy development on lands at Mainscourt, Ballyboghil, Co. Dublin and the ESB Mountgory 38kV Substation, Swords Business Park, Swords, Co. Dublin permitted under Register Reference F22A/0365 comprising the laying of underground electricity cables in ducts and associated infrastructure within the margin of the R132 road and also beneath a portion of Balheary Park including under the Ward River by means of horizontal directional drilling. A Natura Impact Statement (NIS) will be submitted to the Planning Authority with the application.</p> <p>Additional Information Received 29/10/2025 Clarification of Additional Information Received 13/02/2026</p>	0.1	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #58 on water quality. Project ID #58 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
59	F25A/0947E	<p>The development will consist of a new HGV vehicle maintenance and testing centre, including ancillary offices and staff facilities, a detached security hut, along with all hard and soft landscaping, boundary treatments, external lighting, PV panels, EV chargers, LED signage, a new vehicular entrance, car parking, bicycle parking, HGV parking, a truck wash facility, external roof ladder, smoking shelter, and all associated site development works. A Natura Impact Statement (NIA) accompanies this planning application.</p>	0.06	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #59 on water quality. Project ID #59 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
60	F25A/0999E	<p>We, Kinwest Ltd., intend to apply for planning permission for development on lands at Auburn House (Protected Structure) and Little Auburn off the R107 Malahide Road/Dublin Road, Malahide, Co. Dublin. The lands are generally bound by the R107 road to the east, 'Beech Lodge', 'Bellmont', 'The Lodge', 'Bellview', and 'Elgin' to the south, and Abington to the northeast and west.</p> <p>The proposed development will consist of amendments to the previously permitted development at the subject site, granted under Reg. Ref. F22A/0580 / ABP-316498-23 (as amended by F24A/0811E, F24A/0812E and F25A/0226E), and Reg. Ref. F22A/0581 /ABP-316504-23 (as amended by F24A/1179E).</p> <p>The proposed amendments will provide for the addition of 2 no. houses, comprising 1no. House Type nA5 (2-storey 3-bedroom detached unit), and 1 no. House Type A13 (2-storey, 4-bedroom detached unit) to the north of the development permitted under Reg. Ref. F22A/0580 / ABP-316498-23 (as</p>	0	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #60 on water quality. Project ID #60 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.

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		<p>amended by F24A/0811E, F24A/0812E and F25A/0226E), along with in curtilage car parking. The proposed amendment will also include remodeling of the attenuation basin, the out of bank storage, and the play equipment in the open space of the previously permitted layout (Reg. Ref. F22A/0580 / ABP-316498-23 and Reg. Ref. F22A/0581 / ABP-316504-23); along with associated boundary treatment; landscaping works; and all other ancillary site development works that are necessary to accommodate these proposed amendments.</p> <p>See also Project No. 8, 46 and 52</p>					
61	F25A/1004E	<p>Demolition of existing, single storey, storage structures on the subject site (c. 446.5 m2 GFA)</p> <p>The construction of a residential development (c. 15, 234.11 m2 GFA) comprising of 120 no. apartment units (15 no. studio units, 18 no. 1 bed units, 78 no. 2 bed units, 7 no. 3 bed units, 2 no. 4 bed penthouse units) within 1 no. block (ranging in height from 4 - 12 storeys over basement level).</p> <p>The construction of a basement to be accessed off Myrtle Road with provision of c. 47 no. car parking spaces, including accessible spaces, electric vehicle charging points and residential visitor parking.</p> <p>Addition of 2 no. crèche drop off car parking spaces at surface level.</p> <p>Provision of 360 no. 'long stay' residential bicycle parking spaces at basement level together with additional 60 no. visitor bicycle parking spaces in secure locations at surface level.</p> <p>All apartments are provided with private terraces / balconies.</p> <p>Provision of c. 1877 m2 of open space to serve the development including green roof garden terraces between 5th and 10th floor level.</p> <p>Provision of a childcare facility at ground floor level (c. 156.6 m2 GFA) with capacity in the order of 35 no. children and associated, secure, open play area (c. 117.1 m2).</p> <p>Provision of Café unit (c. 70 m2 GFA) at ground floor level with associated outdoor seating area.</p> <p>Provision of associated gymnasium at ground and first floor level (c. 273.12 m2).</p> <p>Provision of Multipurpose Room (c. 48 m2 GFA) and Residents Lounge (c. 20 m2) at first floor level.</p> <p>Total non-residential use is c. 567.72 m2 (3.73 % of overall development).</p> <p>The development will also provide for all associated ancillary site development infrastructure including: ESB sub-station, bike stores, bin stores, plant rooms, public lighting, new watermain connection and foul and surface water drainage; internal roads & footpaths; site landscaping, including boundary treatments; associated scheme signage, and all associated site development and excavation works above and below ground necessary to facilitate the development.</p>	1.8	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #61 on water quality. Project ID #61 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
62	F25A/1081E	<p>The development of a football training facility comprising:</p> <p>(a) Clubhouse with changing, toilet and shower facilities, office space, gym, recovery room, video room, stores;</p> <p>(b) Provision of 2 no. grass pitches and 1 no. artificial surface pitch;</p> <p>(c) Partial removal of hedgerows to facilitate permeability through the site and create a new vehicular entrance from Baskin Lane;</p> <p>(d) Provision of car park with 64 no. car spaces and 2 no. coach spaces;</p> <p>(d) Provision of lighting throughout the site including pitch floodlights;</p> <p>(e) Landscaping, stop nets, fencing and boundary treatments, SuDS drainage and all ancillary works necessary to facilitate the development. This planning application is accompanied by a Natura Impact Statement (NIS).</p>	1.61	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #62 on water quality. Project ID #62 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
63	F25A/1084E	<p>Planning Permission for: construction of a new handball alley with a concrete playing area, and all associated site and ancillary works within the existing grounds.</p>	0.44	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #63 on water quality. Project ID #63 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
64	F25A/1184E	<p>The development will consist of 27 dwellings, comprising of</p> <ul style="list-style-type: none"> - 8 no. 3-storey 3-bedroom semi-detached houses - 4 no. 3-storey 4-bedroom semi-detached houses - 1 no. 3-storey 4-bedroom detached house - 14 no. duplex units (7 no 1-bedroom and 7 no 3- bedroom) within a single three-storey block. <p>Vehicular and pedestrian access to the development will be provided by means of a single entrance point off Quickpenny Road and via Regles Court, The Green.</p> <p>The proposed development includes all associated site development works, pumping station, piped and wired services, public and private open space, hard and soft landscaping, surface car parking, bicycle parking, bin storage, public lighting and boundary treatments on a site with an area of 0.55 hectares. Regarding the Planning and Development Regulations 2001 (as amended) and under article 17(1)(a) a Natura Impact Statement has been submitted with this application. The Natura Impact Statement will be available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy during office hours at the office of the relevant planning authority.</p> <p>The Planning Application may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy at the offices of the planning authority during its public opening hours and a submission or observation in relation to the Application may be made in writing to the Planning Authority on payment of a fee of €20, within the period of 5 weeks, beginning on the date of receipt by Fingal Co Council of the application.</p>	0.9	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #64 on water quality. Project ID #64 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
65	F25A/1191E/R3	<p>The proposed development comprises the installation of 25 no. Vertical-Axis Wind Turbines (VAWT), each of dimensions c.1.8m high with a base dimension of c.1.14 sq.m., located on the existing steel flow forge rooftop platform (c. 186 sq.m.) on the main shopping centre building. This renewable energy development is covered by the provisions of the Renewable Energy Directive III (Directive (EU) 2023/2413) and it is important to note that the planning application may be subject to section 34D of the Planning and Development Act 2000, as amended. When a notice issues in accordance with section 34D(b), the provisions of article 26A of the Planning and Development Regulations 2001 to 2025 shall apply.</p>	1.18	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #65 on water quality. Project ID #65 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
69	LRD0018/S3	<p>We, Cairn Homes Properties Limited, intend to apply to Fingal County Council for a 7-year permission for a Large-Scale Residential Development at this c.13.57 ha (gross) site located within the Estuary West Lands at 'Holybanks', Swords, Co. Dublin. The main development site is bounded by Glen Ellan Road to the south, Jugback Lane/Terrace to the west, the former Celestica factory site to the east and the Broadmeadow River to the north. Junction and road improvement works are proposed to the Glen Ellan Road / Balheary Road junction and the R132 Dublin Road / R125 Seatown West Roundabout. The proposed development will consist of a residential scheme of 640 no. units (219 no. 1-bed units, 281 no. 2-bed units, 119 no. 3-bed units and 21 no. 4-bed units) along with childcare facility (c.537 sq.m in proposed Block 11). The development will include for the following:</p> <ul style="list-style-type: none"> • 132 no. houses comprising: 08 no. 2-bed houses, 87 no. 3-bed houses, 16 no. 3-bed townhouses (back-to-back) and 21 no. 4-bed houses. These range in height from two to three storey and include semi-detached and terraced houses. • 474 no. apartment units (219 no. 1-bed units; 49 no. 2-bed, 3-person units; 206 no. 2-bed, 4-person units) provided within 11 no. apartment blocks ranging in height from up to 5 no. Storeys. • 34 no. duplex units arranged within 4 no. 2-storey blocks comprising 18 no. 2-bed units and 16 no. 3-bed units. • Apartments and duplexes are provided with balconies/terraces and with dedicated services /bicycle/ bin store areas. • Provision of 501 no. car parking spaces, 1,506 no. bicycle parking spaces and 26 no. motorbike parking spaces located at surface and undercroft level (adjoining Block 6); • Landscape proposals will include provision of c.42,651 sq.m (c.4.265 ha) of open space across the development including significant extension of the 'Broadmeadow River Park' (c. 29,400 sq.m (c.2.94ha)). • Principal vehicular access to the site will be from Glen Ellan Road. New pedestrian connections will be provided from Jugback Lane/Terrace, Glen Ellan Road and the proposed Broadmeadow Riverside Park extension to the north of the site. A dedicated pedestrian/cycle path is also proposed through the site along a central spine open space, connecting Glen Ellan Road in the south with Broadmeadow Riverside Park extension in the north. • Junction and road improvement works are also proposed to the Glen Ellan Road / Balheary Road junction and the R132 Dublin Road /R125 Seatown West Roundabout to facilitate the development. This will include widening of Balheary Road, upgrade works to cycle/pedestrian facilities, partial signalisation of R132/R125 junction, and a new pedestrian crossing on Glen Ellan Road. 	0	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #69 on water quality. Project ID #69 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
		<ul style="list-style-type: none"> All associated site development works above and below ground including hard and soft landscaping, roads/footpaths/cycle paths, open spaces and play areas, boundary treatments, lighting, SuDs measures, pumping station, EV charging points, green roofs, ESB substations and all associated services to facilitate the development. As part of the proposed development, temporary permission is also sought for signage. 					
70	LRD0019/S3	<ol style="list-style-type: none"> Demolition of existing, single storey, storage structures on the subject site (c. 446.5 m2 GFA). The construction of a residential development (c. 15, 234.11 m2 GFA) comprising of 120 no. apartment units (15 no. studio units, 18 no. 1 bed units, 78 no. 2 bed units, 7 no. 3 bed units, 2 no. 4 bed penthouse units) within 1 no. block (ranging in height from 4 - 12 storeys over basement level). The construction of a basement to be accessed off Myrtle Road with provision of c. 47 no. car parking spaces, including accessible spaces, electric vehicle charging points and residential visitor parking. Addition of 2 no. crèche drop off car parking spaces at surface level. Provision of 360 no. 'long stay' residential bicycle parking spaces at basement level together with additional 60 no. visitor bicycle parking spaces in secure locations at surface level. All apartments are provided with private terraces / balconies. Provision of c. 1877 m2 of open space to serve the development including green roof garden terraces between 5th and 10th floor level. Provision of a childcare facility at ground floor level (c. 156.6 m2 GFA) with capacity in the order of 35 no. children and associated, secure, open play area (c. 117.1 m2). Provision of Café unit (c. 70 m2 GFA) at ground floor level with associated outdoor seating area. Provision of associated gymnasium at ground and first floor level (c. 273.12 m2). Provision of Multipurpose Room (c. 48 m2 GFA) and Residents Lounge (c. 20 m2) at first floor level. Total non-residential use is c. 567.72 m2 (3.73 % of overall development). The development will also provide for all associated ancillary site development infrastructure including: ESB sub-station, bike stores, bin stores, plant rooms, public lighting, new watermain connection and foul and surface water drainage; internal roads & footpaths; site landscaping, including boundary treatments; associated scheme signage, and all associated site development and excavation works above and below ground necessary to facilitate the development. 	0.87	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #70 on water quality. Project ID #70 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
71	LRD0025/S3E	<p>Bartra Propco No. 23 Limited intend to apply for permission for development for a Large-scale Residential Development (LRD) at this c. 0.8731 Ha site fronting the Swords to Malahide Road (R106), Mountgorry, Swords, Co. Dublin. The site is bounded to the west by open space, with Seamount View Housing Estate further beyond, to the south by the R106, to the east by an access road to the Applegreen Service Station and to the north by Swords Business Park.</p> <p>The development's surface water drainage network shall discharge from the site into the existing manhole located along the access road to the east of the site. The development site area and drainage work areas will provide a total application site area of c. 0.8792 Ha.</p> <p>The proposed development will principally consist of: the construction of 123 No. residential units (55 No. one bed apartments and 68 No. two bed apartments). The development will be provided in a courtyard block arrangement ranging in height from part 4 No. to part 5 No. storeys. The proposed development has a gross floor area of c. 10,291 sq m.</p> <p>The proposed development will also provide: vehicular access from the access road to the east; 24 No. car parking spaces; bicycle parking spaces; motorcycle parking spaces; pedestrian/cycle entrances at the south-west and north of the site, and along the western boundary connecting into the adjoining open space; a footpath and bicycle path around the south, east and north of the site perimeter and a shared cycle/pedestrian path along the western boundary; balconies and terraces facing all directions; hard and soft landscaping; boundary treatments; green roofs; lift overrun; PV panels; lighting; ESB substation; switchroom; plant; and all associated works above and below ground.</p> <p>Part V Validation letter reference is B156.</p>	0.95	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #71 on water quality. Project ID #71 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
72	LRD0043/S3E	<p>We, Birchwell Developments Ltd., intend to apply for permission for a Large-scale Residential Development on lands to the south of Back Road and to the east of Kinsealy Lane, Kinsaley, Broomfield, Malahide, Co. Dublin. The development will consist of the demolition of the former rugby clubhouse structure on site and the construction of a total of 297 no. residential units (211 no. houses, 40 no. apartments, and 46 no. duplex units); with 1 no. childcare facility, 1 no. café/restaurant, 1 no. retail unit and 1 no. yoga studio, to be provided as follows:</p> <ul style="list-style-type: none"> - 211 no. residential houses (14 no. 2 bed units, 156 no. 3 bed units, 39 no. 4 bed units, and 2 no. 5 bed units) in semi-detached, mid-terraced and end-terraced houses ranging from two to three storey in height, all with associated car parking and private gardens; - Apartment Block A & Duplex Block B are connected at ground and first floor level sharing an undercroft car park at ground floor level and a communal landscaped podium garden at first floor level, and contain a total of 58 no. units in 2 no. buildings ranging from one to four storeys in height, with Apartment Block A containing a total of 40 no. units comprising of 23 no. 1 bed units, 14 no. 2 bed units, and 3 no. 3 bed units, and Duplex Block B containing a total of 18 no. units comprising of 9 no. 1 bed units and 9 no. 3 bed units, with all units provided with private balconies/terraces; internal bicycle stores, bin stores, bulk stores and plant rooms at ground floor level; and on-street car parking and bicycle parking; - Duplex Block C containing a total of 8 no. units comprising of 4 no. 2 bed units and 4 no. 3 bed units, with all units provided with private balconies/terraces, in a building three storeys in height; with on-street car parking; communal open space and access to an external bin store and bike store; - Duplex Block D containing a total of 12 no. units comprising of 6 no. 2 bed units and 6 no. 3 bed units, with all units provided with private balconies/terraces, in a building three storeys in height; with on-street car parking; communal open space access and to an external bin store and bike store; - Duplex Block E containing a total of 4 no. units comprising of 2 no. 2 bed units and 2 no. 3 bed units, with all units provided with private balconies/terraces; in a building one to three storeys in height; with on-street car parking; communal open space and access to an external bin and bike store; - Duplex Block F containing a total of 4 no. units comprising of 2 no. 2 bed units and 2 no. 3 bed units, with all units provided with private balconies/terraces; in a building one to three storeys in height; with on-street car parking; communal open space and access to an external bin and bike store; - 1 no. two storey detached childcare facility building, with associated external play area; on-street drop-off car parking, and staff car parking, with access to a shared, external bin and bike store and short stay bicycle and motorcycle parking; - 1 no. single to two storey detached commercial building, containing 1 no. café/restaurant unit with associated outdoor seating area, 1 no. retail unit, and 1 no. yoga studio <p>An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) have been prepared in respect of the proposed development.</p>	0.83	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #72 on water quality. Project ID #72 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
73	LRD0046/S3	<p>The proposed development will consist of:</p> <ol style="list-style-type: none"> 1. Demolition of existing buildings and structures within the application site associated with the former Teagasc Research Centre use total Gross Floor Area (GFA) of approx. 1,651sqm). 2. Construction of 193 no. residential dwellings comprising 153 no. two storey houses (30 no. two-bed; and 123 no. three-bed houses) and 40 no. duplex units (20 no. two-bed ground floor apartments with 20 no. three-bed duplexes above) and arranged in three storey blocks. 3. Provision of a single storey childcare facility (approx. 283 sqm GFA) with the capacity for approximately 50 children. 4. Provision of a total of 229 no. car parking spaces (193 no. residential spaces, 4 no. childcare drop off spaces, 3 no. childcare staff spaces and 29 no. visitor spaces), and 345 bicycle parking spaces (201 no. private secure on-curtilage spaces for houses without independent garden access, 100 no. private secure spaces and 20. no. visitor spaces for duplex units, 20 no. childcare drop-off spaces, and 4 no. childcare staff spaces). 5. Approximately 1.65 ha of dedicated public open space comprising a series of open spaces and a central east-west greenway linear park and parklands along the east boundary. In addition, 2.2 ha of greenbelt zoned lands are included to the south and south-east of the residential development area to accommodate a playing pitch. 6. Vehicular access to the site will be via a new vehicular entrance at Gandon Lane (providing access to the northern part of the site only) and a new vehicular access from Malahide Road, located to the south of the existing Malahide Portmarnock Educate Together National School, (providing access to the southern part of the site only). 7. Pedestrian and cycle links to facilitate connectivity with adjoining residential developments including the provision of an east-west greenway and a north-south link greenbelt zoned lands to the south. 	0	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #73 on water quality. Project ID #73 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
		<p>8. All enabling and site development works, landscaping, boundary treatments, lighting, services and connections, bin storage, 3 no. ESB unit substations and all other ancillary works above and below ground on a site approximately 8.2 ha.</p> <p>Additional Information received 30th May 2025.</p> <p>Deemed Significant Additional Information 3rd June 2025 by SA</p> <p>Revised Public Notices received 4th June 2025.</p>					
76	LRD0055/S3E	<p>The development will consist of a Large-scale Residential development (LRD) of 530no. residential units and creche in 4no. blocks (Blocks A to D) with a total gross floor area (GFA) of 49,210sqm (excluding basement car parking) with associated ancillary accommodation, private balconies, communal amenity spaces and public open spaces as follows: Block A: 1 to 7 storey block comprising 74no. apartments (37no. 1 bed units and 37no. 2 bed units), Block B: 6 to 9 storey block comprising 108no. apartments (44no. 1 bed units and, 55no. 2 bed units and 9no. 3 bed units), Block C: 1 to 9 storey block comprising 138no. apartments (49no. 1 bed units, 61no. 2 bed units and 28no. 3 bed units) and a creche (462.5sq.m) with external play space, Block D: 1 to 9 block storey comprising 210no. apartments (114no. 1 bed units, 82no. 2 bed units and 14no. 3 bed units). A total of 163no. car parking spaces are provided in a combination of surface spaces and at basement level beneath Block D. The development will be accessed from the south via a connection to the existing roundabout on the Holywell Distributor Road and from the north via a fully signalised junction with the R132 including works to the north and south bound carriageways and central median of the R132 to provide for the fully signalised junction with associated turning lanes and a separate pedestrian and cycle crossing on the R132.</p> <p>Permission is also sought for hard and soft landscaping in public realm and public open spaces within the development, cycle and motorcycle parking, bin stores, water supply and foul water connections, surface water infrastructure, connections to public utilities, ESB substations, plant areas, roof mounted photovoltaic (PV) panels, building and directional signage and all associated site and development works. A 10 year permission is sought. The planning application may be inspected online at www.barrysparks-lrd.ie</p> <p>An Environmental Impact Assessment Report (EIAR) and a Natura Impact Assessment (NIS) have been prepared in respect of the proposed development.</p> <p>Additional Information Received: 16/02/2026 Deeemd Significant Additional Information: 11th March 2026.</p> <p>Revised Public Notices received 12th March 2026.</p>	1.26	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #76 on water quality. Project ID #76 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
77	LRD0058/S3E	<p>Portmarnock Real estate Developments Limited Intends to apply for Permission for a Large-scale Residential Development at this site (c. 12.3 Ha) generally bounded by the existing 'St.Marnock's Bay' and 'Dún Sí' residential developments (Phases 1A, 1B and 1C), the permitted Phases 1D and 1E both now under construction (ABP Ref. ABP-312112-21, as amended by FCC Reg. Ref. LRD0037/S3 and FCC Reg. Ref. LRD0002/S3 refers respectively) to the west, and former agricultural lands to the south and east within the townlands of Portmarnock and Maynetown, Portmarnock, Co. Dublin and is also partially located in the townland of Stapolin, Baldoyle, Dublin 13.</p> <p>The development proposed (Phase 1F) will consist of: - 296no. residential units (254no. houses and 42no. duplexes), ranging from 1.5 - 3 storey's in height comprising the following: - 129no. 3-bed 2 storey houses (House Type: A2, A3, B1, B2, B3, C1, C3), 46no. 4-bed 2 storey houses (House Type: D2, D3, F4, J1, J2, J3, J4), 13no. 3-bed 1.5 storey houses (House Type: G), 14no. 4-bed 1.5 storey houses (House Type: H1 & H2), 14no. 4- bed 3 storey houses (House Type: K1 & K2), 38no. 2-bed 2 storey houses (House Type: N1, N2, P1, P2, P3), 21no. 2-bed duplex / apartments (House Type: L1 & L2) and 21no. 3-bed duplex / apartments (House Type: M1 & M2); Additional Information Received: 10th October 2025 Additional Information deemed Significant Additional Information. Revised Public Notices Received: 16th October 2025.</p>	0.76	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #77 on water quality. Project ID #77 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.

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78	LRD0061/S3E	We, Birchwell Developments Ltd., intend to apply for permission for development on lands to the east of Kinsealy Lane and to the south of Back Road, Kinsaley, Broomfield, Malahide, Co. Dublin. The development will consist of proposed modifications to the previously permitted Strategic Housing Development (SHD) (87 no. units permitted under Ref. ABP-313361-22, and under construction) which includes proposed modifications to the previously permitted House Types C, C1, C2, & D (61 units in total) with such amendments including extension of the rear first floor over the ground floor to omit the single storey lean-to extension and associated elevational changes, and all associated works necessary to facilitate the development.	0.59	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #78 on water quality. Project ID #78 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
79	LRD0068/S3E	The proposed development seeks a 10-year planning permission for the construction of 1,350 residential units, one childcare facility, c.1,650sq.m of non-residential floor space including retail uses and health/recreational services, playing fields and associated changing rooms and a site allocated for a school. An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) have been prepared in respect of the proposed development.	0.06	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #79 on water quality. Project ID #79 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
82	LRD0080/S3E	We, Cairn Homes Properties Limited, intend to apply to Fingal County Council for permission for a Large-scale Residential Development at this site located within the Estuary West Lands at "Holybanks", Swords, Co. Dublin. The main development site is bounded by Glen Ellan Road to the south, Jugback Lane/Terrace to the west, the former Celestica factory site to the east and the Broadmeadow River to the north. The proposed development is an amendment to the permitted development FCC Reg. Ref.: LRD0018/S3E. The amendments will consist of changes to 1. the locations and dimensions of the permitted ESB substations and bin and bicycle stores including the relocation of some bicycle storage space into the ground floor of block 10; 2. Condition 5; and 3. Condition 23 Permission is also sought for all associated works to accommodate the proposed changes. The remainder of the permitted development, including accesses, site services, and all other works will be delivered as permitted under FCC Reg. Ref.: LRD0018/S3E. The application may be inspected, or purchased at a fee not exceeding the reasonable cost of making a copy, during public opening hours at the offices of Fingal County Council, Fingal County Hall, Main Street, Swords, Fingal, Co. Dublin (to inspect Planning Applications on all lands). Opening Hours 9.30 - 16.30 Monday -Friday. (Cash Office opening hours are 9.30 to 15.30 p.m.) or on their website www.fingal.ie. The application may also be inspected online at the following website set up by the applicant: www.HolybanksLRDAmendment.com	0.58	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #82 on water quality. Project ID #82 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.
87	WEB5455/25	<ul style="list-style-type: none"> Planning permission for development of underground watermains in the Raheny/Kilbarrack area of Dublin City. The watermains pass through the townlands of Bettyville, Foxlands and Kilbarrack Upper. The development will consist of: <ul style="list-style-type: none"> Installation of approximately 1.9km of below ground watermain (600mm) on the James Larkin/Howth Road between Causeway Road and Kilbarrack Road. Installation of approximately 175m of below ground connection watermain (150mm) from trunk main at Bull Island Causeway Junction to Watermill Road District Metered Area (DMA). Installation of approximately 1.1km of below ground watermain (400mm) along Greendale Road and Thornville Road to Kilbarrack Parade. Installation of approximately 504m below ground rider watermain (150mm) along Howth Road, from Greendale Road Junction to Kilbarrack Road Junction. Decommissioning of 1.1km of 2 No. 9inch Cast Iron mains within Howth Road. Installation of 2 no. above ground kiosks (1.17m H, 0.7m L and 0.3m W) at junction of Watermill Road and Causeway Road and at the junction of Thornville Road and Kilbarrack Parade. Above ground marker posts and below ground valves, chambers and vessels and all associated ancillary development works. 	1.13	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #87 on water quality. Project ID #87 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.

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88	WEB5466/25	<p>PROTECTED STRUCTURE: Noteside Limited seeks permission for a residential development, on a site located within the Larch Hill estate, Coolock, Dublin 17. The application site is bounded to the north by "The Crescent" and to the south by "The View", and contains a Protected Structure i.e., Larch Hill House (RPS Ref. No. 2042). The proposed development consists of the demolition of an existing dwelling located to the north of the Protected Structure (c.93sq.m) and the construction of 39 no. dwellings. The proposed dwellings are accommodated in 2 no. new buildings as follows: (a) a 4 storey apartment building to the rear/north of Larch Hill House, comprised of 18 no. 1 bed apartments & 12 no. 2 bed apartments, and (b) a 1-3 storey duplex building to the west of Larch Hill House, accommodating 9 no. dwellings, comprised of 6 no. 1 bed apartments at ground floor level & 3 no. 3 bed duplex units at first & second floor level. The proposed development also includes a single storey bin & bike store / services building located to the east of Larch Hill House. Access to the proposed development will be from Coolock Lane (the R104) via the Larch Hill estate and the existing vehicular entrance to Larch Hill House. The proposed development includes external repair works to Larch Hill House, including replacing non-original windows, stripping & re-slating of roof, relaunching chimneys, repair & replacement of rainwater goods, removal of non-original existing front entrance porch, reinstate fanlight & timberwork to door set & doorcase, repointing of granite steps, removal of existing boundary treatment to the front (south) of the property & replacement with new boundary treatment.</p> <p>The proposed development also includes surface car parking, bin & bicycle storage, public & communal open spaces, hard & soft landscaping, boundary treatments, public lighting, and all associated site development works etc., on an overall site area of c.0.65 hectares. Private open space is provided in the form of terraces at the ground floor level and balconies/terraces at the upper floor levels.</p> <p>A Natura Impact Statement (NIS) has been prepared with respect to proposed development and accompanies the planning application.</p>	1.72	1	As assessed under Water above, there are no likely significant direct or indirect cumulative effects predicted with the proposed development and Project ID #88 on water quality. Project ID #88 does not occur within 300m of Malahide Estuary or any offline section of the onshore development area, therefore there are no significant cumulative effects arising from habitat loss or disturbance and displacement on biodiversity.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no likely significant residual effects.

38.2.3.15 Traffic and Transportation

Table A38.18: Cumulative Effects Assessment Matrix for Traffic and Transportation

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
6	301908	<p>Greater Dublin Drainage Project consisting of a new wastewater treatment plant (WwTP) and sludge hub centre at Clonshaugh, underground orbital sewer from Blanchardstown to Clonshaugh and new pumping station at Abbotstown, new sewer to WwTP, outfall pipeline and regional biosolids storage facility (RBSF). An EIAR and NIS were submitted with this application. The proposed GDDP orbital sewer will cross the R107 Malahide Road at Kinsaley and the R139.</p> <p>Construction is set to commence in 2026 with a four year programme</p>	0	1	<p>The GDDP involves extensive linear construction works over a four-year period from 2026, including tunnelling, pipeline installation and construction of major treatment and storage facilities. Construction activity would generate construction traffic (HGVs, deliveries, workforce trips) at multiple locations, including at crossings of R107 Malahide Road (Kinsaley) and the R139.</p> <p>For the purposes of this assessment, it has been assumed that the likely construction period will partially overlap with the planning construction period for the proposed development.</p> <p>Given that the proposed development alone has reported negative, significant but temporary residual effects on traffic, the significance of the cumulative effect of the impact of potential road closures on local and strategic diversion route operations in the areas where the proposed development interacts with this project is likely to be at least negative, significant but temporary.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	Given that the proposed development alone has reported negative, significant but temporary residual effects on traffic, the significance of the cumulative effect of the impact of potential road closures on local and strategic diversion route operations in the areas where the proposed development interacts with this project is likely to be at least negative, significant but temporary.

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7	313182	<p>BusConnects Clongriffin to City Centre Core Bus Corridor Scheme. This scheme terminates at Northern Cross (intersection of R139 and R107).</p> <p>Permission granted in January 2024. Expiry Date January 2029. The construction phase is anticipated to last approximately 24 months.</p>	0	1	<p>As a linear, on-street corridor scheme with an anticipated approximately 24-month construction period, works would introduce temporary traffic management, lane reconfiguration and construction traffic along multiple links, including the Northern Cross (R139/R107) interface. For the purposes of this assessment, it has been assumed that the likely construction period will partially overlap with the planning construction period for the proposed development.</p> <p>Given that the proposed development alone has reported negative, significant but temporary residual effects on traffic, the significance of the cumulative effect of the impact of potential road closures on local and strategic diversion route operations in the areas where the proposed development interacts with this project is likely to be at least negative, significant but temporary.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	Given that the proposed development alone has reported negative, significant but temporary residual effects on traffic, the significance of the cumulative effect of the impact of potential road closures on local and strategic diversion route operations in the areas where the proposed development interacts with this project is likely to be at least negative, significant but temporary.
19	317121	BusConnects Swords to City Centre Bus Corridor Scheme	1.68	1	<p>The scheme is a linear on-street corridor intervention over approximately 12km, and the EIAR identifies construction-phase constraints affecting corridor users (including cyclists and general traffic) during the defined worst-case construction period. In cumulative terms, where the Proposed NSIP construction traffic or temporary traffic management overlaps in time and uses the same strategic or local road links, cumulative construction effects cannot be ruled out. The EIAR's cumulative chapter notes that if CTMPs for all schemes were in place concurrently, traffic displacement across Dublin could occur, indicating a plausible mechanism for cumulative construction interaction on the wider network.</p> <p>For the purposes of this assessment, it has been assumed that the likely construction period will partially overlap with the planning construction period for the proposed development.</p> <p>Given that the proposed development alone has reported negative, significant but temporary residual effects on traffic, the significance of the cumulative effect of the impact of potential road closures on local and strategic diversion route operations in the areas where the proposed development interacts with this project is likely to be at least negative, significant but temporary.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	Given that the proposed development alone has reported negative, significant but temporary residual effects on traffic, the significance of the cumulative effect of the impact of potential road closures on local and strategic diversion route operations in the areas where the proposed development interacts with this project is likely to be at least negative, significant but temporary.
23	F21A/0681	<p>Mayne Stability Limited submitted an application for permission to FCC and DCC for a period of 10 years development of a Synchronous Compensator Development (Grid Stabilisation Facility) on the site of c. 1.65 ha at lands south of Belcamp 220kV Substation, Belcamp, Dublin 17. The proposed development will consist of the following elements within the administrative boundary of Fingal County Council. a) A Grid Stabilisation Facility containing 1 No. High Inertia Synchronous Compensator (HISC) unit enclosed within a steel clad framed style structure (12.1m max height) and supported by 8 No. electrical equipment containers (containing ancillary power supply products including a static frequency converts, MV switchgear, exciters, LV distribution, control room, welfare and office), main, auxiliary & start-up electrical transformers, generator circuit breaker, switchgear equipment, External cooler units and 1 No. back up diesel generator and associated diesel storage tank;</p> <p>b) A 220kV High Voltage Gas Insulated Switchgear (GIS) compound containing a GIS building with all control & HV equipment within a single storey building (13.2m max height). The building will be surrounded by a compound road and contained within a 2.6m high galvanised steel palisade fence;</p>	0	1	<p>Construction would generate construction traffic associated with civil works, electrical equipment delivery, bridge works over the River Mayne and establishment of a temporary construction compound. Construction traffic would access the site via the R139. For the purposes of this assessment, it has been assumed that the likely construction period will partially overlap with the planning construction period for the proposed development.</p> <p>Given that the proposed development alone has reported negative, significant but temporary residual effects on traffic, the significance of the cumulative effect of the impact of potential road closures on local and strategic diversion route operations in the areas where the proposed development interacts with this project is likely to be at least negative, significant but temporary.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	Given that the proposed development alone has reported negative, significant but temporary residual effects on traffic, the significance of the cumulative effect of the impact of potential road closures on local and strategic diversion route operations in the areas where the proposed development interacts with this project is likely to be at least negative, significant but temporary.

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
		<p>c) A 220kV underground cable to the existing adjoining Eirgrid substation boundary;</p> <p>d) Associated elements comprising a clear span bridge over the River Mayne, various underground cables and ducts, equipment plinths, boundary security fence, compound lighting and palisade gates and fencing, security lighting, CCTV, internal access roads, hardstanding areas and all necessary foundations works for the above compounds. A concurrent planning application also made to Dublin City Council (see which relates to a portion of lands to the south of the site of c. 0.94 ha which provides for a new access entrance from the R139 and a clear span bridge crossing over the River Mayne, internal access tracks, security fencing, temporary construction compound, landscaping, and drainage.</p> <p>Permission granted in October 2022. Expiry date October 2032</p>					
29	317831	<p>MetroLink 110kV Proposed development of three 110kV electricity circuits</p>	0	1	<p>The MetroLink 110kV electricity infrastructure would generate construction-related traffic associated with trenching, duct installation, cable laying, jointing and reinstatement works along a linear route. Construction activity would intermittently interact with local and strategic road networks along the MetroLink corridor.</p> <p>For the purposes of this assessment, it has been assumed that the likely construction period will partially overlap with the planning construction period for the proposed development.</p> <p>Given that the proposed development alone has reported negative, significant but temporary residual effects on traffic, the significance of the cumulative effect of the impact of potential road closures on local and strategic diversion route operations in the areas where the proposed development interacts with this project is likely to be at least negative, significant but temporary.</p>	<p>Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.</p>	<p>Given that the proposed development alone has reported negative, significant but temporary residual effects on traffic, the significance of the cumulative effect of the impact of potential road closures on local and strategic diversion route operations in the areas where the proposed development interacts with this project is likely to be at least negative, significant but temporary.</p>
32	320164	<p>The third of the infrastructural projects of the DART+ Programme to be delivered will be the DART+ Coastal North Project. This rail improvement project will provide an extension of the existing electrified rail network from Malahide to Drogheda MacBride stations and will provide the infrastructure to facilitate an increase to the rail capacity on the Northern Line between Dublin City Centre and Drogheda MacBride Station, including the Howth Branch.</p> <p>Granted permission in 2025</p>	0	1	<p>The DART+ Coastal North project would generate construction-related traffic associated with track works, electrification, station upgrades, bridge works, construction compounds and material deliveries along an extended rail corridor. Construction traffic would intermittently interact with the local and strategic road network at multiple locations.</p> <p>For the purposes of this assessment, it has been assumed that the likely construction period will partially overlap with the planning construction period for the proposed development.</p> <p>Given that the proposed development alone has reported negative, significant but temporary residual effects on traffic, the significance of the cumulative effect of the impact of potential road closures on local and strategic diversion route operations in the areas where the proposed development interacts with this project is likely to be at least negative, significant but temporary.</p>	<p>Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.</p>	<p>Given that the proposed development alone has reported negative, significant but temporary residual effects on traffic, the significance of the cumulative effect of the impact of potential road closures on local and strategic diversion route operations in the areas where the proposed development interacts with this project is likely to be at least negative, significant but temporary.</p>

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33	304624	The Fingal Coastal Way is a proposed greenway extending from Newbridge Demesne in Donabate to the Fingal county boundary, north of Balbriggan. The overall length of the scheme will be approximately 32km, depending on the final route selected. The Fingal Coastal Way is envisaged to be a flagship scheme for tourism in the county with the potential to promote and enhance the local tourist economy.	0	1	<p>The Fingal Coastal Way would generate construction-related traffic associated with path formation, surfacing, structures, landscaping and ancillary works along a linear corridor of approximately 32 km. Construction activity would interface intermittently with local roads and access points along the route. In the absence of information on construction phasing, traffic volumes, routing or duration, any cumulative construction effect with the Proposed NSIP would depend on temporal overlap and shared use of the local and strategic road network.</p> <p>For the purposes of this assessment, it has been assumed that the likely construction period will partially overlap with the planning construction period for the proposed development.</p> <p>Given that the proposed development alone has reported negative, significant but temporary residual effects on traffic, the significance of the cumulative effect of the impact of potential road closures on local and strategic diversion route operations in the areas where the proposed development interacts with this project is likely to be at least negative, significant but temporary</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	Given that the proposed development alone has reported negative, significant but temporary residual effects on traffic, the significance of the cumulative effect of the impact of potential road closures on local and strategic diversion route operations in the areas where the proposed development interacts with this project is likely to be at least negative, significant but temporary.
34	310145	<p>R132 Connectivity Project - Fingal County Council, in conjunction with the National Transport Authority is proposing to carry out upgrade works to the R132 in Swords. Lands at Along existing R132 situated between Lissenhall Interchange and Pinnockhill Junction, to the east of Swords Town Centre, Co. Dublin</p> <p>The proposed works include the following:</p> <ol style="list-style-type: none"> 1. Upgrade works between the north of Pinnock Hill Roundabout and north of Estuary Roundabout, to facilitate installation of new protected cycle and pedestrian facilities, retention of one bus and one general traffic lane in each direction, removal of hard shoulders and/or general traffic lanes, and reduction in speed limit to 50km/h. 2. Three new signal controlled crossing points provided along the R132 located as follows: <ol style="list-style-type: none"> a. North of Pinnockhill Roundabout b. Adjacent existing Chapel Lane/Ashley Avenue overbridge c. North of Estuary Roundabout. 3. The following three existing roundabouts will be changed to signalised intersections to facilitate pedestrian and cyclist facilities: <ol style="list-style-type: none"> d. Malahide Road Roundabout e. Seatown Roundabout f. Estuary Roundabout. 4. Partial/full closure of Drynam Road connection to the R132/Malahide Road Roundabout <p>Granted in January 2022. Expiry date January 2027.</p>	0	1	<p>The R132 Connectivity Project would generate construction-related traffic associated with carriageway reconfiguration, junction signalisation, installation of pedestrian and cycle facilities and road closures. Construction activity would occur directly on the R132 corridor and at key junctions, interacting with strategic and local traffic movements.</p> <p>For the purposes of this assessment, it has been assumed that the likely construction period will partially overlap with the planning construction period for the proposed development.</p> <p>Given that the proposed development alone has reported negative, significant but temporary residual effects on traffic, the significance of the cumulative effect of the impact of potential road closures on local and strategic diversion route operations in the areas where the proposed development interacts with this project is likely to be at least negative, significant but temporary</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	Given that the proposed development alone has reported negative, significant but temporary residual effects on traffic, the significance of the cumulative effect of the impact of potential road closures on local and strategic diversion route operations in the areas where the proposed development interacts with this project is likely to be at least negative, significant but temporary.

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37	319422	<p>In accordance with Section 182A of the Planning and Development Act 2000, as amended, EirGrid plc, with the consent and approval of Electricity Supply Board (ESB), gives notice that it proposes to seek the approval of An Bord Pleanála in relation to the proposed development, being the East Meath – North Dublin Grid Upgrade project consisting of approximately 37.5 kilometres (km) of new 400 kilovolt (kV) underground cable circuit between the existing Woodland Substation in the townland of Woodland in County Meath, and the existing Belcamp Substation in the townlands of Clonshagh and Belcamp in Fingal, County Dublin. The Proposed Development will also involve works in the substations to facilitate the connection of the underground cable circuit to the electrical grid. Approximately 20.5km of the proposed underground cable circuit is located in County Meath and approximately 17km of the proposed underground cable circuit is located in Fingal. The Proposed Development will be located within the following townlands in Fingal: Court, Gallanstown, Yellow Walls, Hollywood, Irishtown, Sprickletown, Killamonan, Cherryhound, Ward Upper, Ward Lower, Newpark, Shallon, Corrstown, Common, Skephubble, Ballystrahan, Kilreesk, Kingstown, Barberstown, Pickardstown, Forrest Great, Forrest Little, Cloghran, Glebe, Baskin, Stockhole, Middletown, Clonshagh and Belcamp. The Proposed Development consists of the following principal elements:</p> <p>A. Installation of an underground cable circuit, approximately 37.5km in length, connecting Woodland Substation (400kV) in the townland of Woodland in County Meath, and Belcamp Substation (220kV) in the townlands of Clonshagh and Belcamp in Fingal.</p>	0	1	<p>The grid upgrade would generate construction-related traffic associated with trenching, duct installation, cable laying, jointing, reinstatement works and substation modifications along a linear route of approximately 37.5 km. Construction activity would interact with numerous sections of the local and strategic road network over an extended corridor.</p> <p>For the purposes of this assessment, it has been assumed that the likely construction period will partially overlap with the planning construction period for the proposed development.</p> <p>Given that the proposed development alone has reported negative, significant but temporary residual effects on traffic, the significance of the cumulative effect of the impact of potential road closures on local and strategic diversion route operations in the areas where the proposed development interacts with this project is likely to be at least negative, significant but temporary</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	Given that the proposed development alone has reported negative, significant but temporary residual effects on traffic, the significance of the cumulative effect of the impact of potential road closures on local and strategic diversion route operations in the areas where the proposed development interacts with this project is likely to be at least negative, significant but temporary.
47	F24A/1004E	<p>We McHale Plant Hire Limited intend to apply for Planning Permission for the inclusion of a new foul sewer rising main and portion of gravity foul sewer plus associated decommissioning and removal of an existing on-site wastewater treatment plant at Staffordstown Business Park, Turvey, Donabate, Co. Dublin.</p> <p>The proposed foul sewer rising main will serve the Business Park by forming connection with an existing pump station on site with this rising main routed out of the Business Park down Turvey Avenue public road to the east, 2.5km approx. to a new discharge manhole connected to a proposed gravity foul sewer (ca. 585m long) to subsequently form connection with the existing Uisce Eireann foul sewer on Turvey Avenue adjacent to Turvey Woods Residential Development.</p> <p>The placement of this rising main will result in the decommissioning and removal of the existing treatment plant and associated percolation area in the Business Park.</p>	0	1	<p>Construction: The development would generate construction-related traffic associated with trenching, pipe installation, reinstatement works and removal of the existing wastewater treatment plant. Construction activity would take place along Turvey Avenue public road and within Staffordstown Business Park, interacting with the local road network over an extended linear route.</p> <p>For the purposes of this assessment, it has been assumed that the likely construction period will partially overlap with the planning construction period for the proposed development.</p> <p>Given that the proposed development alone has reported negative, significant but temporary residual effects on traffic, the significance of the cumulative effect of the impact of potential road closures on local and strategic diversion route operations in the areas where the proposed development interacts with this project is likely to be at least negative, significant but temporary</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	Given that the proposed development alone has reported negative, significant but temporary residual effects on traffic, the significance of the cumulative effect of the impact of potential road closures on local and strategic diversion route operations in the areas where the proposed development interacts with this project is likely to be at least negative, significant but temporary.

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58	F25A/0776E	<p>The development will consist of amendments to the grid connection infrastructure between the approved solar photovoltaic ("PV") energy development on lands at Mainscourt, Ballyboghil, Co. Dublin and the ESB Mountgory 38kV Substation, Swords Business Park, Swords, Co. Dublin permitted under Register Reference F22A/0365 comprising the laying of underground electricity cables in ducts and associated infrastructure within the margin of the R132 road and also beneath a portion of Balheary Park including under the Ward River by means of horizontal directional drilling. A Natura Impact Statement (NIS) will be submitted to the Planning Authority with the application.</p> <p>Additional Information Received 29/10/2025 Clarification of Additional Information Received 13/02/2026</p>	0.1	1	<p>The development would generate construction-related traffic associated with trenching, duct installation, horizontal directional drilling and reinstatement works. Construction activity would interface with the R132 corridor and local roads, potentially requiring temporary traffic management.</p> <p>For the purposes of this assessment, it has been assumed that the likely construction period will partially overlap with the planning construction period for the proposed development.</p> <p>Given that the proposed development alone has reported negative, significant but temporary residual effects on traffic, the significance of the cumulative effect of the impact of potential road closures on local and strategic diversion route operations in the areas where the proposed development interacts with this project is likely to be at least negative, significant but temporary</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	Given that the proposed development alone has reported negative, significant but temporary residual effects on traffic, the significance of the cumulative effect of the impact of potential road closures on local and strategic diversion route operations in the areas where the proposed development interacts with this project is likely to be at least negative, significant but temporary.
87	WEB5455/25	<p>Planning permission for development of underground watermains in the Raheny/Kilbarrack area of Dublin City. The watermains pass through the townlands of Bettyville, Foxlands and Kilbarrack Upper. The development will consist of:</p> <ul style="list-style-type: none"> • Installation of approximately 1.9km of below ground watermain (600mm) on the James Larkin/Howth Road between Causeway Road and Kilbarrack Road. • Installation of approximately 175m of below ground connection watermain (150mm) from trunk main at Bull Island Causeway Junction to Watermill Road District Metered Area (DMA). • Installation of approximately 1.1km of below ground watermain (400mm) along Greendale Road and Thornville Road to Kilbarrack Parade. • Installation of approximately 504m below ground rider watermain (150mm) along Howth Road, from Greendale Road Junction to Kilbarrack Road Junction. • Decommissioning of 1.1km of 2 No. 9inch Cast Iron mains within Howth Road. • Installation of 2 no. above ground kiosks (1.17m H, 0.7m L and 0.3m W) at junction of Watermill Road and Causeway Road and at the junction of Thornville Road and Kilbarrack Parade. • Above ground marker posts and below ground valves, chambers and vessels and all associated ancillary development works. 	1.13	1	<p>Applying a proportionate cumulative assessment by reference to temporal scope, scale and nature, and other relevant factors, the available information indicates that the wastewater scheme is a permitted linear infrastructure project within road corridors, with a 13-month construction period, expected stop / go traffic control, and a requirement for a detailed phasing plan and CTMP. The planning documents also identify interfaces with planned active travel projects, road maintenance / upgrade works, flood defence arrangements and the Santry River restoration scheme, indicating a constrained receiving environment in transport terms. The proposed development' s traffic and transportation effects are greatest during construction, and only a small portion of its southern route lies within Dublin City Council.</p> <p>For the purposes of this assessment, it has been assumed that the likely construction period will partially overlap with the planning construction period for the proposed development.</p> <p>Given that the proposed development alone has reported negative, significant but temporary residual effects on traffic, the significance of the cumulative effect of the impact of potential road closures on local and strategic diversion route operations in the areas where the proposed development interacts with this project is likely to be at least negative, significant but temporary</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	Given that the proposed development alone has reported negative, significant but temporary residual effects on traffic, the significance of the cumulative effect of the impact of potential road closures on local and strategic diversion route operations in the areas where the proposed development interacts with this project is likely to be at least negative, significant but temporary.
92	Flemington LAP	<p>The Flemington Local Area Plan (LAP) was adopted in December 2024 to manage the sustainable development of approximately 17.2 hectares of greenfield land in North Balbriggan. The LAP provides for the delivery of a new residential neighborhood with a projected yield of approximately 650 residential units. The plan adopts a "plan-led" approach to housing, emphasizing a variety of dwelling types and tenures to accommodate a projected population increase of approximately 1,100 to 1,200 people.</p>	0	3	<p>The design of grid facility entrance has been prepared to ensure that it meets the requirements of the relevant standards, from a sightline perspective and as indicated above, FCC has confirmed its acceptance of same. While an outline indicative location of the proposed access road into the LAP would suggest it is located on the northern boundary of the LAP lands and as such, adjacent to the grid facility entrance, there is currently no publicly available design for this access road or entrance. It is assumed therefore, that the design of the LAP access road and entrance will be cognisant of the grid facility entrance design and the associated sight lines required for both entrances.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the proposed development and Flemington LAP from a traffic perspective.

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					In terms of construction traffic generation, as outlined in the 2024 EIAR Volume 4, Chapter 24 Traffic and Transport, construction works at the grid facility area are expected to take approximately 24 months. Site clearance at the contractor compound will be during the first 4 months – the majority of construction traffic will be generated during this time. Earthworks activity will be staggered to limit the impact on the capacity and operation of the R132. Following consultation with FCC, the Construction Traffic Management Plan will be further developed by the contractor, prior to the commencement of construction, to ensure construction traffic will be managed safely and efficiently. This will consider the LAP stage of development at this period in time. During construction two-way daily traffic generation at the grid facility is estimated as 105 vehicles (12 HGV and 93 LGV & staff), i.e. 5% increase on R132. The significance of the effect on traffic is considered negative, slight, and temporary.		

38.2.3.16 Onshore Archaeology, Architectural and Cultural Heritage

Table A38.19: Cumulative Effects Assessment Matrix for Onshore Archaeology, Architectural and Cultural Heritage

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
2	319799	The Oriel Offshore Wind Farm is a proposed offshore renewable energy project jointly developed by Parkwind (now part of JERA Nex) and ESB. A planning application for the project was formally lodged with An Bord Pleanála in May 2024. The development is located in the Irish Sea off the coast of north County Louth, to the east of Dundalk Bay, with the nearest turbine approximately 6 km offshore from the Cooley Peninsula. The proposed wind farm comprises up to 25 offshore wind turbines with a maximum export capacity of up to 375 megawatts (MW), together with associated offshore and onshore substations and subsea and underground electricity cables required for operation.	16.9	1	<p>The proposed development alone will result in indirect impacts upon onshore architectural, cultural heritage and archaeological assets, which will have a direct relationship, in terms of their setting, with the coast. Effects on these assets from the proposed development alone will range from imperceptible to moderate negative (Refer to Table A25.8 of Chapter 25 and Figures A25.15a and A25.15b).</p> <p>Project ID #2 will be located circa. 14km north of the offshore infrastructure of the proposed development. Due to the distance of separation between the proposed development and Project ID #2, no cumulative effects are predicted upon the archaeological, cultural heritage and architectural coastal assets that are greater than already predicted as part of the proposed development alone.</p> <p>Therefore, no likely significant direct or indirect negative cumulative effects are predicted during the operation phase. The construction impacts for offshore infrastructure (on onshore assets) are no greater than the operational impacts.</p>	No additional mitigation is required (in addition to measures already detailed within the EIAR).	There are no significant residual cumulative effects between this project and the proposed development.

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
3	320768	<p>The Codling Wind Park is a proposed offshore wind energy project being developed by Codling Wind Park Limited (CWPL), a 50:50 joint venture between Fred. Olsen Seawind and EDF Renewables. A planning application for the construction, operation and decommissioning of the project was lodged with An Bord Pleanála in September 2024. The development is located in the Irish Sea within the Codling Bank area, approximately 13–22 kilometres off the County Wicklow coast, between Greystones and Wicklow Town.</p> <p>The proposed wind farm will have an installed capacity of up to 1,300 megawatts (MW) and will consist of either up to 75 wind turbines or 60 turbines, depending on the final turbine model selected. Two turbine layout options are assessed within the planning application, with maximum blade tip heights of approximately 288 metres or 314 metres, respectively. The project site covers an area of approximately 125 square kilometres and includes associated offshore and onshore electricity transmission infrastructure required to connect the wind farm to the national grid at Poolbeg, Dublin.</p>	50.9	1	<p>The proposed development alone will result in indirect impacts upon onshore architectural, cultural heritage and archaeological assets, which will have a direct relationship, in terms of their setting, with the coast. Effects on these assets from the proposed development alone will range from imperceptible to moderate negative (Refer to Table A25.8 of Chapter 25 and Figures A25.15a and A25.15b).</p> <p>Project ID #3 will be located circa. 51km south of the offshore infrastructure of the proposed development. Due to the distance of separation between the proposed development and Project ID #3, no cumulative effects are predicted upon the archaeological, cultural heritage and architectural coastal assets that are greater than already predicted as part of the proposed development alone.</p> <p>Therefore, no likely significant direct or indirect negative cumulative effects are predicted during the operation phase. The construction impacts for offshore infrastructure (on onshore assets) are no greater than the operational impacts.</p>	No additional mitigation is required (in addition to measures already detailed within the EIAR).	There are no significant residual cumulative effects between this project and the proposed development.
5	321992	<p>Dublin Array is a proposed offshore wind energy project being developed by Kish Offshore Wind Limited and Bray Offshore Wind Limited, joint venture companies owned by RWE Renewables Ireland and Saorgus Energy. A planning application for the construction, operation and decommissioning of the project was lodged with An Bord Pleanála in February 2025. The development is located in the Irish Sea at the Kish Bank and Bray Bank, approximately 10 kilometres off the coasts of Counties Dublin and Wicklow.</p> <p>The proposed wind farm will have a maximum export capacity of up to 824 megawatts (MW) and will comprise between 39 and 50 offshore wind turbines, subject to the final turbine model and layout selected. The planning application assesses turbine tip heights of up to approximately 310 metres. The project also includes associated offshore and onshore electricity transmission infrastructure to connect the wind farm to the national grid at Jamestown, County Dublin, as well as a proposed operations and maintenance base at Dún Laoghaire Harbour.</p>	32.9	1	<p>The proposed development alone will result in indirect impacts upon onshore architectural, cultural heritage and archaeological assets, which will have a direct relationship, in terms of their setting, with the coast. Effects on these assets from the proposed development alone will range from imperceptible to moderate negative (Refer to Table A25.8 of Chapter 25 and Figures A25.15a and A25.15b).</p> <p>Project ID #5 will be located circa. 35km south of the offshore infrastructure of the proposed development. Due to the distance of separation between the proposed development and Project ID #3, no cumulative effects are predicted upon the archaeological, cultural heritage and architectural coastal assets that are greater than already predicted as part of the proposed development alone.</p> <p>Therefore, no likely significant direct or indirect negative cumulative effects are predicted during the operation phase. The construction impacts for offshore infrastructure (on onshore assets) are no greater than the operational impacts.</p>	No additional mitigation is required (in addition to measures already detailed within the EIAR).	There are no significant residual cumulative effects between this project and the proposed development.
6	301908	<p>Greater Dublin Drainage Project consisting of a new wastewater treatment plant (WwTP) and sludge hub centre at Clonshaugh, underground orbital sewer from Blanchardstown to Clonshaugh and new pumping station at Abbotstown, new sewer to WwTP ,outfall pipeline and regional biosolids storage facility (RBSF). An EIAR and NIS were submitted with this application. The proposed GDDP orbital sewer will cross the R107 Malahide Road at Kinsaley and the R139.</p> <p>Construction is set to commence in 2026 with a four year programme</p>	0	1	<p>The proposed onshore development will result in direct impacts upon the archaeological resource, which when mitigated will be reduced to slight negative residual effects. This development may also result in direct impacts on the archaeological resource. Assuming mitigation is applied, archaeological remains will be either preserved in-situ or by record and residual effects will be no greater than slightly negative. Cumulatively the overall effect on the archaeological resource of County Dublin is considered not significant</p>	No additional mitigation is required (in addition to measures already detailed within the EIAR).	There are no significant residual cumulative effects between this project and the proposed development.
28	314724	<p>Railway/Metrolink – Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin (Metrolink)</p>	0	1	<p>The proposed onshore development will result in direct impacts upon the archaeological resource, which when mitigated will be reduced to slight negative residual effects. This development may also result in direct impacts on the archaeological resource. Assuming mitigation is applied, archaeological remains will be either preserved in-situ or by record and residual effects will be no greater than slightly negative. Cumulatively the overall effect on the archaeological resource of County Dublin is considered not significant</p>	No additional mitigation is required (in addition to measures already detailed within the EIAR).	There are no significant residual cumulative effects between this project and the proposed development.

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
29	317831	Metrolink 110kV Proposed development of three 110kV electricity circuits	0	1	The proposed onshore development will result in direct impacts upon the archaeological resource, which when mitigated will be reduced to slight negative residual effects. This development may also result in direct impacts on the archaeological resource. Assuming mitigation is applied, archaeological remains will be either preserved in-situ or by record and residual effects will be no greater than slightly negative. Cumulatively the overall effect on the archaeological resource of County Dublin is considered not significant	No additional mitigation is required (in addition to measures already detailed within the EIAR).	There are no significant residual cumulative effects between this project and the proposed development.
30	F23A/0492	NIS The site is located east of the R107 and south of Mabestown House residential property. The proposal will comprise a residential development of 2-3 storey houses consisting of 52 no. units (7 no. 2 beds, 31 no. 3 beds, 8 no. 4 beds and 6 no. 5 beds) within terraced and semi-detached arrangements. Provision of car and cycle parking, new residential streets, open spaces, play area, and provision of new site entrance from the R107. All associated site development works, landscaping, boundary treatments, and services provision. A Natura Impact Statement (NIS) has been prepared in respect of the proposed development. Permission granted following appeal in Jan 2025.	0	1	The proposed onshore development will result in direct impacts upon the archaeological resource, which when mitigated will be reduced to slight negative residual effects. This development may also result in direct impacts on the archaeological resource. Assuming mitigation is applied, archaeological remains will be either preserved in-situ or by record and residual effects will be no greater than slightly negative. Cumulatively the overall effect on the archaeological resource of County Dublin is considered not significant	No additional mitigation is required (in addition to measures already detailed within the EIAR).	There are no significant residual cumulative effects between this project and the proposed development.
31	4137/23	Lands at 1 & 2 Hawthorn Cottages, Malahide Road, Dublin 17, D17 HD39. Permission for the proposed development will consist of demolition of the existing residential property and existing derelict residential property. The construction of a residential development consisting of two blocks with a total of 79 residential apartments. Block A is located to the east of the site and includes 24no. 2 bed apartments and 12no. 1 bed apartments. Block B is on the west side of the site and includes 30 no 3 bed apartments; and 13 no 1 bed apartments. All apartments have private space in the form of balconies/terraces. Block A ranges from 6-8 to storeys in height and Block B is 7-8 storey in height excluding basement. The proposed development including communal amenity spaces located centrally at ground level and on the roofs of Block A and in Block B. The basement contains parking for 56 spaces including 4 no disabled spaces and motorcycle parking along with electric vehicle parking and is accessed via a new vehicle entrance and ramp from Malahide Road. New boundary treatments and communal bike stores, bin stores are proposed. A children's play area and crèche is included. Associated groundworks, landscaping, drainage including SUDS measures, lighting engineering and ancillary works necessary to facilitate the development. This application is accompanied by a Natura Impact Assessment. Grant March 2024. Expiry date March 2029.	0.05	1	The proposed onshore development will result in direct impacts upon the archaeological resource, which when mitigated will be reduced to slight negative residual effects. This development may also result in direct impacts on the archaeological resource. Assuming mitigation is applied, archaeological remains will be either preserved in-situ or by record and residual effects will be no greater than slightly negative. Cumulatively the overall effect on the archaeological resource of County Dublin is considered not significant	No additional mitigation is required (in addition to measures already detailed within the EIAR).	There are no significant residual cumulative effects between this project and the proposed development.
32	320164	The third of the infrastructural projects of the DART+ Programme to be delivered will be the DART+ Coastal North Project. This rail improvement project will provide an extension of the existing electrified rail network from Malahide to Drogheda MacBride stations and will provide the infrastructure to facilitate an increase to the rail capacity on the Northern Line between Dublin City Centre and Drogheda MacBride Station, including the Howth Branch. Granted permission in 2025	0	1	The proposed onshore development will result in direct impacts upon the archaeological resource, which when mitigated will be reduced to slight negative residual effects. This development may also result in direct impacts on the archaeological resource. Assuming mitigation is applied, archaeological remains will be either preserved in-situ or by record and residual effects will be no greater than slightly negative. Cumulatively the overall effect on the archaeological resource of County Dublin is considered not significant	No additional mitigation is required (in addition to measures already detailed within the EIAR).	There are no significant residual cumulative effects between this project and the proposed development.

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33	304624	The Fingal Coastal Way is a proposed greenway extending from Newbridge Demesne in Donabate to the Fingal county boundary, north of Balbriggan. The overall length of the scheme will be approximately 32km, depending on the final route selected. The Fingal Coastal Way is envisaged to be a flagship scheme for tourism in the county with the potential to promote and enhance the local tourist economy.	0	1	The proposed onshore development will result in direct impacts upon the archaeological resource, which when mitigated will be reduced to slight negative residual effects. This development may also result in direct impacts on the archaeological resource. Assuming mitigation is applied, archaeological remains will be either preserved in-situ or by record and residual effects will be no greater than slightly negative. Cumulatively the overall effect on the archaeological resource of County Dublin is considered not significant	No additional mitigation is required (in addition to measures already detailed within the EIAR).	There are no significant residual cumulative effects between this project and the proposed development.
34	310145	R132 Connectivity Project - Fingal County Council, in conjunction with the National Transport Authority is proposing to carry out upgrade works to the R132 in Swords. Lands at Along existing R132 situated between Lissenhall Interchange and Pinnockhill Junction, to the east of Swords Town Centre, Co. Dublin The proposed works include the following: 1. Upgrade works between the north of Pinnock Hill Roundabout and north of Estuary Roundabout, to facilitate installation of new protected cycle and pedestrian facilities, retention of one bus and one general traffic lane in each direction, removal of hard shoulders and/or general traffic lanes, and reduction in speed limit to 50km/h. 2. Three new signal controlled crossing points provided along the R132 located as follows: a. North of Pinnockhill Roundabout b. Adjacent existing Chapel Lane/Ashley Avenue overbridge c. North of Estuary Roundabout. 3. The following three existing roundabouts will be changed to signalised intersections to facilitate pedestrian and cyclist facilities: d. Malahide Road Roundabout e. Seatown Roundabout f. Estuary Roundabout. 4. Partial/full closure of Drynam Road connection to the R132/Malahide Road Roundabout Granted in January 2022. Expiry date January 2027.	0	1	The proposed onshore development will result in direct impacts upon the archaeological resource, which when mitigated will be reduced to slight negative residual effects. This development may also result in direct impacts on the archaeological resource. Assuming mitigation is applied, archaeological remains will be either preserved in-situ or by record and residual effects will be no greater than slightly negative. Cumulatively the overall effect on the archaeological resource of County Dublin is considered not significant	No additional mitigation is required (in addition to measures already detailed within the EIAR).	There are no significant residual cumulative effects between this project and the proposed development.
37	319422	In accordance with Section 182A of the Planning and Development Act 2000, as amended, EirGrid plc, with the consent and approval of Electricity Supply Board (ESB), gives notice that it proposes to seek the approval of An Bord Pleanála in relation to the proposed development, being the East Meath – North Dublin Grid Upgrade project consisting of approximately 37.5 kilometres (km) of new 400 kilovolt (kV) underground cable circuit between the existing Woodland Substation in the townland of Woodland in County Meath, and the existing Belcamp Substation in the townlands of Clonshagh and Belcamp in Fingal, County Dublin. The Proposed Development will also involve works in the substations to facilitate the connection of the underground cable circuit to the electrical grid. Approximately 20.5km of the proposed underground cable circuit is located in County Meath and approximately 17km of the proposed underground cable circuit is located in Fingal. The Proposed Development will be located within the following townlands in Fingal: Court, Gallanstown, Yellow Walls, Hollywood, Irishtown, Sprickletown, Killamonan, Cherryhound, Ward Upper, Ward Lower, Newpark, Shallon, Corrstown, Common, Skephubble, Ballystrahan, Kilreesk, Kingstown, Barberstown, Pickardstown, Forrest Great, Forrest Little, Cloghran, Glebe, Baskin, Stockhole, Middletown, Clonshagh and Belcamp. The Proposed Development consists of the following principal elements: A. Installation of an underground cable circuit, approximately 37.5km in length, connecting Woodland Substation (400kV) in the townland of Woodland in County Meath, and Belcamp Substation (220kV) in the townlands of Clonshagh and Belcamp in Fingal.	0	1	The proposed onshore development will result in direct impacts upon the archaeological resource, which when mitigated will be reduced to slight negative residual effects. This development may also result in direct impacts on the archaeological resource. Assuming mitigation is applied, archaeological remains will be either preserved in-situ or by record and residual effects will be no greater than slightly negative. Cumulatively the overall effect on the archaeological resource of County Dublin is considered not significant	No additional mitigation is required (in addition to measures already detailed within the EIAR).	There are no significant residual cumulative effects between this project and the proposed development.

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38	4137/23	Permission for the proposed development will consist of demolition of the existing residential property and existing derelict residential property. The construction of a residential development consisting of two blocks with a total of 79 residential apartments. Block A is located to the east of the site and includes 24no. 2 bed apartments and 12no. 1 bed apartments. Block B is on the west side of the site and includes 30 no 3 bed apartments; and 13 no 1 bed apartments. All apartments have private space in the form of balconies/terraces. Block A ranges from 6-8 to storeys in height and Block B is 7-8 storey in height excluding basement. The proposed development including communal amenity spaces located centrally at ground level and on the roofs of Block A and in Block B. The basement contains parking for 56 spaces including 4 no disabled spaces and motorcycle parking along with electric vehicle parking and is accessed via a new vehicle entrance and ramp from Malahide Road. New boundary treatments and communal bike stores, bin stores are proposed. A children's play area and crèche is included. Associated groundworks, landscaping, drainage including SUDS measures, lighting engineering and ancillary works necessary to facilitate the development. This application is accompanied by a Natura Impact Assessment.	0	1	The proposed onshore development will result in direct impacts upon the archaeological resource, which when mitigated will be reduced to slight negative residual effects. This development may also result in direct impacts on the archaeological resource. Assuming mitigation is applied, archaeological remains will be either preserved in-situ or by record and residual effects will be no greater than slightly negative. Cumulatively the overall effect on the archaeological resource of County Dublin is considered not significant	No additional mitigation is required (in addition to measures already detailed within the EIAR).	There are no significant residual cumulative effects between this project and the proposed development.
45	F24A/0675E	The site is located to the east of the R107 and south of Mabestown House residential property. The proposal will comprise a residential development of 2-3 storey houses(32 no.) and duplexes/apartments (16 no.), providing a total 48 no. units (10 no. 2 beds, 36 no. 3 beds and 2 no. 5 beds) within terraced and semi-detached arrangements. Provision of car and cycle parking, new residential streets, open spaces, play area, and provision of new site entrance from the R107. All associated site development works, landscaping, boundary treatments, and services provision. A Natura Impact Statement (NIS) has been prepared in respect of the proposed development. AI Received 29/11/2024 CAI received 06/02/2025	0	1	The proposed onshore development will result in direct impacts upon the archaeological resource, which when mitigated will be reduced to slight negative residual effects. This development may also result in direct impacts on the archaeological resource. Assuming mitigation is applied, archaeological remains will be either preserved in-situ or by record and residual effects will be no greater than slightly negative. Cumulatively the overall effect on the archaeological resource of County Dublin is considered not significant	No additional mitigation is required (in addition to measures already detailed within the EIAR).	There are no significant residual cumulative effects between this project and the proposed development.
46	F24A/0811E	The proposed development will consist of amendments to the previously permitted development at the subject site, granted under Reg. Ref. F22A/0580 (ABP Ref. 316498-23). The proposed amendments relate solely to a total of 28 of the previously permitted houses (comprising 1 no. 3-bedroom unit and 27 no. 4-bedroom units) to be replaced by 28 no. houses (comprising 1 no. 2-bedroom unit and 27 no. 4-bedroom units). These changes shall consist of the following: Previously approved plots 1-12, comprising House Type E (4 bedroom 2 storey mid-terrace unit), House Type E1 (4 bedroom 2 storey end of terrace unit), House Type E2 (4 bedroom 2 storey end of terrace unit), and House Type F (4 bedroom 2 storey end of terrace unit), located at the south-easternmost side of Little Auburn (a total of 12 no. houses) to be replaced with House Type nE (4 bedroom, 2 storey mid-terrace unit), House Type nE1 (4 bedroom, 2 storey end of terraced unit), House Type nE2 (4 bedroom, 2 storey end of terrace unit), House Type nF3b (4 bedroom, 2 storey end of terrace unit) and House Type nH (2 bedroom, 2 storey mid terrace unit) with associated reductions in these gardens; Previously approved plots 37-52, comprising House Type C (3 bedroom 2 storey mid-terrace unit), House Type C2 (4 bedroom 2 storey end of terrace & semi-detached unit), House Type D (4 bedroom 2 storey semi-detached unit), House Type E (4 bedroom 2 storey mid-terrace unit), House Type E1 (4 bedroom 2 storey end of terrace unit), House Type F (4 bedroom 2 storey end of terrace unit) and House Type F1 (4 bedroom 2 storey semi-detached unit), located at the north-easternmost side of Little Auburn (a total of 16 no. houses) to be replaced with House Type nC2 (4 bedroom, 2 storey end of terrace & semi-detached unit), House Type nC3 (4 bedroom, 2 storey mid-terrace unit), House Type nD (4 bedroom, 2 storey semi-detached unit), House Type nE (4 bedroom, 2 storey mid-terrace unit), House Type nE1 (4 bedroom, 2 storey end of terraced unit), House Type nF3a (4 bedroom, 2 storey semi-detached unit) and House Type nF3b (4 bedroom, 2 storey end of terrace unit).	0	1	The proposed onshore development will result in direct impacts upon the archaeological resource, which when mitigated will be reduced to slight negative residual effects. This development may also result in direct impacts on the archaeological resource. Assuming mitigation is applied, archaeological remains will be either preserved in-situ or by record and residual effects will be no greater than slightly negative. Cumulatively the overall effect on the archaeological resource of County Dublin is considered not significant	No additional mitigation is required (in addition to measures already detailed within the EIAR).	There are no significant residual cumulative effects between this project and the proposed development.

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		<p>The proposed development will also comprise of in curtilage car parking; boundary treatment; landscaping works; bicycle and bin stores, and all other ancillary site development works that are necessary to accommodate these proposed amendments.</p> <p>See also Project No. 8, 52 and 60</p>					
47	F24A/1004E	<p>We McHale Plant Hire Limited intend to apply for Planning Permission for the inclusion of a new foul sewer rising main and portion of gravity foul sewer plus associated decommissioning and removal of an existing on-site wastewater treatment plant at Staffordstown Business Park, Turvey, Donabate, Co. Dublin.</p> <p>The proposed foul sewer rising main will serve the Business Park by forming connection with an existing pump station on site with this rising main routed out of the Business Park down Turvey Avenue public road to the east, 2.5km approx. to a new discharge manhole connected to a proposed gravity foul sewer (ca. 585m long) to subsequently form connection with the existing Uisce Eireann foul sewer on Turvey Avenue adjacent to Turvey Woods Residential Development.</p> <p>The placement of this rising main will result in the decommissioning and removal of the existing treatment plant and associated percolation area in the Business Park.</p>	0	1	<p>The proposed onshore development will result in direct impacts upon the archaeological resource, which when mitigated will be reduced to slight negative residual effects. This development may also result in direct impacts on the archaeological resource. Assuming mitigation is applied, archaeological remains will be either preserved in-situ or by record and residual effects will be no greater than slightly negative. Cumulatively the overall effect on the archaeological resource of County Dublin is considered not significant</p>	<p>No additional mitigation is required (in addition to measures already detailed within the EIAR).</p>	<p>There are no significant residual cumulative effects between this project and the proposed development.</p>
48	F24A/1010E	<p>The applicant Intends to apply for Permission at this site, at Lands in the Townland Of Kinsaley and Including Part Of The Grounds Of Lamorlaye, Back Road, Malahide, Co. Dublin. The proposed development consists of 83no. 2-storey houses (20no. 3-bed houses and 63no. 4-bed houses), a 2-storey childcare facility (c. 170.0sqm) and associated outdoor play space (c. 88sqm); primary vehicular, cyclist and pedestrian access serving the development is via a new entrance off Back Road, which will also serve as the modified access to the existing house at Lamorlaye; a secondary pedestrian and cyclist only access to the scheme and pedestrian entrances to 5no. houses are also provided off Back Road; 180no. total car parking spaces, including 2no. creche car parking spaces; Bicycle parking is provided in the curtilage of the houses, with 4no. bicycle spaces provided for the childcare facility; all ancillary site development and landscape works, including hard and soft landscaping and boundary treatment works, public open space (c. 2,637sqm); 1no. ESB substation; Demolition of out buildings/stables in the grounds of Lamorlaye; provision of temporary foul sewage pumping station; laying a foul rising main along Back Road from the proposed new access to the development eastward to Kinsealy Lane and 198m southwards along Kinsealy Lane; all on a site of approximately 3.14Ha.</p> <p>AI Rcvd 11/3/25 Including NIS</p> <p>SAI received 20/03/25</p>	0.19	1	<p>The proposed onshore development will result in direct impacts upon the archaeological resource, which when mitigated will be reduced to slight negative residual effects. This development may also result in direct impacts on the archaeological resource. Assuming mitigation is applied, archaeological remains will be either preserved in-situ or by record and residual effects will be no greater than slightly negative. Cumulatively the overall effect on the archaeological resource of County Dublin is considered not significant</p>	<p>No additional mitigation is required (in addition to measures already detailed within the EIAR).</p>	<p>There are no significant residual cumulative effects between this project and the proposed development.</p>

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52	F25A/0226E	<p>We, Kinwest Ltd., intend to apply for planning permission for development on lands at Auburn House (Protected Structure) and Little Auburn off the R107 Malahide Road/Dublin Road, Malahide, Co. Dublin. The lands are generally bound by the R107 road to the east, 'Beech Lodge', 'Bellmont', 'The Lodge', 'Bellview', and 'Elgin' to the south, and Abington to the northeast and west. The proposed development will consist of amendments to the previously permitted development at the subject site, granted under Reg. Ref. F24A/0812E (which previously amended Reg. Ref. F22A/0580 / ABP Ref. 316498-23). The proposed amendments relate solely to 6 no. house plots, Nos. 19, 20, 21, 28, 29, and 30. The proposed amendments consist of the following:</p> <p>(a) Change of house type at Plot 20 from the previously approved House Type nCa, mid-terrace 2-storey, 3-bedroom house, to now provide House Type nC5 mid-terrace, 2-storey, 4-bedroom house with associated amendments to the rear gardens of Plot 19 and Plot 21 to accommodate this change of house type.</p> <p>(b) Change of house type at Plot 29 from the previously approved House Type nCb, mid-terrace 2-storey, 3-bedroom house, to now provide House Type nC3, mid-terrace, 2-storey, 4-bedroom house, with associated amendments to the rear gardens of Plot 28 and Plot 30 to accommodate this change of house type.</p> <p>(c) And all other ancillary site development works that are necessary to accommodate these proposed amendments.</p> <p>See also Project No. 8, 46 and 60</p>	0	1	The proposed onshore development will result in direct impacts upon the archaeological resource, which when mitigated will be reduced to slight negative residual effects. This development may also result in direct impacts on the archaeological resource. Assuming mitigation is applied, archaeological remains will be either preserved in-situ or by record and residual effects will be no greater than slightly negative. Cumulatively the overall effect on the archaeological resource of County Dublin is considered not significant	No additional mitigation is required (in addition to measures already detailed within the EIAR).	There are no significant residual cumulative effects between this project and the proposed development.
54	F25A/0663E	<p>Kavco CL Project Limited, intend to apply for planning for a residential development on lands at Le Rondini, Carr's Lane, Dublin 17, D17 DY20. The proposed development will consist of the demolition of the existing single storey, detached dwelling, known as Le Rondini, and the construction of 55 no. residential units (43 no. houses and 12 no. duplex units), all of which will be provided as follows:</p> <p>(a) 43 no. houses (35 no. 3-bed houses and 8 no. 4-bed houses end-terraced and mid-terraced houses, all two storeys in height, with external bin stores and bike stores to the rear;</p> <p>(b) 12 no. duplex units comprising of 6 no. 2-bed/3 person units at ground level and 6 no. 3-bed units over first and second floor levels, in a building three storeys in height, and all units provided with private balconies/terraces, with a detached single storey communal bin store and bike store</p> <p>(c) 1 no. detached ESB substation;</p> <p>(d) a total of 52 no. car parking spaces at surface level; bicycle parking;</p> <p>(e) Reduction in height of the existing stone wall to the front of the property and modifications to the existing vehicular access from Carr's Lane; footpaths, including pedestrian connection into the adjoining Saint Doulagh's Oaks to the east; landscaping including play equipment; boundary treatments; and public lighting; and all associated engineering and site works necessary to facilitate the development.</p> <p>Additional Information Received 5/11/2025 Significant Additional Information Received 10/11/2025 Clarification of Significant Additional Information Received 13/02/2026</p>	0.05	1	The proposed onshore development will result in direct impacts upon the archaeological resource, which when mitigated will be reduced to slight negative residual effects. This development may also result in direct impacts on the archaeological resource. Assuming mitigation is applied, archaeological remains will be either preserved in-situ or by record and residual effects will be no greater than slightly negative. Cumulatively the overall effect on the archaeological resource of County Dublin is considered not significant	No additional mitigation is required (in addition to measures already detailed within the EIAR).	There are no significant residual cumulative effects between this project and the proposed development.

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55	F25A/0689E	<p>NIS</p> <p>The development will comprise the demolition of an existing, detached house and outbuildings, and construction of a 3-storey residential development of 59 units comprising 17 no. houses (14 no. 4-bed and 3 no. 5-bed); 30 no. duplex apartments (15 no. 2-bed and 15 no. 3-bed) within 3 no. blocks, and 12 no. apartments (9 no. 1-bed and 3 no. 2-bed) within 1 no. block.</p> <p>Provision of car and cycle parking, new residential streets, open spaces, play area, and upgrade of existing site entrance from the R107. All associated site development works, landscaping, boundary treatments, wastewater and services provision (including wastewater pumping station). A Natura Impact Statement (NIS) has been prepared in respect of the proposed development.</p> <p>Additional Information Received 21/11/2025 Significant Additional Information received 26/11/25 Clarification of Significant Additional Information Received 04/03/2025</p>	0	1	The proposed onshore development will result in direct impacts upon the archaeological resource, which when mitigated will be reduced to slight negative residual effects. This development may also result in direct impacts on the archaeological resource. Assuming mitigation is applied, archaeological remains will be either preserved in-situ or by record and residual effects will be no greater than slightly negative. Cumulatively the overall effect on the archaeological resource of County Dublin is considered not significant	No additional mitigation is required (in addition to measures already detailed within the EIAR).	There are no significant residual cumulative effects between this project and the proposed development.
57	F25A/0710E	<p>The development will consist of a Park & Ride facility with a total of 733 car parking spaces, including 522 standard spaces, 37 spaces for mobility-impaired users (including 29 standard and electric vehicle charging spaces, along with 8 larger spaces), 72 spaces designated for electric vehicles and an additional 72 space futureproofed for electric vehicles. Additionally, the facility will include 3 bus bays and passenger shelters to enhance accessibility and convenience for users. Provision for active travel will be made with a hardstanding area for a bike shelter and lockers. The scheme will also include hard and soft landscaping, planting, lighting, boundary treatments, surface-foul water drainage, public lighting, CCTV, ESB substation, and all other associated and ancillary works. An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) will be submitted to the Planning Authority with the planning application and the EIAR and NIS will be available for inspection or purchase for a fee not exceeding the reasonable cost of making a copy during office hours at the offices of the Planning Authority.</p> <p>Additional Information Received 30/01/2026 Significant Further Information Received 20/02/2026</p>	0	1	A recorded archaeological monument is located within this site, but it will be preserved in-situ as part of the proposed onshore development and as part of this development. As such cumulatively there will be no negative impacts on this monument. Cumulatively the overall effect on the archaeological resource of County Dublin is considered not significant.	No additional mitigation is required (in addition to measures already detailed within the EIAR).	There are no significant residual cumulative effects between this project and the proposed development.
58	F25A/0776E	<p>The development will consist of amendments to the grid connection infrastructure between the approved solar photovoltaic ("PV") energy development on lands at Mainscourt, Ballyboghil, Co. Dublin and the ESB Mountgory 38kV Substation, Swords Business Park, Swords, Co. Dublin permitted under Register Reference F22A/0365 comprising the laying of underground electricity cables in ducts and associated infrastructure within the margin of the R132 road and also beneath a portion of Balheary Park including under the Ward River by means of horizontal directional drilling. A Natura Impact Statement (NIS) will be submitted to the Planning Authority with the application.</p> <p>Additional Information Received 29/10/2025 Clarification of Additional Information Received 13/02/2026</p>	0.1	1	The proposed onshore development will result in direct impacts upon the archaeological resource, which when mitigated will be reduced to slight negative residual effects. This development may also result in direct impacts on the archaeological resource. Assuming mitigation is applied, archaeological remains will be either preserved in-situ or by record and residual effects will be no greater than slightly negative. Cumulatively the overall effect on the archaeological resource of County Dublin is considered not significant	No additional mitigation is required (in addition to measures already detailed within the EIAR).	There are no significant residual cumulative effects between this project and the proposed development.

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
73	LRD0046/S3	<p>The proposed development will consist of:</p> <ol style="list-style-type: none"> Demolition of existing buildings and structures within the application site associated with the former Teagasc Research Centre use total Gross Floor Area (GFA) of approx. 1,651sqm). Construction of 193 no. residential dwellings comprising 153 no. two storey houses (30 no. two-bed; and 123 no. three-bed houses) and 40 no. duplex units (20 no. two-bed ground floor apartments with 20 no. three-bed duplexes above) and arranged in three storey blocks. Provision of a single storey childcare facility (approx. 283 sqm GFA) with the capacity for approximately 50 children. Provision of a total of 229 no. car parking spaces (193 no. residential spaces, 4 no. childcare drop off spaces, 3 no. childcare staff spaces and 29 no. visitor spaces), and 345 bicycle parking spaces (201 no. private secure on-curtilage spaces for houses without independent garden access, 100 no. private secure spaces and 20. no. visitor spaces for duplex units, 20 no. childcare drop-off spaces, and 4 no. childcare staff spaces). Approximately 1.65 ha of dedicated public open space comprising a series of open spaces and a central east-west greenway linear park and parklands along the east boundary. In addition, 2.2 ha of greenbelt zoned lands are included to the south and south-east of the residential development area to accommodate a playing pitch. Vehicular access to the site will be via a new vehicular entrance at Gandon Lane (providing access to the northern part of the site only) and a new vehicular access from Malahide Road, located to the south of the existing Malahide Portmarnock Educate Together National School, (providing access to the southern part of the site only). Pedestrian and cycle links to facilitate connectivity with adjoining residential developments including the provision of an east-west greenway and a north-south link greenbelt zoned lands to the south. All enabling and site development works, landscaping, boundary treatments, lighting, services and connections, bin storage, 3 no. ESB unit substations and all other ancillary works above and below ground on a site approximately 8.2 ha. <p>Additional Information received 30th May 2025.</p> <p>Deemed Significant Additional Information 3rd June 2025 by SA</p> <p>Revised Public Notices received 4th June 2025.</p>	0	1	The proposed onshore development will result in direct impacts upon the archaeological resource, which when mitigated will be reduced to slight negative residual effects. This development may also result in direct impacts on the archaeological resource. Assuming mitigation is applied, archaeological remains will be either preserved in-situ or by record and residual effects will be no greater than slightly negative. Cumulatively the overall effect on the archaeological resource of County Dublin is considered not significant	No additional mitigation is required (in addition to measures already detailed within the EIAR).	There are no significant residual cumulative effects between this project and the proposed development.

38.2.3.17 Material Assets

Table A38.20: Cumulative Effects Assessment Matrix for Material Assets

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
2	319799	The Oriel Offshore Wind Farm is a proposed offshore renewable energy project jointly developed by Parkwind (now part of JERA Nex) and ESB. A planning application for the project was formally lodged with An Bord Pleanála in May 2024. The development is located in the Irish Sea off the coast of north County Louth, to the east of Dundalk Bay, with the nearest turbine approximately 6 km offshore from the Cooley Peninsula. The proposed wind farm comprises up to 25 offshore wind turbines with a maximum export capacity of up to 375 megawatts (MW), together with associated offshore and onshore substations and subsea and underground electricity cables required for operation.	16.9	1	During the operational phase, the proposed development alone will have a significant, positive, and long-term residual effect through the generation of renewable energy and a reduction in the reliance on fossil fuels. Project ID #2 will also generate offshore renewable energy during the operational phase. Therefore, the cumulative effect of the proposed development in combination with Project 2 will be at least significant positive (or higher) and long term on the national electricity supply (due to the combined generation/connection of renewable energy into the grid).	No proposed mitigation	The cumulative effect of the proposed development in combination with Project ID #2 will be at least significant positive (or higher) and long term on the national electricity supply (due to the combined generation/connection of renewable energy into the grid). Therefore, there will be a likely significant direct positive cumulative effect predicted during the operation phase.

ID	Application Referance	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
3	320768	<p>The Codling Wind Park is a proposed offshore wind energy project being developed by Codling Wind Park Limited (CWPL), a 50:50 joint venture between Fred. Olsen Seawind and EDF Renewables. A planning application for the construction, operation and decommissioning of the project was lodged with An Bord Pleanála in September 2024. The development is located in the Irish Sea within the Codling Bank area, approximately 13–22 kilometres off the County Wicklow coast, between Greystones and Wicklow Town.</p> <p>The proposed wind farm will have an installed capacity of up to 1,300 megawatts (MW) and will consist of either up to 75 wind turbines or 60 turbines, depending on the final turbine model selected. Two turbine layout options are assessed within the planning application, with maximum blade tip heights of approximately 288 metres or 314 metres, respectively. The project site covers an area of approximately 125 square kilometres and includes associated offshore and onshore electricity transmission infrastructure required to connect the wind farm to the national grid at Poolbeg, Dublin.</p>	50.9	1	<p>During the operational phase, the proposed development alone will have a significant, positive, and long-term residual effect through the generation of renewable energy and a reduction in the reliance on fossil fuels. Project ID #3 will also generate offshore renewable energy during the operational phase. Therefore, the cumulative effect of the proposed development in combination with Project 3 will be at least significant positive (or higher) and long term on the national electricity supply (due to the combined generation/connection of renewable energy into the grid).</p>	No proposed mitigation	<p>The cumulative effect of the proposed development in combination with Project ID #3 will be at least significant positive (or higher) and long term on the national electricity supply (due to the combined generation/connection of renewable energy into the grid). Therefore, there will be a likely significant direct positive cumulative effect predicted during the operation phase.</p>
4	319864	<p>Arklow Bank Wind Park 2 is a proposed offshore wind energy project being developed by Sure Partners Limited. A planning application for the construction, operation and decommissioning of the project was lodged with An Bord Pleanála in June 2024. The development is located in the Irish Sea approximately 6 to 15 kilometres off the coast of Arklow, County Wicklow.</p> <p>The proposed wind farm will have a maximum export capacity of up to 800 megawatts (MW) and will consist of up to 56 offshore wind turbines, depending on the final turbine model and layout selected. The project also includes associated offshore substations and subsea electricity cabling required to connect the wind farm to the national grid via a landfall at Johnstown North, north of Arklow Town. The offshore array area extends across approximately 63 square kilometres.</p>	76.4	1	<p>During the operational phase, the proposed development alone will have a significant, positive, and long-term residual effect through the generation of renewable energy and a reduction in the reliance on fossil fuels. Project ID #4 will also generate offshore renewable energy during the operational phase. Therefore, the cumulative effect of the proposed development in combination with Project 4 will be at least significant positive (or higher) and long term on the national electricity supply (due to the combined generation/connection of renewable energy into the grid).</p>	No proposed mitigation	<p>The cumulative effect of the proposed development in combination with Project ID #4 will be at least significant positive (or higher) and long term on the national electricity supply (due to the combined generation/connection of renewable energy into the grid). Therefore, there will be a likely significant direct positive cumulative effect predicted during the operation phase.</p>
5	321992	<p>Dublin Array is a proposed offshore wind energy project being developed by Kish Offshore Wind Limited and Bray Offshore Wind Limited, joint venture companies owned by RWE Renewables Ireland and Saorgus Energy. A planning application for the construction, operation and decommissioning of the project was lodged with An Bord Pleanála in February 2025. The development is located in the Irish Sea at the Kish Bank and Bray Bank, approximately 10 kilometres off the coasts of Counties Dublin and Wicklow.</p> <p>The proposed wind farm will have a maximum export capacity of up to 824 megawatts (MW) and will comprise between 39 and 50 offshore wind turbines, subject to the final turbine model and layout selected. The planning application assesses turbine tip heights of up to approximately 310 metres. The project also includes associated offshore and onshore electricity transmission infrastructure to connect the wind farm to the national grid at Jamestown, County Dublin, as well as a proposed operations and maintenance base at Dún Laoghaire Harbour.</p>	32.9	1	<p>During the operational phase, the proposed development alone will have a significant, positive, and long-term residual effect through the generation of renewable energy and a reduction in the reliance on fossil fuels. Project ID #5 will also generate offshore renewable energy during the operational phase. Therefore, the cumulative effect of the proposed development in combination with Project 5 will be at least significant positive (or higher) and long term on the national electricity supply (due to the combined generation/connection of renewable energy into the grid).</p>	No proposed mitigation	<p>The cumulative effect of the proposed development in combination with Project ID #5 will be at least significant positive (or higher) and long term on the national electricity supply (due to the combined generation/connection of renewable energy into the grid). Therefore, there will be a likely significant direct positive cumulative effect predicted during the operation phase.</p>
28	314724	Railway/Metrolink – Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin (Metrolink)	0	1	<p>During the construction phase, the proposed development alone will have a negative, moderate and short-term effect on land use due to direct construction activities. There is the potential for construction overlap between the proposed development and Project ID #28. However, given that it will not be feasible for construction of different projects to be undertaken at the same time within the same footprint, and that Construction Environmental Management Plans have been prepared for all projects, no likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development.</p>	No proposed mitigation	<p>Project ID #28 is a railway project and will consume a considerable amount of power during the operational phase. Given that the proposed development will generate power, no likely significant direct or indirect cumulative effects are predicted on electricity supply.</p>
29	317831	Metrolink 110kV Proposed development of three 110kV electricity circuits	0	1	<p>During the construction phase, the proposed development alone will have a negative, moderate and short-term effect on land use due to direct construction activities. There is the potential for construction overlap between the proposed development and Project ID #29 at Belcamp substation. However, given that it will not be feasible for construction of different projects to be undertaken at the same time within the same footprint, and that Construction Environmental Management Plans have been prepared for all projects, no likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development.</p>	No proposed mitigation	<p>During the operational phase, the proposed development will have a positive, significant and long-term effect on electricity supply in Ireland. Project ID #29 also ties into the existing Belcamp substation and has agreement from Eirgrid that there will be sufficient capacity for the grid connection requirements for this project. Therefore, no likely significant direct or indirect cumulative effects are predicted.</p>

ID	Application Referance	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
32	320164	<p>The third of the infrastructural projects of the DART+ Programme to be delivered will be the DART+ Coastal North Project. This rail improvement project will provide an extension of the existing electrified rail network from Malahide to Drogheda MacBride stations and will provide the infrastructure to facilitate an increase to the rail capacity on the Northern Line between Dublin City Centre and Drogheda MacBride Station, including the Howth Branch.</p> <p>Granted permission in 2025</p>	0	1	<p>During the construction phase, the proposed development alone will have a negative, moderate and short-term effect on land use due to direct construction activities. There is the potential for construction overlap between the proposed development and Project ID #32. However, given that it will not be feasible for construction of different projects to be undertaken at the same time within the same footprint, and that Construction Environmental Management Plans have been prepared for all projects, no likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development.</p>	No proposed mitigation	<p>Project ID #32 is a railway project and will consume a considerable amount of power during the operational phase. Given that the proposed development will generate power, no likely significant direct or indirect cumulative effects are predicted on electricity supply.</p>
37	319422	<p>In accordance with Section 182A of the Planning and Development Act 2000, as amended, EirGrid plc, with the consent and approval of Electricity Supply Board (ESB), gives notice that it proposes to seek the approval of An Bord Pleanála in relation to the proposed development, being the East Meath – North Dublin Grid Upgrade project consisting of approximately 37.5 kilometres (km) of new 400 kilovolt (kV) underground cable circuit between the existing Woodland Substation in the townland of Woodland in County Meath, and the existing Belcamp Substation in the townlands of Clonshagh and Belcamp in Fingal, County Dublin. The Proposed Development will also involve works in the substations to facilitate the connection of the underground cable circuit to the electrical grid.</p> <p>Approximately 20.5km of the proposed underground cable circuit is located in County Meath and approximately 17km of the proposed underground cable circuit is located in Fingal.</p> <p>The Proposed Development will be located within the following townlands in Fingal: Court, Gallanstown, Yellow Walls, Hollywood, Irishtown, Spricklestown, Killamonan, Cherryhound, Ward Upper, Ward Lower, Newpark, Shallon, Corrstown, Common, Skephubble, Ballystrahan, Kilreesk, Kingstown, Barberstown, Pickardstown, Forrest Great, Forrest Little, Cloghran, Glebe, Baskin, Stockhole, Middletown, Clonshagh and Belcamp.</p> <p>The Proposed Development consists of the following principal elements: A. Installation of an underground cable circuit, approximately 37.5km in length, connecting Woodland Substation (400kV) in the townland of Woodland in County Meath, and Belcamp Substation (220kV) in the townlands of Clonshagh and Belcamp in Fingal.</p>	0	1	<p>During the construction phase, the proposed development alone will have a negative, moderate and short-term effect on land use due to direct construction activities. There is the potential for construction overlap between the proposed development and Project ID #37 at Belcamp substation. However, given that it will not be feasible for construction of different projects to be undertaken at the same time within the same footprint, and that Construction Environmental Management Plans have been prepared for all projects, no likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development.</p>	No proposed mitigation	<p>During the operational phase, the proposed development will have a positive, significant and long-term effect on electricity supply in Ireland. Project ID #37 also ties into the existing Belcamp substation and has agreement from Eirgrid that there will be sufficient capacity for the grid connection requirements for this project. Therefore, no likely significant direct or indirect cumulative effects are predicted.</p>
65	F25A/1191E/R3	<p>The proposed development comprises the installation of 25 no. Vertical-Axis Wind Turbines (VAWT), each of dimensions c.1.8m high with a base dimension of c.1.14 sq.m., located on the existing steel flow forge rooftop platform (c. 186 sq.m.) on the main shopping centre building.</p> <p>This renewable energy development is covered by the provisions of the Renewable Energy Directive III (Directive (EU) 2023/2413) and it is important to note that the planning application may be subject to section 34D of the Planning and Development Act 2000, as amended. When a notice issues in accordance with section 34D(b), the provisions of article 26A of the Planning and Development Regulations 2001 to 2025 shall apply.</p>	1.18	1	<p>During the operational phase, the proposed development alone will have a significant, positive, and long-term residual effect through the generation of renewable energy and a reduction in the reliance on fossil fuels.</p> <p>Should Project ID #65 be granted permission, Project ID #65 will also generate a quantity of renewable energy during the operational phase. Therefore, the cumulative effect of the proposed development in combination with Project ID #65 will be at least significant positive (or higher) and long term on the national electricity supply (due to the combined generation/connection of renewable energy into the grid).</p>	No proposed mitigation	<p>During the operational phase, the proposed development will have a positive, significant and long-term effect on electricity supply in Ireland. Project ID #65 will also have a positive, significant and long-term effect on electricity supply in Ireland. Therefore, no likely significant direct or indirect cumulative effects are predicted.</p>

ID	Application Referenace	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
89	2460766	<p>Permission for proposed development to consist of: (i) The construction of 5 no. wind turbines with the following parameters: a) Total tip height range of 179.5m – 180m, b) Rotor diameter range of 149m – 163m, c) Hub height range of 98m to 105m, (ii) Construction of turbine foundations, crane hardstand areas and assembly areas; (iii) All associated wind farm underground electrical and communications cabling connecting the turbines and meteorological mast to the proposed onsite electrical substation including cabling, in the public road corridor in the townlands of Gallstown and Kearneystown; (iv) Construction of 1 no. permanent 38kV electrical substation compound including a single-storey control building with welfare facilities, all associated electrical plant and equipment, security fencing, gates, all associated underground cabling, wastewater holding tank, and all ancillary structures and works in the townland of Piperstown. (v) A Battery Energy Storage System within the 38kV electrical substation compound; (vi) All works associated with the connection of the proposed wind farm to the national electricity grid which includes 5 no. of water crossings (3 no. bridges and 2 no. culverts). The provision of joint bays and associated communication chambers along the underground electrical cabling route via underground 38kV electrical cabling predominantly within the public road corridor, from the onsite substation in the townland of Piperstown to the existing Drybridge 110 kV Substation located in the townland of Tullyallen; (vii) Reinstatement of all road and track surfaces above cabling trench along existing roads and tracks in public lands; (viii) Provision of new site access tracks and upgrade of existing site tracks/roads to facilitate access to all onsite infrastructure this includes 3 no. water crossings, passing bays and all associated drainage; (ix) The provision of 2 no. new permanent site entrances for construction and operational access from the local road L6274 in the townlands of Kearneystown and Gallstown; (x) The permanent realignment of 1 no. existing entrance for construction and operational access to the 38kV electrical substation compound from the local road L2275 in the townland of Piperstown; (xi) Use of 1 no. existing site entrance for construction, operational access to the permanent met mast on a private road off local road L2275 in the townland of Drumshallon. (xii) The construction of 1 no. new temporary track in the townland of Castletown at the R162 / L-6274-0 Junction to facilitate the delivery of the turbine components during construction. This track will be temporarily re-installed as required during the operational phase; (xiii) 3 no. temporary construction compounds with associated temporary offices, staff facilities parking and security fencing in the townlands of Gallstown, Piperstown and Stonehouse; (xiv) 1 no. permanent meteorological mast of c.36m in height, and associated foundation and hard-standing area in the townland of Drumshallon; (xv) The provision of 2 no. permanent spoil storage areas; (xvi) Tree felling to facilitate the construction and operation of the proposed development; (xvii) Operational stage site signage; (xviii) All ancillary apparatus and site development works above and below ground, including soft and hard landscaping and drainage infrastructure. A 10-year planning permission and 35-year operational life from the date of commissioning of the entire wind farm is being sought. A design flexibility opinion issued by Louth County Council on 5th June 2024 accompanies this application. The details which are unconfirmed in this application are the turbine tip height, rotor diameter and hub height. The range of parameters under which the turbine dimensions will fall are specified on this site notice and in the design flexibility opinion. An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) have been prepared in respect of the proposed development and will be submitted to the planning authority with the application *Significant Further Information Received on 13/08/2025*Clarification of Further Information Received on 22/10/2025*</p>	25	1	<p>During the operational phase, the proposed development alone will have a significant, positive, and long-term residual effect through the generation of renewable energy and a reduction in the reliance on fossil fuels.</p> <p>Should Project ID #89 be granted permission, Project ID #89 will also generate a quantity of renewable energy during the operational phase. Therefore, the cumulative effect of the proposed development in combination with Project ID #89 will be at least significant positive (or higher) and long term on the national electricity supply (due to the combined generation/connection of renewable energy into the grid).</p>	No proposed mitigation	During the operational phase, the proposed development will have a positive, significant and long-term effect on electricity supply in Ireland. Project ID #89 will also have a positive, significant and long-term effect on electricity supply in Ireland. Therefore, no likely significant direct or indirect cumulative effects are predicted.

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
91	MaresConnect	MaresConnect is a planned 750MW subsea electricity interconnector linking the power grids of Ireland (Dublin) and Wales (Bodelwyddan) via high-voltage direct current cables. The project aims to improve energy security and lower consumer costs by enabling the two-way trade of renewable energy across the Irish Sea.	12.26091	2	<p>During the operational phase, the proposed development alone will have a significant, positive, and long-term residual effect through the generation of renewable energy and a reduction in the reliance on fossil fuels.</p> <p>Should Project ID #91 eventually be granted permission, Project ID #91 will support renewable energy generation through Ireland's increased interconnector capacity. Therefore, the cumulative effect of the proposed development in combination with Project ID #91 will be at least significant positive (or higher) and long term on the national electricity supply (due to the combined generation/connection of renewable energy into the grid).</p>	No proposed mitigation	During the operational phase, the proposed development will have a positive, significant and long-term effect on electricity supply in Ireland. Through the increased interconnector capacity Project ID#90 will bring to Ireland, Project ID #91 will also have a positive, significant and long-term effect on electricity supply in Ireland. Therefore, no likely significant direct or indirect cumulative effects are predicted.

Table A38.21: Cumulative Effects Assessment Matrix for Air Quality

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Adverse Cumulative Effect with 'Other Development'	Proposed Mitigation	Significant Adverse Residual Cumulative Effect
6	301908	<p>Greater Dublin Drainage Project consisting of a new wastewater treatment plant (WwTP) and sludge hub centre at Clonsaugh, underground orbital sewer from Blanchardstown to Clonsaugh and new pumping station at Abbotstown, new sewer to WwTP ,outfall pipeline and regional biosolids storage facility (RBSF). An EIAR and NIS were submitted with this application. The proposed GDDP orbital sewer will cross the R107 Malahide Road at Kinsaley and the R139.</p> <p>Construction is set to commence in 2026 with a four year programme</p>	0	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated.</p> <p>Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.
7	313182	<p>BusConnects Clongriffin to City Centre Core Bus Corridor Scheme. This scheme terminates at Northern Cross (intersection of R139 and R107).</p> <p>Permission granted in January 2024. Expiry Date January 2029. The construction phase is anticipated to last approximately 24 months.</p>	0	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated.</p> <p>Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.
8	316444	<p>PROTECTED STRUCTURE: Conversion of stables of Auburn House to provide for storage space for the main Auburn House and construction of 69 residential units and associated surface level car/bicycle parking with refuse stores, bicycle store and plant at ground floor level; landscaping; boundary treatments; public lighting; 1 ESB unit substation.</p> <p>The construction of a vehicular and pedestrian/cycle access from Carey's Lane and all associated site infrastructure and engineering works necessary to facilitate the development.</p> <p>Located on lands at Auburn House off the R107 Malahide Road/Dublin Road, Malahide, Co. Dublin. Access to the site is off the R107 Malahide Road/Dublin Road. An EIAR and NIS were submitted with this application.</p> <p>Granted Permission 2024. Construction active through 2026.</p>	0	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Adverse Cumulative Effect with 'Other Development'	Proposed Mitigation	Significant Adverse Residual Cumulative Effect
		Refer also to Project No. 46, 52 and 60			However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated. Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.		
9	312264	Amendments to previously permitted ABP-310077-21 to reduce the number of apartments from 260 no. to 258 no. to facilitate increased provision of residential amenity facilities. Located at Belmayne P4, at the corner of Churchwell Road and Churchwell Crescent, Belmayne, Dublin 13. Granted in 2022 with an expiry date of February 2027. It is anticipated that construction will be completed in Q1 2027	0.12	1	During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation. Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated. Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.
10	312003	Removal of existing substructures (basement) on site and a 7-year permission for the construction of 730 no. apartments, creche and associated site works. Lands located at Parkside 5B, Parkside, Dublin 13. (www.parkside5shdplanning.com). Permission granted in April 2022. Expiry date April 2027.	0.13	1	During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation. Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of these projects will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated. Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.

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11	313144	312 no. residential units (205 no. houses, 107 no. apartments), childcare facility and associated site works. Lands located in the townland of Regles, Minister's Road, Lusk, Co. Dublin. (www.luskregles.ie) Permission granted in March 2023. Expiry date March 2028.	0.25	1	During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation. Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated. Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.
12	314169	40 residential units, childcare facility and café. Lands located at Belcamp Hall (Protected Structure), Malahide Road, Belcamp, Dublin 17 Permission granted in August 2023. Expiry date August 2028	0.3	1	During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation. Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated. Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.
13	313302	Removal of the temporary site structures, construction of a total of 377 no. residential units (173 no. houses, 204 no. apartments), creche and associated site works. Lands to the north of Rathbeale Road and to the west of and north of Miller's Avenue and Glen Ellan Road, Oldtown, Swords, Co. Dublin. (www.oldtownshd.ie) Permission granted in February 2023. Expiry date February 2028.	0.35	1	During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation. Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.

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					likely significant adverse cumulative effects on air quality are anticipated. Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.		
14	313362	650 no. residential units (265 no. houses, 385 no. apartments) creche and associated site works. Lands to the south of Rathbeale Road and to the north and south of Main Street, Mooretown Distributor Road, Celestica/Motorola site, Swords, Co. Dublin. (www.mooretownshd.ie) Permission granted in March 2023. Expiry date March 2028.	0.35	1	During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation. Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated. Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.
21	F21A/0668	The removal of all existing temporary school buildings, demolition of existing school building & associated site works, construction of a new two storey school building comprising of 19 classrooms, 10 resource rooms, 1 staff room, 2 staff offices, 1 General Purpose Hall and associated storage rooms/servery, 1 multi-purpose room, staff and student toilets, 1 library/ resource room, 2 base classrooms for special needs unit, 1 central activities space and ancillary accommodation/ plant rooms, all associated external works including provision of new vehicular and pedestrian entrances, Internal bus set-down, staff car parking, cycle parking, Sensory Garden, 1 no. ball court, 1 Hard play area, 1 soft play area, proprietary wastewater system, storm drainage system, landscaping, and boundary treatments. Lands located at St. Molaga's Senior National School, Drogheda Street, Balbriggan, Co Dublin, K32Y662 Planning was granted in October 2022. Expiry date October 2027.	0	1	During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation. Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated. Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.

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22	F21A/0647	<p>The proposed development will consist of: the construction of 87 no. residential dwellings comprising 46 no. terraced houses (comprising 34 no. three-bedroom two storey houses and 12 no. four-bedroom three storey houses, including private rear gardens); 38 no. duplex apartments (comprising 10 no. one-bedroom units, 19 no. two-bedroom units, 9 no. three-bedroom units, including balconies and terraces) arranged in two and three storey buildings; and 3 no. three-bedroom apartment units (including terraces) above 3 no. ground floor retail units (c. 261 sq m GFA in total), arranged in three storey buildings.</p> <p>The proposed development will also comprise: a two storey Licensed Convenience Foodstore (c. 1,315 sq m net sales area/2,347 sq m. GFA), including ancillary Off License sales area, ancillary storage, staff and customer facilities; 94 no. undercroft car parking space and loading bay; and associated signage consisting of 2 no. internally illuminated fascia signs (c. 5.1 sq m and c. 5.1 sq m), 1 no. illuminated fascia sign c. 1.8 sq m, 1 no. double sided internally illuminated pole sign to include opening hours with a total area (front and back) of c. 13.5 sq m.</p> <p>The development will also include: a Civic Space (c. 1,877 sq m) located on the western side of Malahide Road; demolition, relocation and reconstruction of the existing stone wall adjacent to Malahide Road; vehicular, cycle and pedestrian access and egress points via Malahide Road (with associated works to Malahide Road comprising the provision of a cycle path, footpath and grass verge); emergency vehicular access only via Baskin Lane; 174 no. car parking spaces at surface level; 88 no. long-term bicycle parking spaces and 46 no. short-stay bicycle parking spaces (134 no. bicycle parking spaces in total); internal roads and pathways; bicycle stores; provision of private and public open spaces; play area; drainage attenuation; ESB point of supply kiosks; hard and soft landscaping; boundary treatments; changes in level; services provision and related pipework; electric vehicle charging points; ducting; SUDS features; public lighting; and all ancillary site development works above and below ground. A Natura Impact Statement will be submitted to the planning authority with this application.</p>	0	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated.</p> <p>Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.
23	F21A/0681	<p>Mayne Stability Limited submitted an application for permission to FCC and DCC for a period of 10 years development of a Synchronous Compensator Development (Grid Stabilisation Facility) on the site of c. 1.65 ha at lands south of Belcamp 220kV Substation, Belcamp, Dublin 17. The proposed development will consist of the following elements within the administrative boundary of Fingal County Council. a) A Grid Stabilisation Facility containing 1 No. High Inertia Synchronous Compensator (HISC) unit enclosed within a steel clad framed style structure (12.1m max height) and supported by 8 No. electrical equipment containers (containing ancillary power supply products including a static frequency converts, MV switchgear, exciters, LV distribution, control room, welfare and office), main, auxiliary & start-up electrical transformers, generator circuit breaker, switchgear equipment, External cooler units and 1 No. back up diesel generator and associated diesel storage tank;</p> <p>b) A 220kV High Voltage Gas Insulated Switchgear (GIS) compound containing a GIS building with all control & HV equipment within a single storey building (13.2m max height). The building will be surrounded by a compound road and contained within a 2.6m high galvanised steel palisade fence;</p> <p>c) A 220kV underground cable to the existing adjoining Eirgrid substation boundary;</p> <p>d) Associated elements comprising a clear span bridge over the River Mayne, various underground cables and ducts, equipment plinths, boundary security fence, compound lighting and palisade gates and fencing, security lighting, CCTV, internal access roads, hardstanding areas and all necessary foundations works for the above compounds. A concurrent planning application also made to Dublin City Council (see which relates to a portion of lands to the south of the site of c. 0.94 ha which provides for a new access entrance from the R139 and a clear span bridge crossing over the River Mayne, internal access tracks, security fencing, temporary construction compound, landscaping, and drainage.</p> <p>Permission granted in October 2022. Expiry date October 2032</p>	0	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated.</p> <p>Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.

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24	SHD/007/21	<p>ABP-313144-22 To view details of this development please visit www.luskregles.ie</p> <p>The development will consist of 312 no. dwellings, comprised of 205 no. 3 & 4 bed, 2 & 3 storey, detached, semi-detached & terraced houses, 40 no. 2 & 3 bed apartment / duplex units in 3 no. 3 storey blocks (comprised of Duplex Types A1, A2, B1 & B2), and 67 no. 1, 2 & 3 bed apartments in 2 no. blocks (comprised of Block C, being 3 storeys, and Block E, being 2-5 storeys over basement level). The development also includes a 1-2 storey crèche (c. 484.6m²) with associated outdoor space to the rear. Access to the development will be via 2 no. vehicular access points from Minister's Road, along with the provision of a roadside footpath and cycle path along the front of the site at Minister's Road. The proposed development also provides for: (i) all associated site development works above and below ground, (ii) public open spaces (c. 0.99 ha / 9,999m²), (iii) communal open spaces (c. 1,849m²), (iv) hard & soft landscaping & boundary treatments, (v) basement & surface car parking (Total: 583 no. car parking spaces, including EV parking), (vi) basement & surface bicycle parking (Total: 498 no. bicycle parking spaces), (vii) bin & bicycle storage, (viii) public lighting, and (ix) 2 no. ESB sub-stations, all on an overall application site area of 8.3 ha. Permission was granted in March 2023. Expiry date March 2028.</p>	0.25	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated.</p> <p>Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.
25	F21A/0488	<p>Construction of 77 no. residential units (20 no. 1-bedroom units; 55 no. 2-bedroom units and 2 no. 3-bedroom units) across 2 no. apartment blocks as follows; Block 1 with is a part 3 and part 4 storey apartment block comprising 51 no. units (16 no. 1 bedrooms; 33 no. 2 bedrooms and 2 no. 3 bedroom units) with balconies/terraces to all units; Block 2, which is a part 3 and part 4 storey apartment block comprising 26 no. units (4 no. 1 bedrooms and 22 no. 2 bedroom units) with balconies/terraces to all units. 65 no. surface level parking spaces, a total of 184 no. bicycle parking spaces (comprising 88 no. resident spaces and 26 no. visitor spaces in Block 1 and 56 no. resident spaces and 14 no. visitor spaces in Block 2); bin stores; landscaping and boundary treatments. The proposed development also consists of all associated site infrastructure and engineering works necessary to facilitate the development (on foot of planning permissions granted under Reg. Refs. F15A/0609, PL06F.248052; F18A/0058; F19A/0220 and F19A/0221). No works are proposed which directly affect the structures at Belcamp Hall (a protected structure), or any other protected structures associated with it. Permission was granted in August 2023. Expiry date August 2028.</p>	0.25	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated.</p> <p>Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.

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26	LRD6017/22-53	<p>The proposed development seeks amendments to the previously approved Strategic Housing Development (granted under ABP Ref. 310944-21). The proposed amendments are to the previously permitted Blocks C & D and comprise of the omission of 43 no. studio apartments, which are to be replaced by 27 no. 1-bed apartments and 1 no. 2-bed apartments.</p> <p>The proposed amendments to Block C & D will also comprise a minor projection to the north of Block D at Level 5 and Level 6 to facilitate the replacement of a studio apartment with a 1 bedroom apartment at each floor; minor associated elevational changes to Blocks C & D; minor amendments to the plant and pv solar panels at roof level as well as a reduction of car parking spaces at the Level 00 parking area at Blocks C & D. Minor amendments to the landscape are also proposed to accommodate conditions attached to ABP Ref. 310944-21. There are no amendments proposed to the previously permitted Blocks A & B, or the previously permitted boundary and engineering details of the previously permitted scheme. Blocks C & D shall now provide for the following:</p> <p>Block C - a 6 storey (5 storeys rising to 6 storeys) apartment block comprising 110 no. apartments as follows: 5 no. studio units, 65 no. 1 bedroom apartments and 40 no. 2 bedroom apartments) all with terraces or balconies, which will be to the north, east, south and west elevations.</p> <p>Block D - a 7 storey (5 storeys rising to 7 storeys) apartment block comprising 100 no. apartments comprising 51 no. 1 bedroom apartments and 49 no. 2 bedroom apartments all with terraces or balconies, which will be to the north, east, south and west elevations. The overall development will now provide for 397 no. units (previously 410 no. units were permitted under ABP Ref. 310944-21) comprising 20 no. studio apartments, 170 no. 1 bedroom apartments and all associated site development works necessary to facilitate the proposed development.</p> <p>The application may also be inspected online at the following website set up by the applicant: www.holeinthewallroadlrd.ie</p> <p>Permission was granted in September 2022 with an expiry date of January 2027</p>	0	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated.</p> <p>Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.

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27	3757/20	<p>LAW: Planning and Development Act 2000 (as amended) Planning and Development Regulations 2001(as amended) - Part 8 Pursuant to the requirements of the above, notice is hereby given by Dublin City Council of the proposal to construct the following scheme: Comprising 12 No. apartments arranged in four blocks (hereinafter called Block A, B, C & D) with associated car parking and site amenity space. The proposed new buildings are two-storey in height. Each two-storey block has two dwelling units on the ground floor (one 1-bedroom apartment and one 2-bedroom apartment) and one dwelling unit on the first floor level (one 3 -bedroom apartment). Each apartment has own-door access, with dedicated external stairs at Block A, B, C & D serving the apartment units at first floor level. Block A is accessed from Moatview Drive (West); Block B is accessed from Belcamp Crescent (North); Block C is accessed from Belcamp Crescent (East) and Block D is accessed from Belcamp Avenue (South). Dedicated bin and bicycle storage are provided at ground floor level for all apartments. The existing car parking bays at the terminus of Moatview Drive (West), Belcamp Crescent (North), Belcamp Crescent (East) and Belcamp Avenue (South) are proposed to be modified to provide 3 no. (12 no. total, to include 7 no. disabled) car parking spaces at Block A, B, C & D. The existing services access wayleave for the existing ESB substation at Belcamp Avenue (South) is to be retained. The proposal includes private amenity space at ground level, serving the ground floor apartments and a screened rooftop terrace, which provides private amenity space for the 3-bed units at first floor level. The Local Authority has concluded following a preliminary examination that there is no real likelihood of the proposed development having significant effects on the environment and therefore an EIAR is not required. Plans and Particulars of the proposed development may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy for a period of 4 weeks from Wednesday 18th November during public opening hours at the offices of Dublin City Council, Public Counter, Planning and Property Development Department, Block 4, Ground Floor, Civic Offices, Wood Quay, Dublin 8, Monday-Friday 09.00 hrs to 16.30 hrs. The proposal can also be viewed at Dublin City Council, North Central Area Office, Northside Civic Centre, Bunratty Road, Coolock, Dublin 17, Monday-Friday 09.30 hrs to 16.00 hrs. A submission or observation in relation to the proposed development, dealing with the proper planning and sustainable development of the area in which the development would be situated may be made in writing to: The Executive Manager, Planning and Development Department, Dublin City Council, Civic Offices, Wood Quay, Dublin 8, or online at https://consultation.dublincity.ie/ before 16.30 hrs on Thursday 7th January 2021.</p> <p>Permission granted Feb 2021 with expiry date of Feb 2027</p>	0.36	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation. Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated. Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.
28	314724	Railway/Metrolink – Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin (Metrolink)	0	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation. Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated during the construction phase.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.

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					anticipated. Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.		
29	317831	Metrolink 110kV Proposed development of three 110kV electricity circuits	0	1	During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation. Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated. Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.
30	F23A/0492	NIS The site is located east of the R107 and south of Mabestown House residential property. The proposal will comprise a residential development of 2-3 storey houses consisting of 52 no. units (7 no. 2 beds, 31 no. 3 beds, 8 no. 4 beds and 6 no. 5 beds) within terraced and semi-detached arrangements. Provision of car and cycle parking, new residential streets, open spaces, play area, and provision of new site entrance from the R107. All associated site development works, landscaping, boundary treatments, and services provision. A Natura Impact Statement (NIS) has been prepared in respect of the proposed development. Permission granted following appeal in Jan 2025.	0	1	During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation. Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated. Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.

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31	4137/23	<p>Lands at 1 & 2 Hawthorn Cottages, Malahide Road, Dublin 17, D17 HD39. Permission for the proposed development will consist of demolition of the existing residential property and existing derelict residential property. The construction of a residential development consisting of two blocks with a total of 79 residential apartments. Block A is located to the east of the site and includes 24no. 2 bed apartments and 12no. 1 bed apartments. Block B is on the west side of the site and includes 30 no 3 bed apartments; and 13 no 1 bed apartments. All apartments have private space in the form of balconies/terraces. Block A ranges from 6-8 to storeys in height and Block B is 7-8 storey in height excluding basement. The proposed development including communal amenity spaces located centrally at ground level and on the roofs of Block A and in Block B. The basement contains parking for 56 spaces including 4 no disabled spaces and motorcycle parking along with electric vehicle parking and is accessed via a new vehicle entrance and ramp from Malahide Road. New boundary treatments and communal bike stores, bin stores are proposed. A children's play area and crèche is included. Associated groundworks, landscaping, drainage including SUDS measures, lighting engineering and ancillary works necessary to facilitate the development. This application is accompanied by a Natura Impact Assessment.</p> <p>Grant March 2024. Expiry date March 2029.</p>	0.05	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated.</p> <p>Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.
32	320164	<p>The third of the infrastructural projects of the DART+ Programme to be delivered will be the DART+ Coastal North Project. This rail improvement project will provide an extension of the existing electrified rail network from Malahide to Drogheda MacBride stations and will provide the infrastructure to facilitate an increase to the rail capacity on the Northern Line between Dublin City Centre and Drogheda MacBride Station, including the Howth Branch.</p> <p>Granted permission in 2025</p>	0	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated.</p> <p>Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.
33	304624	<p>The Fingal Coastal Way is a proposed greenway extending from Newbridge Demesne in Donabate to the Fingal county boundary, north of Balbriggan. The overall length of the scheme will be approximately 32km, depending on the final route selected. The Fingal Coastal Way is envisaged to be a flagship scheme for tourism in the county with the potential to promote and enhance the local tourist economy.</p>	0	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.

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					with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated. Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.		
34	310145	<p>R132 Connectivity Project - Fingal County Council, in conjunction with the National Transport Authority is proposing to carry out upgrade works to the R132 in Swords. Lands at Along existing R132 situated between Lissenhall Interchange and Pinnockhill Junction, to the east of Swords Town Centre, Co. Dublin</p> <p>The proposed works include the following:</p> <ol style="list-style-type: none"> Upgrade works between the north of Pinnock Hill Roundabout and north of Estuary Roundabout, to facilitate installation of new protected cycle and pedestrian facilities, retention of one bus and one general traffic lane in each direction, removal of hard shoulders and/or general traffic lanes, and reduction in speed limit to 50km/h. Three new signal controlled crossing points provided along the R132 located as follows: <ol style="list-style-type: none"> North of Pinnockhill Roundabout Adjacent existing Chapel Lane/Ashley Avenue overbridge North of Estuary Roundabout. The following three existing roundabouts will be changed to signalised intersections to facilitate pedestrian and cyclist facilities: <ol style="list-style-type: none"> Malahide Road Roundabout Seatown Roundabout Estuary Roundabout. Partial/full closure of Drynam Road connection to the R132/Malahide Road Roundabout <p>Granted in January 2022. Expiry date January 2027.</p>	0	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated.</p> <p>Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.
36	312855	<p>Construction of 87 residential dwellings and 3 ground floor retail units. Located at Lands located west of Malahide Road and north of Baskin Lane, Malahide Road, Kinsealy (also Kinsaley), Dublin 17</p> <p>Granted by An Bord Pleanála on April 2024. Expiry date April 2029.</p>	0	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated.</p> <p>Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.

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37	319422	<p>In accordance with Section 182A of the Planning and Development Act 2000, as amended, EirGrid plc, with the consent and approval of Electricity Supply Board (ESB), gives notice that it proposes to seek the approval of An Bord Pleanála in relation to the proposed development, being the East Meath – North Dublin Grid Upgrade project consisting of approximately 37.5 kilometres (km) of new 400 kilovolt (kV) underground cable circuit between the existing Woodland Substation in the townland of Woodland in County Meath, and the existing Belcamp Substation in the townlands of Clonshagh and Belcamp in Fingal, County Dublin. The Proposed Development will also involve works in the substations to facilitate the connection of the underground cable circuit to the electrical grid.</p> <p>Approximately 20.5km of the proposed underground cable circuit is located in County Meath and approximately 17km of the proposed underground cable circuit is located in Fingal.</p> <p>The Proposed Development will be located within the following townlands in Fingal: Court, Gallanstown, Yellow Walls, Hollywood, Irishtown, Spricklestown, Killamonan, Cherryhound, Ward Upper, Ward Lower, Newpark, Shallon, Corstown, Common, Skephubble, Ballystrahan, Kilreesk, Kingstown, Barberstown, Pickardstown, Forrest Great, Forrest Little, Cloghran, Glebe, Baskin, Stockhole, Middletown, Clonshagh and Belcamp.</p> <p>The Proposed Development consists of the following principal elements: A. Installation of an underground cable circuit, approximately 37.5km in length, connecting Woodland Substation (400kV) in the townland of Woodland in County Meath, and Belcamp Substation (220kV) in the townlands of Clonshagh and Belcamp in Fingal.</p>	0	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated.</p> <p>Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.
38	4137/23	<p>Permission for the proposed development will consist of demolition of the existing residential property and existing derelict residential property. The construction of a residential development consisting of two blocks with a total of 79 residential apartments. Block A is located to the east of the site and includes 24no. 2 bed apartments and 12no. 1 bed apartments. Block B is on the west side of the site and includes 30 no 3 bed apartments; and 13 no 1 bed apartments. All apartments have private space in the form of balconies/terraces. Block A ranges from 6-8 to storeys in height and Block B is 7-8 storey in height excluding basement. The proposed development including communal amenity spaces located centrally at ground level and on the roofs of Block A and in Block B. The basement contains parking for 56 spaces including 4 no disabled spaces and motorcycle parking along with electric vehicle parking and is accessed via a new vehicle entrance and ramp from Malahide Road. New boundary treatments and communal bike stores, bin stores are proposed. A children's play area and crèche is included. Associated groundworks, landscaping, drainage including SUDS measures, lighting engineering and ancillary works necessary to facilitate the development. This application is accompanied by a Natura Impact Assessment.</p>	0	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated.</p> <p>Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.
45	F24A/0675E	<p>The site is located to the east of the R107 and south of Mabestown House residential property.</p> <p>The proposal will comprise a residential development of 2-3 storey houses(32 no.) and duplexes/apartments (16 no.), providing a total 48 no. units (10 no. 2 beds, 36 no. 3 beds and 2 no. 5 beds) within terraced and semi-detached arrangements.</p> <p>Provision of car and cycle parking, new residential streets, open spaces, play area, and provision of new site entrance from the R107. All associated site development works, landscaping, boundary treatments, and services provision.</p> <p>A Natura Impact Statement (NIS) has been prepared in respect of the proposed development.</p> <p>AI Received 29/11/2024 CAI received 06/02/2025</p>	0	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions.</p> <p>Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.

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46	F24A/0811E	<p>The proposed development will consist of amendments to the previously permitted development at the subject site, granted under Reg. Ref. F22A/0580 (ABP Ref. 316498-23). The proposed amendments relate solely to a total of 28 of the previously permitted houses (comprising 1 no. 3-bedroom unit and 27 no. 4-bedroom units) to be replaced by 28 no. houses (comprising 1 no. 2-bedroom unit and 27 no. 4-bedroom units). These changes shall consist of the following:</p> <p>Previously approved plots 1-12, comprising House Type E (4 bedroom 2 storey mid-terrace unit), House Type E1 (4 bedroom 2 storey end of terrace unit), House Type E2 (4 bedroom 2 storey end of terrace unit), and House Type F (4 bedroom 2 storey end of terrace unit), located at the south-easternmost side of Little Auburn (a total of 12 no. houses) to be replaced with House Type nE (4 bedroom, 2 storey mid-terrace unit), House Type nE1 (4 bedroom, 2 storey end of terraced unit), House Type nE2 (4 bedroom, 2 storey end of terrace unit), House Type nF3b (4 bedroom, 2 storey end of terrace unit) and House Type nH (2 bedroom, 2 storey mid terrace unit) with associated reductions in these gardens;</p> <p>Previously approved plots 37-52, comprising House Type C (3 bedroom 2 storey mid-terrace unit), House Type C2 (4 bedroom 2 storey end of terrace & semi-detached unit), House Type D (4 bedroom 2 storey semi-detached unit), House Type E (4 bedroom 2 storey mid-terrace unit), House Type E1 (4 bedroom 2 storey end of terrace unit), House Type F (4 bedroom 2 storey end of terrace unit) and House Type F1 (4 bedroom 2 storey semi-detached unit), located at the north-easternmost side of Little Auburn (a total of 16 no. houses) to be replaced with House Type nC2 (4 bedroom, 2 storey end of terrace & semi-detached unit), House Type nC3 (4 bedroom, 2 storey mid-terrace unit), House Type nD (4 bedroom, 2 storey semi-detached unit), House Type nE (4 bedroom, 2 storey mid-terrace unit), House Type nE1 (4 bedroom, 2 storey end of terraced unit), House Type nF3a (4 bedroom, 2 storey semi-detached unit) and House Type nF3b (4 bedroom, 2 storey end of terrace unit).</p> <p>The proposed development will also comprise of in curtilage car parking; boundary treatment; landscaping works; bicycle and bin stores, and all other ancillary site development works that are necessary to accommodate these proposed amendments.</p> <p>See also Project No. 8, 52 and 60</p>	0	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated.</p> <p>Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.
47	F24A/1004E	<p>We McHale Plant Hire Limited intend to apply for Planning Permission for the inclusion of a new foul sewer rising main and portion of gravity foul sewer plus associated decommissioning and removal of an existing on-site wastewater treatment plant at Staffordstown Business Park, Turvey, Donabate, Co. Dublin.</p> <p>The proposed foul sewer rising main will serve the Business Park by forming connection with an existing pump station on site with this rising main routed out of the Business Park down Turvey Avenue public road to the east, 2.5km approx. to a new discharge manhole connected to a proposed gravity foul sewer (ca. 585m long) to subsequently form connection with the existing Uisce Eireann foul sewer on Turvey Avenue adjacent to Turvey Woods Residential Development.</p> <p>The placement of this rising main will result in the decommissioning and removal of the existing treatment plant and associated percolation area in the Business Park.</p>	0	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.

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					with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated. Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.		
48	F24A/1010E	<p>The applicant Intends to apply for Permission at this site, at Lands in the Townland Of Kinsaley and Including Part Of The Grounds Of Lamorlaye, Back Road, Malahide, Co. Dublin. The proposed development consists of 83no. 2-storey houses (20no. 3-bed houses and 63no. 4-bed houses), a 2-storey childcare facility (c. 170.0sqm) and associated outdoor play space (c. 88sqm); primary vehicular, cyclist and pedestrian access serving the development is via a new entrance off Back Road, which will also serve as the modified access to the existing house at Lamorlaye; a secondary pedestrian and cyclist only access to the scheme and pedestrian entrances to 5no. houses are also provided off Back Road; 180no. total car parking spaces, including 2no. creche car parking spaces; Bicycle parking is provided in the curtilage of the houses, with 4no. bicycle spaces provided for the childcare facility; all ancillary site development and landscape works, including hard and soft landscaping and boundary treatment works, public open space (c. 2,637sqm); 1no. ESB substation; Demolition of out buildings/stables in the grounds of Lamorlaye; provision of temporary foul sewage pumping station; laying a foul rising main along Back Road from the proposed new access to the development eastward to Kinsealy Lane and 198m southwards along Kinsealy Lane; all on a site of approximately 3.14Ha.</p> <p>AI Rcvd 11/3/25 Including NIS</p> <p>SAI received 20/03/25</p>	0.19	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated.</p> <p>Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.
52	F25A/0226E	<p>We, Kinwest Ltd., intend to apply for planning permission for development on lands at Auburn House (Protected Structure) and Little Auburn off the R107 Malahide Road/Dublin Road, Malahide, Co. Dublin. The lands are generally bound by the R107 road to the east, 'Beech Lodge', 'Bellmont', 'The Lodge', 'Bellview', and 'Elgin' to the south, and Abington to the northeast and west.</p> <p>The proposed development will consist of amendments to the previously permitted development at the subject site, granted under Reg. Ref. F24A/0812E (which previously amended Reg. Ref. F22A/0580 / ABP Ref. 316498-23). The proposed amendments relate solely to 6 no. house plots, Nos. 19, 20, 21, 28, 29, and 30. The proposed amendments consist of the following:</p> <p>(a) Change of house type at Plot 20 from the previously approved House Type nCa, mid-terrace 2-storey, 3-bedroom house, to now provide House Type nC5 mid-terrace, 2-storey, 4-bedroom house with associated amendments to the rear gardens of Plot 19 and Plot 21 to accommodate this change of house type.</p> <p>(b) Change of house type at Plot 29 from the previously approved House Type nCb, mid-terrace 2-storey, 3-bedroom house, to now provide House Type nC3, mid-terrace, 2-storey, 4-bedroom house, with associated amendments to the rear gardens of Plot 28 and Plot 30 to accommodate this change of house type.</p> <p>(c) And all other ancillary site development works that are necessary to accommodate these proposed amendments.</p> <p>See also Project No. 8, 46 and 60</p>	0	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links.</p> <p>However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.

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					Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.		
54	F25A/0663E	<p>Kavco CL Project Limited, intend to apply for planning for a residential development on lands at Le Rondini, Carr's Lane, Dublin 17, D17 DY20. The proposed development will consist of the demolition of the existing single storey, detached dwelling, known as Le Rondini, and the construction of 55 no. residential units (43 no. houses and 12 no. duplex units), all of which will be provided as follows:</p> <p>(a) 43 no. houses (35 no. 3-bed houses and 8 no. 4-bed houses end-terraced and mid-terraced houses, all two storeys in height, with external bin stores and bike stores to the rear;</p> <p>(b) 12 no. duplex units comprising of 6 no. 2-bed/3 person units at ground level and 6 no. 3-bed units over first and second floor levels, in a building three storeys in height, and all units provided with private balconies/terraces, with a detached single storey communal bin store and bike store</p> <p>(c) 1 no. detached ESB substation;</p> <p>(d) a total of 52 no. car parking spaces at surface level; bicycle parking;</p> <p>(e) Reduction in height of the existing stone wall to the front of the property and modifications to the existing vehicular access from Carr's Lane; footpaths, including pedestrian connection into the adjoining Saint Doulagh's Oaks to the east; landscaping including play equipment; boundary treatments; and public lighting; and all associated engineering and site works necessary to facilitate the development.</p> <p>Additional Information Received 5/11/2025 Significant Additional Information Received 10/11/2025 Clarification of Significant Additional Information Received 13/02/206</p>	0.05	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated.</p> <p>Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.
55	F25A/0689E	<p>NIS</p> <p>The development will comprise the demolition of an existing, detached house and outbuildings, and construction of a 3-storey residential development of 59 units comprising 17 no. houses (14 no. 4-bed and 3 no. 5-bed); 30 no. duplex apartments (15 no. 2-bed and 15 no. 3-bed) within 3 no. blocks, and 12 no. apartments (9 no. 1-bed and 3 no. 2-bed) within 1 no. block.</p> <p>Provision of car and cycle parking, new residential streets, open spaces, play area, and upgrade of existing site entrance from the R107. All associated site development works, landscaping, boundary treatments, wastewater and services provision (including wastewater pumping station). A Natura Impact Statement (NIS) has been prepared in respect of the proposed development.</p> <p>Additional Information Received 21/11/2025 Significant Additional Information received 26/11/25 Clarification of Significant Additional Information Received 04/03/2025</p>	0	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links.</p> <p>However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated.</p> <p>Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.

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57	F25A/0710E	<p>The development will consist of a Park & Ride facility with a total of 733 car parking spaces, including 522 standard spaces, 37 spaces for mobility-impaired users (including 29 standard and electric vehicle charging spaces, along with 8 larger spaces), 72 spaces designated for electric vehicles and an additional 72 space futureproofed for electric vehicles. Additionally, the facility will include 3 bus bays and passenger shelters to enhance accessibility and convenience for users. Provision for active travel will be made with a hardstanding area for a bike shelter and lockers. The scheme will also include hard and soft landscaping, planting, lighting, boundary treatments, surface-foul water drainage, public lighting, CCTV, ESB substation, and all other associated and ancillary works. An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) will be submitted to the Planning Authority with the planning application and the EIAR and NIS will be available for inspection or purchase for a fee not exceeding the reasonable cost of making a copy during office hours at the offices of the Planning Authority.</p> <p>Additional Information Received 30/01/2026 Significant Further Information Received 20/02/2026</p>	0	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated.</p> <p>Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.
58	F25A/0776E	<p>The development will consist of amendments to the grid connection infrastructure between the approved solar photovoltaic ("PV") energy development on lands at Mainscourt, Ballyboghil, Co. Dublin and the ESB Mountgory 38kV Substation, Swords Business Park, Swords, Co. Dublin permitted under Register Reference F22A/0365 comprising the laying of underground electricity cables in ducts and associated infrastructure within the margin of the R132 road and also beneath a portion of Balheary Park including under the Ward River by means of horizontal directional drilling. A Natura Impact Statement (NIS) will be submitted to the Planning Authority with the application.</p> <p>Additional Information Received 29/10/2025 Clarification of Additional Information Received 13/02/2026</p>	0.1	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links.</p> <p>However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated.</p> <p>Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.
59	F25A/0947E	<p>The development will consist of a new HGV vehicle maintenance and testing centre, including ancillary offices and staff facilities, a detached security hut, along with all hard and soft landscaping, boundary treatments, external lighting, PV panels, EV chargers, LED signage, a new vehicular entrance, car parking, bicycle parking, HGV parking, a truck wash facility, external roof ladder, smoking shelter, and all associated site development works. A Natura Impact Statement (NIA) accompanies this planning application.</p>	0.06	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.

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					However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated. Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.		
60	F25A/0999E	<p>We, Kinwest Ltd., intend to apply for planning permission for development on lands at Auburn House (Protected Structure) and Little Auburn off the R107 Malahide Road/Dublin Road, Malahide, Co. Dublin. The lands are generally bound by the R107 road to the east, 'Beech Lodge', 'Bellmont', 'The Lodge', 'Bellview', and 'Elgin' to the south, and Abington to the northeast and west.</p> <p>The proposed development will consist of amendments to the previously permitted development at the subject site, granted under Reg. Ref. F22A/0580 / ABP-316498-23 (as amended by F24A/0811E, F24A/0812E and F25A/0226E), and Reg. Ref. F22A/0581 /ABP-316504-23 (as amended by F24A/1179E).</p> <p>The proposed amendments will provide for the addition of 2 no. houses, comprising 1 no. House Type nA5 (2-storey 3-bedroom detached unit), and 1 no. House Type A13 (2-storey, 4-bedroom detached unit) to the north of the development permitted under Reg. Ref. F22A/0580 / ABP-316498-23 (as amended by F24A/0811E, F24A/0812E and F25A/0226E), along with in curtilage car parking. The proposed amendment will also include remodeling of the attenuation basin, the out of bank storage, and the play equipment in the open space of the previously permitted layout (Reg. Ref. F22A/0580 / ABP-316498-23 and Reg. Ref. F22A/0581 / ABP-316504-23); along with associated boundary treatment; landscaping works; and all other ancillary site development works that are necessary to accommodate these proposed amendments.</p> <p>See also Project No. 8, 46 and 52</p>	0	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated.</p> <p>Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.
63	F25A/1084E	<p>Planning Permission for: construction of a new handball alley with a concrete playing area, and all associated site and ancillary works within the existing grounds.</p>	0.44	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated.</p> <p>Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.

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66	F25A/1215E	<p>We, the Health Service Executive (HSE), intend to apply for planning permission for a new purpose-built Community and Social Care campus on lands (0.50Ha) at Bremore Castle, Hamlet Lane, Townland of Bremore, Balbriggan, Co. Dublin. The proposed development will include:</p> <p>a) A two-storey Children's Disability Network Team (CDNT) building to the north-east (901 sqm), supporting children and young people with disabilities and their families through therapy, early intervention, and multidisciplinary services;</p> <p>b) A single-storey Adult Respite Centre to the west (326 sqm), providing short-term home-from-home residential breaks for adults with disabilities;</p> <p>c) A single-storey Adult Day Service Centre to the south (243 sqm), offering community participation, life-skills development, and day supports for adults. Total gross floor area: 1,470 sqm.</p> <p>The development will also include all associated site and ancillary works such as new pedestrian and vehicle access gates, boundary treatments, removal of an existing internal site road (granted under Ref. F18A/0258) and construction of a new access road, footpaths, short-stay set-down area, car and cycle parking, solar panels to the CDNT and Respite buildings, landscaping, drainage and utilities connections, and central and satellite plant areas including an ESB unit substation to the west.</p>	0.13	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated.</p> <p>Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.
69	LRD0018/S3	<p>We, Cairn Homes Properties Limited, intend to apply to Fingal County Council for a 7-year permission for a Large-Scale Residential Development at this c.13.57 ha (gross) site located within the Estuary West Lands at 'Holybanks', Swords, Co. Dublin. The main development site is bounded by Glen Ellan Road to the south, Jugback Lane/Terrace to the west, the former Celestica factory site to the east and the Broadmeadow River to the north. Junction and road improvement works are proposed to the Glen Ellan Road / Balheary Road junction and the R132 Dublin Road / R125 Seatown West Roundabout.</p> <p>The proposed development will consist of a residential scheme of 640 no. units (219 no. 1-bed units, 281 no. 2-bed units, 119 no. 3-bed units and 21 no. 4-bed units) along with childcare facility (c.537 sq.m in proposed Block 11). The development will include for the following:</p> <ul style="list-style-type: none"> • 132 no. houses comprising: 08 no. 2-bed houses, 87 no. 3-bed houses, 16 no. 3-bed townhouses (back-to-back) and 21 no. 4-bed houses. These range in height from two to three storey and include semi-detached and terraced houses. • 474 no. apartment units (219 no. 1-bed units; 49 no. 2-bed, 3-person units; 206 no. 2-bed, 4-person units) provided within 11 no. apartment blocks ranging in height from up to 5 no. Storeys. • 34 no. duplex units arranged within 4 no. 2-storey blocks comprising 18 no. 2-bed units and 16 no. 3-bed units. • Apartments and duplexes are provided with balconies/terraces and with dedicated services /bicycle/ bin store areas. • Provision of 501 no. car parking spaces, 1,506 no. bicycle parking spaces and 26 no. motorbike parking spaces located at surface and undercroft level (adjoining Block 6); • Landscape proposals will include provision of c.42,651 sq.m (c.4.265 ha) of open space across the development including significant extension of the 'Broadmeadow River Park' (c. 29,400 sq.m (c.2.94ha)). • Principal vehicular access to the site will be from Glen Ellan Road. New pedestrian connections will be provided from Jugback Lane/Terrace, Glen Ellan Road and the proposed Broadmeadow Riverside Park extension to the north of the site. A dedicated pedestrian/cycle path is also proposed through the site along a central spine open space, connecting Glen Ellan Road in the south with Broadmeadow Riverside Park extension in the north. • Junction and road improvement works are also proposed to the Glen Ellan Road / Balheary Road junction and the R132 Dublin Road /R125 Seatown West Roundabout to facilitate the development. This will include widening of Balheary Road, upgrade works to cycle/pedestrian facilities, partial signalisation of R132/R125 junction, and a new pedestrian crossing on Glen Ellan Road. 	0	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated.</p> <p>Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.

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		<ul style="list-style-type: none"> • All associated site development works above and below ground including hard and soft landscaping, roads/footpaths/cycle paths, open spaces and play areas, boundary treatments, lighting, SuDs measures, pumping station, EV charging points, green roofs, ESB substations and all associated services to facilitate the development. • As part of the proposed development, temporary permission is also sought for signage. 					

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Adverse Cumulative Effect with 'Other Development'	Proposed Mitigation	Significant Adverse Residual Cumulative Effect
73	LRD0046/S3	<p>The proposed development will consist of:</p> <ol style="list-style-type: none"> Demolition of existing buildings and structures within the application site associated with the former Teagasc Research Centre use total Gross Floor Area (GFA) of approx. t,651sqm). Construction of 193 no. residential dwellings comprising 153 no. two storey houses (30 no. two-bed; and 123 no. three-bed houses) and 40 no. duplex units (20 no. two-bed ground floor apartments with 20 no. three-bed duplexes above) and arranged in three storey blocks. Provision of a single storey childcare facility (approx. 283 sqm GFA) with the capacity for approximately 50 children. Provision of a total of 229 no. car parking spaces (193 no. residential spaces, 4 no. childcare drop off spaces, 3 no. childcare staff spaces and 29 no. visitor spaces), and 345 bicycle parking spaces (201 no. private secure on-curtilage spaces for houses without independent garden access, 100 no. private secure spaces and 20. no. visitor spaces for duplex units, 20 no. childcare drop-off spaces, and 4 no. childcare staff spaces). Approximately 1.65 ha of dedicated public open space comprising a series of open spaces and a central east-west greenway linear park and parklands along the east boundary. In addition, 2.2 ha of greenbelt zoned lands are included to the south and south-east of the residential development area to accommodate a playing pitch. Vehicular access to the site will be via a new vehicular entrance at Gandon Lane (providing access to the northern part of the site only) and a new vehicular access from Malahide Road, located to the south of the existing Malahide Portmarnock Educate Together National School, (providing access to the southern part of the site only). Pedestrian and cycle links to facilitate connectivity with adjoining residential developments including the provision of an east-west greenway and a north-south link greenbelt zoned lands to the south. All enabling and site development works, landscaping, boundary treatments, lighting, services and connections, bin storage, 3 no. ESB unit substations and all other ancillary works above and below ground on a site approximately 8.2 ha. <p>Additional Information received 30th May 2025.</p> <p>Deemed Significant Additional Information 3rd June 2025 by SA</p> <p>Revised Public Notices received 4th June 2025.</p>	0	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated.</p> <p>Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.
75	LRD0054/S3E	<p>Dwyer Nolan Developments Ltd. seeks permission to modify a permitted Strategic Housing Development (SHD) (Ref. ABP-313144-22) by way of a planning application for a Large-Scale Residential Development (LRD), within the permitted "Regles" development, currently under construction, located at Minister's Road, Lusk, Co. Dublin. The proposed modifications are comprised of:</p> <ol style="list-style-type: none"> alterations to the permitted site layout plan, replacement of 28 no. permitted houses with 34 no. alternative houses. <p>The proposed 34 no. dwellings are comprised of 32 no. 2 & 3 storey, 3 & 4 bed terraced houses, in 6 no. terraced blocks, and 2 no. 2 storey 4 bed detached houses.</p> <p>The proposed development also provides for all associated site development works, open spaces, hard & soft landscaping, boundary treatments, car & bicycle parking etc., on a site area of c.1.16 Ha, within the overall site area of the permitted "Regles" residential development, which is c.8.3Ha. Access to the proposed development will be via the permitted "Regles" development, off Minister's Road.</p> <p>Additional Information Received 22nd August 2025</p>	0.24	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of these projects will proceed concurrently with the traffic impacts associated with the construction of the proposed development.</p> <p>Thus, no likely significant adverse cumulative effects on air quality are anticipated.</p> <p>Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Adverse Cumulative Effect with 'Other Development'	Proposed Mitigation	Significant Adverse Residual Cumulative Effect
79	LRD0068/S3E	<p>The proposed development seeks a 10-year planning permission for the construction of 1,350 residential units, one childcare facility, c.1,650sq.m of non-residential floor space including retail uses and health/recreational services, playing fields and associated changing rooms and a site allocated for a school.</p> <p>An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) have been prepared in respect of the proposed development.</p>	0.06	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links. However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated.</p> <p>Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.
80	LRD0069/S3E	<p>The development will consist of the construction of 815 no. dwellings (610 no. houses, 194 apartments & 11 no. later living dwellings), a portion of the C-Ring Road, open space, community building/retail floorspace and 2 no. creches.</p> <p>An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared in respect of the proposed development and submitted with this LRD application. A dedicated website has been set up for the LRD application which can be viewed at www.flemingtonsouthlrd.ie</p> <p>Additional Information received 11/03/2026</p>		1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links.</p> <p>However, it is highly unlikely that construction of this project will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated.</p> <p>Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.
85	WEB22-7/24	<p>Planning permission for a proposed residential development on lands at Grattan Lodge, Hole In The Wall Road, Dublin 13.</p> <p>The proposed development will consist of the construction of 1 no. 7-storey apartment block comprising 62 apartment units (24 no. 1 bed units, 32 no. 2 bed units and 6 no. 3 bed units) with balconies to the north, east, south and west elevations. The proposed development will also provide for 33 no. car parking spaces at surface level, 107 no. resident bicycle parking spaces (including cargo bike and e-bike spaces) within a bike store in the building and 24 no. visitor bicycle parking spaces at surface level, bin/waste store and a plant room at ground floor level; 1 no. detached ESB substation. The proposed development will also provide for all associated site development and infrastructural works including street lighting, foul and surface water drainage, roads, footpaths, landscaping and boundary treatment.</p>	0.15	1	<p>During the construction phase, the proposed development alone is predicted to have negative slight and short-term effects on air quality due to onshore construction activities. Due to the proximity, location and scale of some of the screened-in projects, there is the potential for significant cumulative effects on air quality relating to local dust emissions. Should the construction period of these screened-in projects proceed concurrently with the construction of the proposed development, this could give rise to a significant adverse, short-term cumulative effect on air quality in the absence of mitigation.</p> <p>Additionally, the proposed development alone is expected to have slight to moderate, adverse and temporary effects on air quality due to construction traffic at a limited number of links.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	No significant adverse residual cumulative effects are anticipated during construction following the implementation of construction dust minimisation mitigation measures outlined in planning documentation relating to the other development, in combination with those outlined in the EIAR for the proposed development. Further mitigation measures for the proposed development are therefore not required.

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Adverse Cumulative Effect with 'Other Development'	Proposed Mitigation	Significant Adverse Residual Cumulative Effect
					However, it is highly unlikely that construction of this projects will proceed concurrently with the traffic impacts associated with the construction of the proposed development. Thus, no likely significant adverse cumulative effects on air quality are anticipated. Overall, no likely significant adverse cumulative effects are anticipated during the construction phase.		

38.2.3.19 Climate

As noted in Section 38.2.2.2, there will be a significant beneficial effect on climate due to the proposed development alone is predicted to occur over its lifecycle. Thus, there is no potential for adverse cumulative impacts associated with any project identified on the “long list”. As there are no adverse impacts predicted, all projects have been screened out in Stage 2 (see Appendix A38.1) from assessment in Stage 4. However, it is worth noting that cumulatively, there will be a significant positive operational phase effect with other renewable energy projects (including the other Phase One projects) due to the combined reduction in greenhouse gas emissions compared to emissions from non-renewable power plants.

38.2.3.20 Seascape, Landscape and Visual

Table A38.22: Cumulative Effects Assessment Matrix for Seascape Landscape and Visual

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
2	319799	The Oriel Offshore Wind Farm is a proposed offshore renewable energy project jointly developed by Parkwind (now part of JERA Nex) and ESB. A planning application for the project was formally lodged with An Bord Pleanála in May 2024. The development is located in the Irish Sea off the coast of north County Louth, to the east of Dundalk Bay, with the nearest turbine approximately 6 km offshore from the Cooley Peninsula. The proposed wind farm comprises up to 25 offshore wind turbines with a maximum export capacity of up to 375 megawatts (MW), together with associated offshore and onshore substations and subsea and underground electricity cables required for operation.	16.9	1	There are no significant cumulative effects predicted from any of the selected Viewpoints (VPs) between the proposed development and Project ID #2. Refer to Section 29.9 of Chapter 29 and Appendix A29.2 for further information on the cumulative SLVIA effects arising between the proposed development and Project ID #2.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #2.
3	320768	The Codling Wind Park is a proposed offshore wind energy project being developed by Codling Wind Park Limited (CWPL), a 50:50 joint venture between Fred. Olsen Seawind and EDF Renewables. A planning application for the construction, operation and decommissioning of the project was lodged with An Bord Pleanála in September 2024. The development is located in the Irish Sea within the Codling Bank area, approximately 13 - 22 kilometres off the County Wicklow coast, between Greystones and Wicklow Town. The proposed wind farm will have an installed capacity of up to 1,300 megawatts (MW) and will consist of either up to 75 wind turbines or 60 turbines, depending on the final turbine model selected. Two turbine layout options are assessed within the planning application, with maximum blade tip heights of approximately 288 metres or 314 metres, respectively. The project site covers an area of approximately 125 square kilometres and includes associated offshore and onshore electricity transmission infrastructure required to connect the wind farm to the national grid at Poolbeg, Dublin.	50.9	1	There are no significant cumulative effects predicted from any of the selected Viewpoints (VPs) between the proposed development and Project ID #3. Refer to Section 29.9 of Chapter 29 and Appendix A29.2 for further information on the cumulative SLVIA effects arising between the proposed development and Project ID #3.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #3.

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
5	321992	<p>Dublin Array is a proposed offshore wind energy project being developed by Kish Offshore Wind Limited and Bray Offshore Wind Limited, joint venture companies owned by RWE Renewables Ireland and Saorgus Energy. A planning application for the construction, operation and decommissioning of the project was lodged with An Bord Pleanála in February 2025. The development is located in the Irish Sea at the Kish Bank and Bray Bank, approximately 10 kilometres off the coasts of Counties Dublin and Wicklow.</p> <p>The proposed wind farm will have a maximum export capacity of up to 824 megawatts (MW) and will comprise between 39 and 50 offshore wind turbines, subject to the final turbine model and layout selected. The planning application assesses turbine tip heights of up to approximately 310 metres. The project also includes associated offshore and onshore electricity transmission infrastructure to connect the wind farm to the national grid at Jamestown, County Dublin, as well as a proposed operations and maintenance base at Dún Laoghaire Harbour.</p>	32.9	1	There are no significant cumulative effects predicted from any of the selected Viewpoints (VPs) between the proposed development and Project ID #5. Refer to Section 29.9 of Chapter 29 and Appendix A29.2 for further information on the cumulative SLVIA effects arising between the proposed development and Project ID #5.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #5.
21	F21A/0668	<p>The removal of all existing temporary school buildings, demolition of existing school building & associated site works, construction of a new two storey school building comprising of 19 classrooms, 10 resource rooms, 1 staff room, 2 staff offices, 1 General Purpose Hall and associated storage rooms/ servery, 1 multi-purpose room, staff and student toilets, 1 library/ resource room, 2 base classrooms for special needs unit, 1 central activities space and ancillary accommodation/ plant rooms, all associated external works including provision of new vehicular and pedestrian entrances, Internal bus set-down, staff car parking, cycle parking, Sensory Garden, 1 no. ball court, 1 Hard play area, 1 soft play area, proprietary wastewater system, storm drainage system, landscaping, and boundary treatments. Lands located at St. Molaga's Senior National School, Drogheda Street, Balbriggan, Co Dublin, K32Y662</p> <p>Planning was granted in October 2022. Expiry date October 2027.</p>	0	1	<p>This project for the redevelopment of a school will occur around 850m to the southeast of the proposed grid facility, but within the urban context of the settlement of Balbriggan rather than its rural hinterland. There will be little potential for intervisibility between the two developments and little contextual connection in terms of landscape character. As a 2-storey refurbishment development of an existing school, the cumulative development does not represent significant uplift in the intensity of built development within the Grid Facility study area. There may be some noticeable construction stage cumulative effects from increased construction activity in the general area if the construction programmes overlap but given the relative development scales and separation distances these are likely to be very minor. Overall, cumulative impacts between the proposed development and with Project ID #21 are deemed to be Not Significant.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #21.
32	320164	<p>The third of the infrastructural projects of the DART+ Programme to be delivered will be the DART+ Coastal North Project. This rail improvement project will provide an extension of the existing electrified rail network from Malahide to Drogheda MacBride stations and will provide the infrastructure to facilitate an increase to the rail capacity on the Northern Line between Dublin City Centre and Drogheda MacBride Station, including the Howth Branch.</p> <p>Granted permission in 2025</p>	0	1	<p>This upgrade of the existing trainline runs through the landfall site and is within the grid facility study area. There will be potential for cumulative impacts if the construction phase activities, particularly the HDD cable section that will pass under the railway line coincide with construction phase works for the adjacent Project No ID #32. Both construction phases will be temporary for the section of railway line in question and any cumulative effects will be no greater than Slight and not deemed significant in EIA terms.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #32.
33	304624	<p>The Fingal Coastal Way is a proposed greenway extending from Newbridge Demesne in Donabate to the Fingal county boundary, north of Balbriggan. The overall length of the scheme will be approximately 32km, depending on the final route selected. The Fingal Coastal Way is envisaged to be a flagship scheme for tourism in the county with the potential to promote and enhance the local tourist economy.</p>	0	1	<p>The construction of the greenway will likely run through the landfall site adjacent to the existing railway line and is within the grid facility study area. The only potential for material cumulative impacts is from the coinciding of the construction phase activities. Both construction phases will be temporary and any cumulative effects between the proposed development and with project ID #33 will be no greater than Slight and not deemed significant in EIA terms.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #33.

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
56	F25A/0703E	<p>We, North & East Housing Association, intend to apply for: permission, for the development at this site address: Marian House, Loreto Convent, Convent Lane, Balbriggan, Co. Dublin.</p> <p>The development will consist of: the alteration to, and extension of, 'Marian House', a Protected Structure, to provide a total of 24no. older person housing units comprising 18no. one-bedroom and 6no. two-bedroom apartments, a shared amenity space, and associated siteworks. The development includes construction of a new 4-storey building to the south of the existing structure providing 15no. deck accessed and own-door units, and renovation of the protected structure to accommodate 9no. own-door and apartment units, plus a shared amenity space. Works include demolition and removal of; a 1980's ground floor extension to the east of Marian House; an external fire escape stairs; plant equipment incl redundant oil tanks; the existing vehicular entrance and a section of wall on Convent lane; the boundary wall to the north of the site; and walls within the site. Landscaping works include the provision of 12no. car parking spaces, 1no. motorcycle space, 32 bicycle spaces, bicycle and refuse stores, a community garden, and all associated site development works. Proposed Works to Marian House include; Alterations to windows openings to the front and rear facades; replacement of selected windows with new windows / doors; installation of new balconies to the front façade; formation of new openings from the existing stairs for connection to the proposed lift core. Internally; removal of the suspended timber ground floor for new concrete; insertion of a new interim floor between ground and first; alterations to walls and floor for new layouts; new breathable insulation to interior of external walls; installation of new services throughout; and repair to existing built fabric including roofs, external wall, windows, doors and site features. AA and EIA screening reports have been prepared.</p> <p>Additional Information Received 17/12/2025</p>	0.53	1	<p>This project will occur around 1.5km to the southeast of the proposed grid facility, but within the urban context of the settlement of Balbriggan rather than its rural hinterland. There will be little potential for intervisibility between the two developments and little contextual connection in terms of landscape character. As a modest scale refurbishment and infill, the cumulative development does not represent significant uplift in the intensity of built development within the Grid Facility study area. There may be some noticeable construction stage cumulative effects from increased construction activity in the general area if the construction programmes overlap but given the relative development scales and separation distances these are likely to be very minor. Overall, cumulative impacts between the proposed development and with Project ID #56 are deemed to be Not Significant.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #56.
66	F25A/1215E	<p>We, the Health Service Executive (HSE), intend to apply for planning permission for a new purpose-built Community and Social Care campus on lands (0.50Ha) at Bremore Castle, Hamlet Lane, Townland of Bremore, Balbriggan, Co. Dublin. The proposed development will include:</p> <p>a) A two-storey Children's Disability Network Team (CDNT) building to the north-east (901 sqm), supporting children and young people with disabilities and their families through therapy, early intervention, and multidisciplinary services;</p> <p>b) A single-storey Adult Respite Centre to the west (326 sqm), providing short-term home-from-home residential breaks for adults with disabilities;</p> <p>c) A single-storey Adult Day Service Centre to the south (243 sqm), offering community participation, life-skills development, and day supports for adults.</p> <p>Total gross floor area: 1,470 sqm.</p> <p>The development will also include all associated site and ancillary works such as new pedestrian and vehicle access gates, boundary treatments, removal of an existing internal site road (granted under Ref. F18A/0258) and construction of a new access road, footpaths, short-stay set-down area, car and cycle parking, solar panels to the CDNT and Respite buildings, landscaping, drainage and utilities connections, and central and satellite plant areas including an ESB unit substation to the west.</p>	0.13	1	<p>This project will occur around 750m to the south of the proposed grid facility, but within the urban context of the settlement of Balbriggan rather than its rural hinterland. There will be little potential for intervisibility between the two developments and little contextual connection in terms of landscape character. As a modest scale healthcare development, the cumulative development does not represent significant uplift in the intensity of built development within the Grid Facility study area. There may be some noticeable construction stage cumulative effects from increased construction activity in the general area if the construction programmes overlap but given the relative development scales and separation distances these are likely to be very minor. Overall, cumulative impacts between the proposed development and with Project ID #66 are deemed to be Not Significant.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #66.
68	LRD0006/S3	<p>Dean Swift Property Holdings Unlimited Company, intend to apply for a ten-year planning permission for a Large Scale Residential Development (LRD) on lands located off Flemington Lane, Balbriggan, Co. Dublin. The application site comprises an area of 22.62 ha, and is located to the south of Flemington Lane, to the east of Clonard Road (also known as Bridgefoot Road) (L1130 Local Road), to the west of Hamlet Lane and to the north and west of the Taylor Hill residential development. The subject site also includes a section of the existing Boulevard Road (also known as Taylor Hill Boulevard) and a section of the junction between Boulevard Road (also known as Taylor Hill Boulevard) and Naul Road (R122 Regional Road) to the south.</p>	0.56	1	<p>This project will occur around 650m to the southwest of the proposed grid facility, within the northwestern urban fringe of the settlement of Balbriggan. There will be some potential for intervisibility between the two developments and the sites have similarities in terms of peri-urban landscape character. As a substantial scale urban residential development there may be noticeable uplift in the intensity of built development within the north / northwestern fringe of Balbriggan from the combination of the two developments.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #68.

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
		<p>The proposed development will consist of:</p> <p>(i) The demolition of an existing single storey dwelling (151sq.m) (Eircode K32 KR40), associated single-storey storage shed (14.9sq.m), and larger single-storey agricultural shed outbuilding (366sq.m), all of which are located to the south of Flemington Lane.</p> <p>(ii) The construction of 564 no. dwelling units, consisting of 378 no. houses ranging in height from two to three storeys (127 no. terraced two-bedroom houses; 5 no. three-bedroom detached houses; 156 no. three-bedroom semi-detached houses; 76 no. three-bedroom terraced houses; and 14 no. four-bedroom detached houses); 28 no. duplex blocks, ranging in height from two to three storeys, comprising 84 no. duplex units (22 no. one-bedroom duplexes, 36 no. two-bedroom duplexes and 26 no. three-bedroom duplexes) and 10 no. apartment blocks (FM1, FM2, M1, M2, FP1, HN1, HC1, HC2, HC3, and HS1) ranging in height from three to five storeys, comprising 102 no. apartments (35 no. one-bedroom apartments and 67 no two-bedroom apartments). The proposed development is set out into 5 no. key Character Areas as follows; Hampton Park South (southern-most portion of the site), Hampton Park Central (central-western portion of the site), Tanners Lane (central-eastern portion of the site), Hampton Park North (north-western portion of the site) and Flemington Park (north-eastern portion of the site).</p> <p>The application and EIAR may also be inspected online at the following website set up by the applicant: flemingtonlaneLRD.ie AI Received 20/12/2023</p>			<p>There may also be some noticeable construction stage cumulative effects from increased construction activity in the general area if the construction programmes overlap but given the relative development scales and separation distances these are likely to be very minor. Overall, cumulative impacts between the proposed development and with Project ID #68 are deemed to be Slight and Not Significant.</p>		
74	LRD0048/S3E	<p>The development will consist of the construction of 197 no. dwellings ,open space, and ancillary infrastructure will facilitate Phase 4 of the lands at Ladywell in Balbriggan as follows:</p> <p>A) 129 no. terraced and semi-detached houses comprising 55 no. 2-bedroom houses (2 storey), 67 no. 3-bedroom houses (2 storey) and 7 no. 4-bedroom houses (3 storey) [house types with variants];</p> <p>B) 18 no. terraced and semi-detached 3 bedroom townhouse dwellings; 18 no. Later Living Units (8 no. 1 bedroom & 10 no. 2 bedroom - all bungalows) [house types with variants];</p> <p>C) 12 no. 1 bedroom Maisonettes in 6 no. 2-storey semi-detached buildings, and 4 no. 1 bedroom apartments in a 3-storey building (all apartments with terraces) along with 1 no. retail/café unit (c.165 sq. m) and 1 no. retail/medical unit (c. 185 sq. m) [including 'back of house area' & both units to be able to be sub-divided and amalgamated];</p> <p>D) 16 no. duplex apartments (comprising 8 no. 1 bedroom [with terrace] and 8 no. 3 bedroom units) in 4 no. 3 storey buildings;</p> <p>E) Public open space c.0.85 hectares (with an additional c.0.76 hectares of riparian corridor open space), hard and soft landscaping (including public lighting & boundary treatment) and communal/semi-private open space (c. 660 sq. m) for the proposed townhouse, duplex and apartment units;</p> <p>F) Vehicular access will be provided via the Boulevard Road along with the provision of car parking spaces (280 no.), bicycle parking spaces and all internal roads and footpaths and bicycle and bin stores;</p> <p>G) Provision of surface water attenuation measures, (including widening of Clonard Brook), connection to water supply, provision of foul drainage infrastructure to Irish Water specifications and all ancillary site development, construction, and landscaping works [and temporary construction access from local road L1130];</p> <p>H) The proposal will also amend the layout to elements of the shared layout across the permitted phases to include (Phase 3A [F21A/0055;ABP Ref:312048-21] relating to 29 no. dwellings replaced with 26 no. dwellings, Phase 3B [F22A/0526] relating to layout and Phase 3C [F22A/0670] relating to 3 no. dwellings replaced with 4 no. dwellings and associated amendments to attenuation (Clonard stream) and services.</p> <p>I) Provision of signalised upgrade of the junction of Boulevard Road and the Clonard Road (R122).</p>	0.79	1	<p>This project will occur around 1.25km to the southwest of the proposed grid facility, within the northwestern urban fringe of the settlement of Balbriggan. There will be little potential for intervisibility between the two developments, but the sites have similarities in terms of peri-urban landscape character. As a reasonable scale urban residential development there may be noticeable uplift in the intensity of built development within the north / northwestern fringe of Balbriggan from the combination of the two developments. There may also be some noticeable construction stage cumulative effects from increased construction activity in the general area if the construction programmes overlap but given the relative development scales and separation distances these are likely to be very minor. Overall, cumulative impacts between the proposed development and with Project ID #74 are deemed to be Not Significant.</p>	<p>Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.</p>	<p>There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #74.</p>

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
		An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared in respect of the proposed development and submitted with this LRD application. A dedicated website has been set up for the LRD application which can be viewed at https://folkstownlrd.ie/ AI received 09/10/24					
80	LRD0069/S3E	The development will consist of the construction of 815 no. dwellings (610 no. houses, 194 apartments & 11 no. later living dwellings), a portion of the C-Ring Road, open space, community building/retail floorspace and 2 no. creches. An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared in respect of the proposed development and submitted with this LRD application. A dedicated website has been set up for the LRD application which can be viewed at www.flemingtonsouthlrd.ie Additional Information received 11/03/2026		1	This project will occur around 650m to the southwest of the proposed grid facility, within the northwestern urban fringe of the settlement of Balbriggan. There will be some potential for intervisibility between the two developments, and the sites have similarities in terms of peri-urban landscape character. As a substantial scale urban residential development there may be noticeable uplift in the intensity of built development within the north / northwestern fringe of Balbriggan from the combination of the two developments. There may also be some noticeable construction stage cumulative effects from increased construction activity in the general area if the construction programmes overlap but given the relative development scales and separation distances these are likely to be very minor. Overall, cumulative impacts between the proposed development and with Project ID #80 are deemed to be Slight and Not Significant.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #80.
83	PARTXI/007/25	Fingal County Council (Environment, Climate Action, Active Travel and Sports) are proposing the construction of a Public Swimming Pool Building with associated changing facilities and site works on 0.589 hectares of land at Castlelands, Balbriggan, Co. Dublin. In accordance with Section 179 of the Planning and Development Act 2000 (as amended) and Part 8 of the Planning and Development Regulations 2001 (as amended), Fingal County Council hereby gives notice of the proposed development to be carried out at the above site. The nature and extent of the proposed development is as follows: (i) Construction of a single-storey public swimming pool building, comprising of: (a) a 25-metre,6-lane swimming pool with viewing gallery; (b) associated changing facilities including a village changing area, group changing rooms, accessible changing rooms, showers, and toilets; (c)reception lobby and waiting area, staff offices/facilities, meeting rooms, and storage areas; (d)plant room, chemical storage, and buggy store; and (e) photovoltaic (PV) panels on the roof level;(ii) provision of a new vehicular access from the permitted neighbourhood street to the west (as permitted under Reg. Ref. F21A/0576); (iii) provision of 41 no. car parking spaces (including 5no. EV charging spaces, 2 no. accessible spaces, and 1 no. combined EV/accessible space), 5no. motorcycle parking spaces, a covered bicycle shelter (including 40 no. bicycle parking spaces), provision for e-bike and scooter charging, bike repair station, and staff bicycle lockers;(iv) provision of bus/coach and car set-down areas and a dedicated service bay; (v) provision of shared pedestrian and cycle routes from the north and south of the site; and (vi) all associated site works necessary to facilitate the development, including level adjustments, hard and soft landscaping, bin store, ESB substation, public lighting, boundary treatments, and drainage works including SuDS basin. Plans and particulars of the proposed development will be available for inspection at https://consult.fingal.ie/en/browse and inspection or purchase at a fee not exceeding the reasonable cost of making a copy from Thursday 5th February 2026 up to and including Friday 6th March 2026 at the following locations: The Offices of Fingal County Council, County Hall, Main Street, Swords, Co. Dublin, K67 X8Y2 during normal opening hours (Monday to Thursday 9.00am to 5.00pm and Friday 9.00am to 4.30pm excluding Bank & Public Holidays) • Fingal County Council, Balbriggan Carnegie Library, George's Square, Ballriggeran, Co. Dublin, K32 TW27 (during library opening hours)	0.82	1	This project will occur around 650m to the southwest of the proposed grid facility, within the northwestern urban fringe of the settlement of Balbriggan. There will be some potential for intervisibility between the two developments, and the sites have similarities in terms of peri-urban landscape character. As a substantial scale urban residential development there may be noticeable uplift in the intensity of built development within the north / northwestern fringe of Balbriggan from the combination of the two developments. There may also be some noticeable construction stage cumulative effects from increased construction activity in the general area if the construction programmes overlap but given the relative development scales and separation distances these are likely to be very minor. Overall, cumulative impacts between the proposed development and with Project ID #83 are deemed to be Slight and Not Significant.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #83.

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
		<p>Submissions or observations with respect to the proposed development dealing with the proper planning and sustainable development of the area in which the development would be situated, may be made either online through our website https://consult.fingal.ie/en/browse or in writing to:- Sports Programme Administrative Manager, Sports Division, Dept of Environment Climate Action, Active Travel and Sports; Fingal County Council, Civic Offices, Grove Road, Blanchardstown, Dublin 15, D15 W638.</p> <p>Submissions or observations with respect to the proposed development must arrive no later than 5pm on Monday 23rd March 2026.</p>					
89	2460766	<p>Permission for proposed development to consist of: (i) The construction of 5 no. wind turbines with the following parameters: a) Total tip height range of 179.5m – 180m, b) Rotor diameter range of 149m – 163m, c) Hub height range of 98m to 105m, (ii) Construction of turbine foundations, crane hardstand areas and assembly areas; (iii) All associated wind farm underground electrical and communications cabling connecting the turbines and meteorological mast to the proposed onsite electrical substation including cabling, in the public road corridor in the townlands of Gallstown and Kearneystown; (iv) Construction of 1 no. permanent 38kV electrical substation compound including a single-storey control building with welfare facilities, all associated electrical plant and equipment, security fencing, gates, all associated underground cabling, wastewater holding tank, and all ancillary structures and works in the townland of Piperstown. (v) A Battery Energy Storage System within the 38kV electrical substation compound; (vi) All works associated with the connection of the proposed wind farm to the national electricity grid which includes 5 no. of water crossings (3 no. bridges and 2 no. culverts). The provision of joint bays and associated communication chambers along the underground electrical cabling route via underground 38kV electrical cabling predominantly within the public road corridor, from the onsite substation in the townland of Piperstown to the existing Drybridge 110 kV Substation located in the townland of Tullyallen; (vii) Reinstatement of all road and track surfaces above cabling trench along existing roads and tracks in public lands; (viii) Provision of new site access tracks and upgrade of existing site tracks/roads to facilitate access to all onsite infrastructure this includes 3 no. water crossings, passing bays and all associated drainage; (ix) The provision of 2 no. new permanent site entrances for construction and operational access from the local road L6274 in the townlands of Kearneystown and Gallstown; (x) The permanent realignment of 1 no. existing entrance for construction and operational access to the 38kV electrical substation compound from the local road L2275 in the townland of Piperstown; (xi) Use of 1 no. existing site entrance for construction, operational access to the permanent met mast on a private road off local road L2275 in the townland of Drumshallon. (xii) The construction of 1 no. new temporary track in the townland of Castletown at the R162 / L-6274-0 Junction to facilitate the delivery of the turbine components during construction. This track will be temporarily re-installed as required during the operational phase; (xiii) 3 no. temporary construction compounds with associated temporary offices, staff facilities parking and security fencing in the townlands of Gallstown, Piperstown and Stonehouse; (xiv) 1 no. permanent meteorological mast of c.36m in height, and associated foundation and hard-standing area in the townland of Drumshallon; (xv) The provision of 2 no. permanent spoil storage areas; (xvi) Tree felling to facilitate the construction and operation of the proposed development; (xvii) Operational stage site signage; (xviii) All ancillary apparatus and site development works above and below ground, including soft and hard landscaping and drainage infrastructure. A 10-year planning permission and 35-year operational life from the date of commissioning of the entire wind farm is being sought. A design flexibility opinion issued by Louth County Council on 5th June 2024 accompanies this application. The details which are unconfirmed in this application are the turbine tip height, rotor diameter and hub height. The range of parameters under which the turbine dimensions will fall are specified on this site notice and in the design flexibility opinion. An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) have been prepared in respect of the proposed development and will be submitted to the planning authority with the application *Significant Further Information</p>	25	1	<p>The permitted Kellystown turbines are considerably smaller in size and extent than those of the proposed development and other Phase One developments (Projects 2-5). They are also contained within a discrete land-based setting relative to the offshore developments such that there is a perceptual distinction between them. The permitted Kellystown turbines are approximately 27km to the northwest of the proposed turbines and tend only to be visible within the same viewing arc when seen from northly visual receptors on the Cooley Peninsula and Mourne Mountains. Otherwise, they generally inland of coastal receptors and screened by a combination of terrain and vegetation or seen in opposing directions, within a distinctly separate visual context. There is theoretical potential to see the proposed development in conjunction with the permitted Kellystown Wind Farm from elevated inland heritage features such as the Brú na Bóinne passage tombs and the Hill of Skryne and Hill of Tara. However, from Brú na Bóinne the proposed turbines are fully screened from view and from the Hill of Tara and Hill of Skryne the viewing distances and screening for all Tier 1 developments are such that the cumulative effects are deemed Negligible. The long viewing distances from elevated VPs to the south of Dublin also result in Negligible cumulative effects in relation to the permitted Kellystown Wind Farm.</p>	<p>Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.</p>	<p>There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #89.</p>

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
		Received on 13/08/2025*Clarification of Further Information Received on 22/10/2025*					
92	Flemington LAP	The Flemington Local Area Plan (LAP) was adopted in December 2024 to manage the sustainable development of approximately 17.2 hectares of greenfield land in North Balbriggan. The LAP provides for the delivery of a new residential neighborhood with a projected yield of approximately 650 residential units. The plan adopts a "plan-led" approach to housing, emphasizing a variety of dwelling types and tenures to accommodate a projected population increase of approximately 1,100 to 1,200 people.	0	3	This project will occur adjacent to the south of the proposed grid facility, within the northern urban fringe of the settlement of Balbriggan. The two developments will be intervisible from a number of receptors in the vicinity, and they occupy the same peri-urban landscape area. As a substantial scale urban residential development there will be noticeable uplift in the intensity of built development within the northern fringe of Balbriggan from the combination of the two developments. The LAP development will bridge the gap between the current urban edge of Balbriggan and the proposed Grid Facility generating improved legibility for the Grid Facility as an infrastructural urban edge project rather than being slightly isolated within the rural hinterland north of the current urban edge. There would also be noticeable construction stage cumulative effects from increased construction activity in the general area if the construction programmes overlap. Overall, cumulative impacts between the proposed development and with Project ID #92 are deemed to be Moderate but Not Significant.	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #91.

Table A38.23: Cumulative Effects Assessment Matrix for Noise and Vibration

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
6	301908	<p>Greater Dublin Drainage Project consisting of a new wastewater treatment plant (WwTP) and sludge hub centre at Clonshaugh, underground orbital sewer from Blanchardstown to Clonshaugh and new pumping station at Abbotstown, new sewer to WwTP ,outfall pipeline and regional biosolids storage facility (RBSF). An EIAR and NIS were submitted with this application. The proposed GDDP orbital sewer will cross the R107 Malahide Road at Kinsaley and the R139.</p> <p>Construction is set to commence in 2026 with a four year programme</p>	0	1	<p>Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months).</p> <p>Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development
7	313182	<p>BusConnects Clongriffin to City Centre Core Bus Corridor Scheme. This scheme terminates at Northern Cross (intersection of R139 and R107).</p> <p>Permission granted in January 2024. Expiry Date January 2029. The construction phase is anticipated to last approximately 24 months.</p>	0	1	<p>Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
8	316444	<p>PROTECTED STRUCTURE: Conversion of stables of Auburn House to provide for storage space for the main Auburn House and construction of 69 residential units and associated surface level car/bicycle parking with refuse stores, bicycle store and plant at ground floor level; landscaping; boundary treatments; public lighting; 1 ESB unit substation.</p> <p>The construction of a vehicular and pedestrian/cycle access from Carey's Lane and all associated site infrastructure and engineering works necessary to facilitate the development.</p> <p>Located on lands at Auburn House off the R107 Malahide Road/Dublin Road, Malahide, Co. Dublin. Access to the site is off the R107 Malahide Road/Dublin Road. An EIAR and NIS were submitted with this application.</p> <p>Granted Permission 2024. Construction active through 2026.</p> <p>Refer also to Project No. 46, 52 and 60</p>	0	1	<p>Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development
9	312264	<p>Amendments to previously permitted ABP-310077-21 to reduce the number of apartments from 260 no. to 258 no. to facilitate increased provision of residential amenity facilities. Located at Belmayne P4, at the corner of Churchwell Road and Churchwell Crescent, Belmayne, Dublin 13.</p> <p>Granted in 2022 with an expiry date of February 2027. It is anticipated that construction will be completed in Q1 2027</p>	0.12	1	<p>Small scale works and expected soon to be completed, however, should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
10	312003	<p>Removal of existing substructures (basement) on site and a 7-year permission for the construction of 730 no. apartments, creche and associated site works. Lands located at Parkside 5B, Parkside, Dublin 13. (www.parkside5shdplanning.com).</p> <p>Permission granted in April 2022. Expiry date April 2027.</p>	0.13	1	<p>Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	<p>Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.</p>	<p>No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development</p>
11	313144	<p>312 no. residential units (205 no. houses, 107 no. apartments), childcare facility and associated site works. Lands located in the townland of Regles, Minister's Road, Lusk, Co. Dublin. (www.luskregles.ie)</p> <p>Permission granted in March 2023. Expiry date March 2028.</p>	0.25	1	<p>Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	<p>Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.</p>	<p>No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development</p>

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
12	314169	<p>40 residential units, childcare facility and café. Lands located at Belcamp Hall (Protected Structure), Malahide Road, Belcamp, Dublin 17</p> <p>Permission granted in August 2023. Expiry date August 2028</p>	0.3	1	<p>Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	<p>Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.</p>	<p>No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development</p>
21	F21A/0668	<p>The removal of all existing temporary school buildings, demolition of existing school building & associated site works, construction of a new two storey school building comprising of 19 classrooms, 10 resource rooms, 1 staff room, 2 staff offices, 1 General Purpose Hall and associated storage rooms/servery, 1 multi-purpose room, staff and student toilets, 1 library/ resource room, 2 base classrooms for special needs unit, 1 central activities space and ancillary accommodation/ plant rooms, all associated external works including provision of new vehicular and pedestrian entrances, Internal bus set-down, staff car parking, cycle parking, Sensory Garden, 1 no. ball court, 1 Hard play area, 1 soft play area, proprietary wastewater system, storm drainage system, landscaping, and boundary treatments. Lands located at St. Molaga's Senior National School, Drogheda Street, Balbriggan, Co Dublin, K32Y662</p> <p>Planning was granted in October 2022. Expiry date October 2027.</p>	0	1	<p>Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	<p>Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.</p>	<p>No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development</p>

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22	F21A/0647	<p>The proposed development will consist of: the construction of 87 no. residential dwellings comprising 46 no. terraced houses (comprising 34 no. three-bedroom two storey houses and 12 no. four-bedroom three storey houses, including private rear gardens); 38 no. duplex apartments (comprising 10 no. one-bedroom units, 19 no. two-bedroom units, 9 no. three-bedroom units, including balconies and terraces) arranged in two and three storey buildings; and 3 no. three-bedroom apartment units (including terraces) above 3 no. ground floor retail units (c. 261 sq m GFA in total), arranged in three storey buildings.</p> <p>The proposed development will also comprise: a two storey Licensed Convenience Foodstore (c. 1,315 sq m net sales area/2,347 sq m. GFA), including ancillary Off License sales area, ancillary storage, staff and customer facilities; 94 no. undercroft car parking space and loading bay; and associated signage consisting of 2 no. internally illuminated fascia signs (c. 5.1 sq m and c. 5.1 sq m), 1 no. illuminated fascia sign c. 1.8 sq m, 1 no. double sided internally illuminated pole sign to include opening hours with a total area (front and back) of c. 13.5 sq m.</p> <p>The development will also include: a Civic Space (c. 1,877 sq m) located on the western side of Malahide Road; demolition, relocation and reconstruction of the existing stone wall adjacent to Malahide Road; vehicular, cycle and pedestrian access and egress points via Malahide Road (with associated works to Malahide Road comprising the provision of a cycle path, footpath and grass verge); emergency vehicular access only via Baskin Lane; 174 no. car parking spaces at surface level; 88 no. long-term bicycle parking spaces and 46 no. short-stay bicycle parking spaces (134 no. bicycle parking spaces in total); internal roads and pathways; bicycle stores; provision of private and public open spaces; play area; drainage attenuation; ESB point of supply kiosks; hard and soft landscaping; boundary treatments; changes in level; services provision and related pipework; electric vehicle charging points; ducting; SUDS features; public lighting; and all ancillary site development works above and below ground. A Natura Impact Statement will be submitted to the planning authority with this application.</p>	0	1	<p>Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	<p>Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.</p>	<p>No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development</p>

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23	F21A/0681	<p>Mayne Stability Limited submitted an application for permission to FCC and DCC for a period of 10 years development of a Synchronous Compensator Development (Grid Stabilisation Facility) on the site of c. 1.65 ha at lands south of Belcamp 220kV Substation, Belcamp, Dublin 17. The proposed development will consist of the following elements within the administrative boundary of Fingal County Council. a) A Grid Stabilisation Facility containing 1 No. High Inertia Synchronous Compensator (HISC) unit enclosed within a steel clad framed style structure (12.1m max height) and supported by 8 No. electrical equipment containers (containing ancillary power supply products including a static frequency converts, MV switchgear, exciters, LV distribution, control room, welfare and office), main, auxiliary & start-up electrical transformers, generator circuit breaker, switchgear equipment, External cooler units and 1 No. back up diesel generator and associated diesel storage tank;</p> <p>b) A 220kV High Voltage Gas Insulated Switchgear (GIS) compound containing a GIS building with all control & HV equipment within a single storey building (13.2m max height). The building will be surrounded by a compound road and contained within a 2.6m high galvanised steel palisade fence;</p> <p>c) A 220kV underground cable to the existing adjoining Eirgrid substation boundary;</p> <p>d) Associated elements comprising a clear span bridge over the River Mayne, various underground cables and ducts, equipment plinths, boundary security fence, compound lighting and palisade gates and fencing, security lighting, CCTV, internal access roads, hardstanding areas and all necessary foundations works for the above compounds. A concurrent planning application also made to Dublin City Council (see which relates to a portion of lands to the south of the site of c. 0.94 ha which provides for a new access entrance from the R139 and a clear span bridge crossing over the River Mayne, internal access tracks, security fencing, temporary construction compound, landscaping, and drainage.</p> <p>Permission granted in October 2022. Expiry date October 2032</p>	0	1	<p>Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	<p>Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.</p>	<p>No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development</p>

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24	SHD/007/21	<p>ABP-313144-22 To view details of this development please visit www.luskregles.ie</p> <p>The development will consist of 312 no. dwellings, comprised of 205 no. 3 & 4 bed, 2 & 3 storey, detached, semi-detached & terraced houses, 40 no. 2 & 3 bed apartment / duplex units in 3 no. 3 storey blocks (comprised of Duplex Types A1, A2, B1 & B2), and 67 no. 1, 2 & 3 bed apartments in 2 no. blocks (comprised of Block C, being 3 storeys, and Block E, being 2-5 storeys over basement level). The development also includes a 1-2 storey crèche (c. 484.6m²) with associated outdoor space to the rear. Access to the development will be via 2 no. vehicular access points from Minister's Road, along with the provision of a roadside footpath and cycle path along the front of the site at Minister's Road. The proposed development also provides for: (i) all associated site development works above and below ground, (ii) public open spaces (c. 0.99 ha / 9,999m²), (iii) communal open spaces (c. 1,849m²), (iv) hard & soft landscaping & boundary treatments, (v) basement & surface car parking (Total: 583 no. car parking spaces, including EV parking), (vi) basement & surface bicycle parking (Total: 498 no. bicycle parking spaces), (vii) bin & bicycle storage, (viii) public lighting, and (ix) 2 no. ESB sub-stations, all on an overall application site area of 8.3 ha. Permission was granted in March 2023. Expiry date March 2028.</p>	0.25	1	<p>Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	<p>Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.</p>	<p>No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development</p>

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25	F21A/0488	<p>Construction of 77 no. residential units (20 no. 1-bedroom units; 55 no. 2-bedroom units and 2 no. 3-bedroom units) across 2 no. apartment blocks as follows;</p> <p>Block 1 with is a part 3 and part 4 storey apartment block comprising 51 no. units (16 no. 1 bedrooms; 33 no. 2 bedrooms and 2 no. 3 bedroom units) with balconies/terraces to all units;</p> <p>Block 2, which is a part 3 and part 4 storey apartment block comprising 26 no. units (4 no. 1 bedrooms and 22 no. 2 bedroom units) with balconies/terraces to all units.</p> <p>65 no. surface level parking spaces, a total of 184 no. bicycle parking spaces (comprising 88 no. resident spaces and 26 no. visitor spaces in Block 1 and 56 no. resident spaces and 14 no. visitor spaces in Block 2); bin stores; landscaping and boundary treatments.</p> <p>The proposed development also consists of all associated site infrastructure and engineering works necessary to facilitate the development (on foot of planning permissions granted under Reg. Refs. F15A/0609, PL06F.248052; F18A/0058; F19A/0220 and F19A/0221).</p> <p>No works are proposed which directly affect the structures at Belcamp Hall (a protected structure), or any other protected structures associated with it.</p> <p>Permission was granted in August 2023. Expiry date August 2028.</p>	0.25	1	<p>Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	<p>Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.</p>	<p>No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development</p>
28	314724	<p>Railway/Metrolink – Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin (Metrolink)</p>	0	1	<p>Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	<p>Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.</p>	<p>No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development</p>

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29	317831	Metrolink 110kV Proposed development of three 110kV electricity circuits	0	1	Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development
30	F23A/0492	<p>NIS</p> <p>The site is located east of the R107 and south of Mabestown House residential property.</p> <p>The proposal will comprise a residential development of 2-3 storey houses consisting of 52 no. units (7 no. 2 beds, 31 no. 3 beds, 8 no. 4 beds and 6 no. 5 beds) within terraced and semi-detached arrangements. Provision of car and cycle parking, new residential streets, open spaces, play area, and provision of new site entrance from the R107. All associated site development works, landscaping, boundary treatments, and services provision. A Natura Impact Statement (NIS) has been prepared in respect of the proposed development.</p> <p>Permission granted following appeal in Jan 2025.</p>	0	1	Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development

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31	4137/23	<p>Lands at 1 & 2 Hawthorn Cottages, Malahide Road, Dublin 17, D17 HD39. Permission for the proposed development will consist of demolition of the existing residential property and existing derelict residential property. The construction of a residential development consisting of two blocks with a total of 79 residential apartments. Block A is located to the east of the site and includes 24no. 2 bed apartments and 12no. 1 bed apartments. Block B is on the west side of the site and includes 30 no 3 bed apartments; and 13 no 1 bed apartments. All apartments have private space in the form of balconies/terraces. Block A ranges from 6-8 to storeys in height and Block B is 7-8 storey in height excluding basement. The proposed development including communal amenity spaces located centrally at ground level and on the roofs of Block A and in Block B. The basement contains parking for 56 spaces including 4 no disabled spaces and motorcycle parking along with electric vehicle parking and is accessed via a new vehicle entrance and ramp from Malahide Road. New boundary treatments and communal bike stores, bin stores are proposed. A children's play area and crèche is included. Associated groundworks, landscaping, drainage including SUDS measures, lighting engineering and ancillary works necessary to facilitate the development. This application is accompanied by a Natura Impact Assessment.</p> <p>Grant March 2024. Expiry date March 2029.</p>	0.05	1	<p>Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	<p>Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.</p>	<p>No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development</p>

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32	320164	<p>The third of the infrastructural projects of the DART+ Programme to be delivered will be the DART+ Coastal North Project. This rail improvement project will provide an extension of the existing electrified rail network from Malahide to Drogheda MacBride stations and will provide the infrastructure to facilitate an increase to the rail capacity on the Northern Line between Dublin City Centre and Drogheda MacBride Station, including the Howth Branch.</p> <p>Granted permission in 2025</p>	0	1	<p>Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	<p>Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.</p>	<p>No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development</p>
33	304624	<p>The Fingal Coastal Way is a proposed greenway extending from Newbridge Demesne in Donabate to the Fingal county boundary, north of Balbriggan. The overall length of the scheme will be approximately 32km, depending on the final route selected. The Fingal Coastal Way is envisaged to be a flagship scheme for tourism in the county with the potential to promote and enhance the local tourist economy.</p>	0	1	<p>Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	<p>Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.</p>	<p>No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development</p>

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34	310145	<p>R132 Connectivity Project - Fingal County Council, in conjunction with the National Transport Authority is proposing to carry out upgrade works to the R132 in Swords. Lands at Along existing R132 situated between Lissenhall Interchange and Pinnockhill Junction, to the east of Swords Town Centre, Co. Dublin</p> <p>The proposed works include the following:</p> <ol style="list-style-type: none"> Upgrade works between the north of Pinnock Hill Roundabout and north of Estuary Roundabout, to facilitate installation of new protected cycle and pedestrian facilities, retention of one bus and one general traffic lane in each direction, removal of hard shoulders and/or general traffic lanes, and reduction in speed limit to 50km/h. Three new signal controlled crossing points provided along the R132 located as follows: <ol style="list-style-type: none"> North of Pinnockhill Roundabout Adjacent existing Chapel Lane/Ashley Avenue overbridge North of Estuary Roundabout. The following three existing roundabouts will be changed to signalised intersections to facilitate pedestrian and cyclist facilities: <ol style="list-style-type: none"> Malahide Road Roundabout Seatown Roundabout Estuary Roundabout. Partial/full closure of Drynam Road connection to the R132/Malahide Road Roundabout <p>Granted in January 2022. Expiry date January 2027.</p>	0	1	<p>Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	<p>Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.</p>	<p>No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development</p>

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36	312855	<p>Construction of 87 residential dwellings and 3 ground floor retail units. Located at Lands located west of Malahide Road and north of Baskin Lane, Malahide Road, Kinsealy (also Kinsaley), Dublin 17</p> <p>Granted by An Bord Pleanála on April 2024. Expiry date April 2029.</p>	0	1	<p>Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	<p>Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.</p>	<p>No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development</p>
37	319422	<p>In accordance with Section 182A of the Planning and Development Act 2000, as amended, EirGrid plc, with the consent and approval of Electricity Supply Board (ESB), gives notice that it proposes to seek the approval of An Bord Pleanála in relation to the proposed development, being the East Meath – North Dublin Grid Upgrade project consisting of approximately 37.5 kilometres (km) of new 400 kilovolt (kV) underground cable circuit between the existing Woodland Substation in the townland of Woodland in County Meath, and the existing Belcamp Substation in the townlands of Clonshagh and Belcamp in Fingal, County Dublin. The Proposed Development will also involve works in the substations to facilitate the connection of the underground cable circuit to the electrical grid. Approximately 20.5km of the proposed underground cable circuit is located in County Meath and approximately 17km of the proposed underground cable circuit is located in Fingal. The Proposed Development will be located within the following townlands in Fingal: Court, Gallanstown, Yellow Walls, Hollywood, Irishtown, Sprickletown, Killamonan, Cherryhound, Ward Upper, Ward Lower, Newpark, Shallon, Corrstown, Common, Skephubble, Ballystrahan, Kilreesk, Kingstown, Barberstown, Pickardstown, Forrest Great, Forrest Little, Cloghran, Glebe, Baskin, Stockhole, Middletown, Clonshagh and</p>	0	1	<p>Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	<p>Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.</p>	<p>No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development</p>

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		<p>Belcamp.</p> <p>The Proposed Development consists of the following principal elements:</p> <p>A. Installation of an underground cable circuit, approximately 37.5km in length, connecting Woodland Substation (400kV) in the townland of Woodland in County Meath, and Belcamp Substation (220kV) in the townlands of Clonshagh and Belcamp in Fingal.</p>					
38	4137/23	<p>Permission for the proposed development will consist of demolition of the existing residential property and existing derelict residential property. The construction of a residential development consisting of two blocks with a total of 79 residential apartments. Block A is located to the east of the site and includes 24no. 2 bed apartments and 12no. 1 bed apartments. Block B is on the west side of the site and includes 30 no 3 bed apartments; and 13 no 1 bed apartments. All apartments have private space in the form of balconies/terraces. Block A ranges from 6-8 to storeys in height and Block B is 7-8 storey in height excluding basement. The proposed development including communal amenity spaces located centrally at ground level and on the roofs of Block A and in Block B. The basement contains parking for 56 spaces including 4 no disabled spaces and motorcycle parking along with electric vehicle parking and is accessed via a new vehicle entrance and ramp from Malahide Road. New boundary treatments and communal bike stores, bin stores are proposed. A children's play area and crèche is included. Associated groundworks, landscaping, drainage including SUDS measures, lighting engineering and ancillary works necessary to facilitate the development. This application is accompanied by a Natura Impact Assessment.</p>	0	1	<p>Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	<p>Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.</p>	<p>No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development</p>

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45	F24A/0675E	<p>The site is located to the east of the R107 and south of Mabestown House residential property.</p> <p>The proposal will comprise a residential development of 2-3 storey houses(32 no.) and duplexes/apartments (16 no.), providing a total 48 no. units (10 no. 2 beds, 36 no. 3 beds and 2 no. 5 beds) within terraced and semi-detached arrangements.</p> <p>Provision of car and cycle parking, new residential streets, open spaces, play area, and provision of new site entrance from the R107. All associated site development works, landscaping, boundary treatments, and services provision.</p> <p>A Natura Impact Statement (NIS) has been prepared in respect of the proposed development.</p> <p>AI Received 29/11/2024 CAI received 06/02/2025</p>	0	1	<p>Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development
46	F24A/0811E	<p>The proposed development will consist of amendments to the previously permitted development at the subject site, granted under Reg. Ref. F22A/0580 (ABP Ref. 316498-23). The proposed amendments relate solely to a total of 28 of the previously permitted houses (comprising 1 no. 3-bedroom unit and 27 no. 4-bedroom units) to be replaced by 28 no. houses (comprising 1 no. 2-bedroom unit and 27 no. 4-bedroom units). These changes shall consist of the following:</p> <p>Previously approved plots 1-12, comprising House Type E (4 bedroom 2 storey mid-terrace unit), House Type E1 (4 bedroom 2 storey end of terrace unit), House Type E2 (4 bedroom 2 storey end of terrace unit), and House Type F (4 bedroom 2 storey end of terrace unit), located at the south-easternmost side of Little Auburn (a total of 12 no. houses) to be replaced with House Type nE (4 bedroom, 2 storey mid-terrace unit), House Type nE1 (4 bedroom, 2 storey end of terraced unit), House Type nE2 (4 bedroom, 2 storey end of terrace unit), House Type nF3b (4 bedroom, 2 storey end of terrace unit) and House Type nH (2 bedroom, 2 storey mid terrace unit) with associated reductions in these gardens;</p> <p>Previously approved plots 37-52, comprising House Type C (3 bedroom 2 storey mid-terrace unit), House Type C2 (4 bedroom 2 storey end of terrace & semi-detached unit), House Type D (4 bedroom 2 storey semi-detached unit), House Type E (4 bedroom 2 storey mid-terrace unit),</p>	0	1	<p>Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development

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		<p>House Type E1 (4 bedroom 2 storey end of terrace unit), House Type F (4 bedroom 2 storey end of terrace unit) and House Type F1 (4 bedroom 2 storey semi-detached unit), located at the north-easternmost side of Little Auburn (a total of 16 no. houses) to be replaced with House Type nC2 (4 bedroom, 2 storey end of terrace & semi-detached unit), House Type nC3 (4 bedroom, 2 storey mid-terrace unit), House Type nD (4 bedroom, 2 storey semi-detached unit), House Type nE (4 bedroom, 2 storey mid-terrace unit), House Type nE1 (4 bedroom, 2 storey end of terraced unit), House Type nF3a (4 bedroom, 2 storey semi-detached unit) and House Type nF3b (4 bedroom, 2 storey end of terrace unit). The proposed development will also comprise of in curtilage car parking; boundary treatment; landscaping works; bicycle and bin stores, and all other ancillary site development works that are necessary to accommodate these proposed amendments.</p> <p>See also Project No. 8, 52 and 60</p>					
47	F24A/1004E	<p>We McHale Plant Hire Limited intend to apply for Planning Permission for the inclusion of a new foul sewer rising main and portion of gravity foul sewer plus associated decommissioning and removal of an existing on-site wastewater treatment plant at Staffordstown Business Park, Turvey, Donabate, Co. Dublin.</p> <p>The proposed foul sewer rising main will serve the Business Park by forming connection with an existing pump station on site with this rising main routed out of the Business Park down Turvey Avenue public road to the east, 2.5km approx. to a new discharge manhole connected to a proposed gravity foul sewer (ca. 585m long) to subsequently form connection with the existing Uisce Eireann foul sewer on Turvey Avenue adjacent to Turvey Woods Residential Development.</p> <p>The placement of this rising main will result in the decommissioning and removal of the existing treatment plant and associated percolation area in the Business Park.</p>	0	1	<p>Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	<p>Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.</p>	<p>No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development</p>

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48	F24A/1010E	<p>The applicant Intends to apply for Permission at this site, at Lands in the Townland Of Kinsaley and Including Part Of The Grounds Of Lamorlaye, Back Road, Malahide, Co. Dublin. The proposed development consists of 83no. 2-storey houses (20no. 3-bed houses and 63no. 4-bed houses), a 2-storey childcare facility (c. 170.0sqm) and associated outdoor play space (c. 88sqm); primary vehicular, cyclist and pedestrian access serving the development is via a new entrance off Back Road, which will also serve as the modified access to the existing house at Lamorlaye; a secondary pedestrian and cyclist only access to the scheme and pedestrian entrances to 5no. houses are also provided off Back Road; 180no. total car parking spaces, including 2no. creche car parking spaces; Bicycle parking is provided in the curtilage of the houses, with 4no. bicycle spaces provided for the childcare facility; all ancillary site development and landscape works, including hard and soft landscaping and boundary treatment works, public open space (c. 2,637sqm); 1no. ESB substation; Demolition of out buildings/stables in the grounds of Lamorlaye; provision of temporary foul sewage pumping station; laying a foul rising main along Back Road from the proposed new access to the development eastward to Kinsealy Lane and 198m southwards along Kinsealy Lane; all on a site of approximately 3.14Ha.</p> <p>AI Rcvd 11/3/25 Including NIS</p> <p>SAI received 20/03/25</p>	0.19	1	<p>Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	<p>Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.</p>	<p>No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development</p>

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52	F25A/0226E	<p>We, Kinwest Ltd., intend to apply for planning permission for development on lands at Auburn House (Protected Structure) and Little Auburn off the R107 Malahide Road/Dublin Road, Malahide, Co. Dublin. The lands are generally bound by the R107 road to the east, 'Beech Lodge', 'Bellmont', 'The Lodge', 'Bellview', and 'Elgin' to the south, and Abington to the northeast and west. The proposed development will consist of amendments to the previously permitted development at the subject site, granted under Reg. Ref. F24A/0812E (which previously amended Reg. Ref. F22A/0580 / ABP Ref. 316498-23). The proposed amendments relate solely to 6 no. house plots, Nos. 19, 20, 21, 28, 29, and 30. The proposed amendments consist of the following:</p> <p>(a) Change of house type at Plot 20 from the previously approved House Type nCa, mid-terrace 2-storey, 3-bedroom house, to now provide House Type nC5 mid-terrace, 2-storey, 4-bedroom house with associated amendments to the rear gardens of Plot 19 and Plot 21 to accommodate this change of house type.</p> <p>(b) Change of house type at Plot 29 from the previously approved House Type nCb, mid-terrace 2-storey, 3-bedroom house, to now provide House Type nC3, mid-terrace, 2-storey, 4-bedroom house, with associated amendments to the rear gardens of Plot 28 and Plot 30 to accommodate this change of house type.</p> <p>(c) And all other ancillary site development works that are necessary to accommodate these proposed amendments.</p> <p>See also Project No. 8, 46 and 60</p>	0	1	<p>Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	<p>Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.</p>	<p>No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development</p>

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54	F25A/0663E	<p>Kavco CL Project Limited, intend to apply for planning for a residential development on lands at Le Rondini, Carr's Lane, Dublin 17, D17 DY20. The proposed development will consist of the demolition of the existing single storey, detached dwelling, known as Le Rondini, and the construction of 55 no. residential units (43 no. houses and 12 no. duplex units), all of which will be provided as follows:</p> <p>(a) 43 no. houses (35 no. 3-bed houses and 8 no. 4-bed houses end-terraced and mid-terraced houses, all two storeys in height, with external bin stores and bike stores to the rear;</p> <p>(b) 12 no. duplex units comprising of 6 no. 2-bed/3 person units at ground level and 6 no. 3-bed units over first and second floor levels, in a building three storeys in height, and all units provided with private balconies/terraces, with a detached single storey communal bin store and bike store</p> <p>(c) 1 no. detached ESB substation;</p> <p>(d) a total of 52 no. car parking spaces at surface level; bicycle parking;</p> <p>(e) Reduction in height of the existing stone wall to the front of the property and modifications to the existing vehicular access from Carr's Lane; footpaths, including pedestrian connection into the adjoining Saint Doulagh's Oaks to the east; landscaping including play equipment; boundary treatments; and public lighting; and all associated engineering and site works necessary to facilitate the development.</p> <p>Additional Information Received 5/11/2025 Significant Additional Information Received 10/11/2025 Clarification of Significant Additional Information Received 13/02/2026</p>	0.05	1	<p>Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	<p>Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.</p>	<p>No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development</p>

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55	F25A/0689E	<p>NIS</p> <p>The development will comprise the demolition of an existing, detached house and outbuildings, and construction of a 3-storey residential development of 59 units comprising 17 no. houses (14 no. 4-bed and 3 no. 5-bed); 30 no. duplex apartments (15 no. 2-bed and 15 no. 3-bed) within 3 no. blocks, and 12 no. apartments (9 no. 1-bed and 3 no. 2-bed) within 1 no. block. Provision of car and cycle parking, new residential streets, open spaces, play area, and upgrade of existing site entrance from the R107. All associated site development works, landscaping, boundary treatments, wastewater and services provision (including wastewater pumping station). A Natura Impact Statement (NIS) has been prepared in respect of the proposed development.</p> <p>Additional Information Received 21/11/2025 Significant Additional Information received 26/11/25 Clarification of Significant Additional Information Received 04/03/2025</p>	0	1	Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development
57	F25A/0710E	<p>The development will consist of a Park & Ride facility with a total of 733 car parking spaces, including 522 standard spaces, 37 spaces for mobility-impaired users (including 29 standard and electric vehicle charging spaces, along with 8 larger spaces), 72 spaces designated for electric vehicles and an additional 72 space futureproofed for electric vehicles. Additionally, the facility will include 3 bus bays and passenger shelters to enhance accessibility and convenience for users. Provision for active travel will be made with a hardstanding area for a bike shelter and lockers. The scheme will also include hard and soft landscaping, planting, lighting, boundary treatments, surface-foul water drainage, public lighting, CCTV, ESB substation, and all other associated and ancillary works.</p> <p>An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) will be submitted to the Planning Authority with the planning application and the EIAR and NIS will be available for inspection or purchase for a fee not exceeding the reasonable cost of making a copy during office hours at the offices of the Planning Authority.</p> <p>Additional Information Received 30/01/2026 Significant Further Information Received 20/02/2026</p>	0	1	Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development

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58	F25A/0776E	<p>The development will consist of amendments to the grid connection infrastructure between the approved solar photovoltaic ("PV") energy development on lands at Mainscourt, Ballyboghil, Co. Dublin and the ESB Mountgory 38kV Substation, Swords Business Park, Swords, Co. Dublin permitted under Register Reference F22A/0365 comprising the laying of underground electricity cables in ducts and associated infrastructure within the margin of the R132 road and also beneath a portion of Balheary Park including under the Ward River by means of horizontal directional drilling. A Natura Impact Statement (NIS) will be submitted to the Planning Authority with the application.</p> <p>Additional Information Received 29/10/2025 Clarification of Additional Information Received 13/02/2026</p>	0.1	1	<p>Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development
59	F25A/0947E	<p>The development will consist of a new HGV vehicle maintenance and testing centre, including ancillary offices and staff facilities, a detached security hut, along with all hard and soft landscaping, boundary treatments, external lighting, PV panels, EV chargers, LED signage, a new vehicular entrance, car parking, bicycle parking, HGV parking, a truck wash facility, external roof ladder, smoking shelter, and all associated site development works. A Natura Impact Statement (NIA) accompanies this planning application.</p>	0.06	1	<p>Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
60	F25A/0999E	<p>We, Kinwest Ltd., intend to apply for planning permission for development on lands at Auburn House (Protected Structure) and Little Auburn off the R107 Malahide Road/Dublin Road, Malahide, Co. Dublin. The lands are generally bound by the R107 road to the east, 'Beech Lodge', 'Bellmont', 'The Lodge', 'Bellview', and 'Elgin' to the south, and Abington to the northeast and west.</p> <p>The proposed development will consist of amendments to the previously permitted development at the subject site, granted under Reg. Ref. F22A/0580 / ABP-316498-23 (as amended by F24A/0811E, F24A/0812E and F25A/0226E), and Reg. Ref. F22A/0581 /ABP-316504-23 (as amended by F24A/1179E).</p> <p>The proposed amendments will provide for the addition of 2 no. houses, comprising 1no. House Type nA5 (2-storey 3-bedroom detached unit), and 1 no. House Type A13 (2-storey, 4-bedroom detached unit) to the north of the development permitted under Reg. Ref. F22A/0580 / ABP-316498-23 (as amended by F24A/0811E, F24A/0812E and F25A/0226E), along with in curtilage car parking. The proposed amendment will also include remodeling of the attenuation basin, the out of bank storage, and the play equipment in the open space of the previously permitted layout (Reg. Ref. F22A/0580 / ABP-316498-23 and Reg. Ref. F22A/0581 / ABP-316504-23); along with associated boundary treatment; landscaping works; and all other ancillary site development works that are necessary to accommodate these proposed amendments.</p> <p>See also Project No. 8, 46 and 52</p>	0	1	<p>Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	<p>Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.</p>	<p>No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development</p>

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66	F25A/1215E	<p>We, the Health Service Executive (HSE), intend to apply for planning permission for a new purpose-built Community and Social Care campus on lands (0.50Ha) at Bremore Castle, Hamlet Lane, Townland of Bremore, Balbriggan, Co. Dublin. The proposed development will include:</p> <p>a) A two-storey Children's Disability Network Team (CDNT) building to the north-east (901 sqm), supporting children and young people with disabilities and their families through therapy, early intervention, and multidisciplinary services;</p> <p>b) A single-storey Adult Respite Centre to the west (326 sqm), providing short-term home-from-home residential breaks for adults with disabilities;</p> <p>c) A single-storey Adult Day Service Centre to the south (243 sqm), offering community participation, life-skills development, and day supports for adults. Total gross floor area: 1,470 sqm.</p> <p>The development will also include all associated site and ancillary works such as new pedestrian and vehicle access gates, boundary treatments, removal of an existing internal site road (granted under Ref. F18A/0258) and construction of a new access road, footpaths, short-stay set-down area, car and cycle parking, solar panels to the CDNT and Respite buildings, landscaping, drainage and utilities connections, and central and satellite plant areas including an ESB unit substation to the west.</p>	0.13	1	<p>Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	<p>Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.</p>	<p>No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development</p>

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69	LRD0018/S3	<p>We, Cairn Homes Properties Limited, intend to apply to Fingal County Council for a 7-year permission for a Large-Scale Residential Development at this c.13.57 ha (gross) site located within the Estuary West Lands at 'Holybanks', Swords, Co. Dublin. The main development site is bounded by Glen Ellan Road to the south, Jugback Lane/Terrace to the west, the former Celestica factory site to the east and the Broadmeadow River to the north. Junction and road improvement works are proposed to the Glen Ellan Road / Balheary Road junction and the R132 Dublin Road / R125 Seatown West Roundabout.</p> <p>The proposed development will consist of a residential scheme of 640 no. units (219 no. 1-bed units, 281 no. 2-bed units, 119 no. 3-bed units and 21 no. 4-bed units) along with childcare facility (c.537 sq.m in proposed Block 11). The development will include for the following:</p> <ul style="list-style-type: none"> • 132 no. houses comprising: 08 no. 2-bed houses, 87 no. 3-bed houses, 16 no. 3-bed townhouses (back-to-back) and 21 no. 4-bed houses. These range in height from two to three storey and include semi-detached and terraced houses. • 474 no. apartment units (219 no. 1-bed units; 49 no. 2-bed, 3-person units; 206 no. 2-bed, 4-person units) provided within 11 no. apartment blocks ranging in height from up to 5 no. Storeys. • 34 no. duplex units arranged within 4 no. 2-storey blocks comprising 18 no. 2-bed units and 16 no. 3-bed units. • Apartments and duplexes are provided with balconies/terraces and with dedicated services /bicycle/ bin store areas. • Provision of 501 no. car parking spaces, 1,506 no. bicycle parking spaces and 26 no. motorbike parking spaces located at surface and undercroft level (adjoining Block 6); • Landscape proposals will include provision of c.42,651 sq.m (c.4.265 ha) of open space across the development including significant extension of the 'Broadmeadow River Park' (c. 29,400 sq.m (c.2.94ha)). • Principal vehicular access to the site will be from Glen Ellan Road. New pedestrian connections will be provided from Jugback Lane/Terrace, Glen Ellan Road and the proposed Broadmeadow Riverside Park extension to the north of the site. A dedicated pedestrian/cycle path is also proposed through the site along a central spine open space, connecting Glen Ellan Road in the south with Broadmeadow Riverside Park extension in the north. • Junction and road improvement works are also proposed to the Glen Ellan Road / Balheary Road junction and the R132 Dublin Road /R125 Seatown 	0	1	<p>Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	<p>Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.</p>	<p>No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development</p>

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		<p>West Roundabout to facilitate the development. This will include widening of Balheary Road, upgrade works to cycle/pedestrian facilities, partial signalisation of R132/R125 junction, and a new pedestrian crossing on Glen Ellan Road.</p> <ul style="list-style-type: none"> • All associated site development works above and below ground including hard and soft landscaping, roads/footpaths/cycle paths, open spaces and play areas, boundary treatments, lighting, SuDs measures, pumping station, EV charging points, green roofs, ESB substations and all associated services to facilitate the development. • As part of the proposed development, temporary permission is also sought for signage. 					

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73	LRD0046/S3	<p>The proposed development will consist of:</p> <ol style="list-style-type: none"> 1. Demolition of existing buildings and structures within the application site associated with the former Teagasc Research Centre use total Gross Floor Area (GFA) of approx. 1,651sqm). 2. Construction of 193 no. residential dwellings comprising 153 no. two storey houses (30 no. two-bed; and 123 no. three-bed houses) and 40 no. duplex units (20 no. two-bed ground floor apartments with 20 no. three-bed duplexes above) and arranged in three storey blocks. 3. Provision of a single storey childcare facility (approx. 283 sqm GFA) with the capacity for approximately 50 children. 4. Provision of a total of 229 no. car parking spaces (193 no. residential spaces, 4 no. childcare drop off spaces, 3 no. childcare staff spaces and 29 no. visitor spaces), and 345 bicycle parking spaces (201 no. private secure on-curtilage spaces for houses without independent garden access, 100 no. private secure spaces and 20 no. visitor spaces for duplex units, 20 no. childcare drop-off spaces, and 4 no. childcare staff spaces). 5. Approximately 1.65 ha of dedicated public open space comprising a series of open spaces and a central east-west greenway linear park and parklands along the east boundary. In addition, 2.2 ha of greenbelt zoned lands are included to the south and south-east of the residential development area to accommodate a playing pitch. 6. Vehicular access to the site will be via a new vehicular entrance at Gandon Lane (providing access to the northern part of the site only) and a new vehicular access from Malahide Road, located to the south of the existing Malahide Portmarnock Educate Together National School, (providing access to the southern part of the site only). 7. Pedestrian and cycle links to facilitate connectivity with adjoining residential developments including the provision of an east-west greenway and a north-south link greenbelt zoned lands to the south. 8. All enabling and site development works, landscaping, boundary treatments, lighting, services and connections, bin storage, 3 no. ESB unit substations and all other ancillary works above and below ground on a site approximately 8.2 ha. <p>Additional Information received 30th May 2025.</p> <p>Deemed Significant Additional Information 3rd June 2025 by SA</p>	0	1	<p>Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.</p>	<p>Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.</p>	<p>No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development</p>

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
		Revised Public Notices received 4th June 2025.					

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
75	LRD0054/S3 E	<p>Dwyer Nolan Developments Ltd. seeks permission to modify a permitted Strategic Housing Development (SHD) (Ref. ABP-313144-22) by way of a planning application for a Large-Scale Residential Development (LRD), within the permitted "Regles" development, currently under construction, located at Minister's Road, Lusk, Co. Dublin. The proposed modifications are comprised of:</p> <p>(i) alterations to the permitted site layout plan, (ii) replacement of 28 no. permitted houses with 34 no. alternative houses.</p> <p>The proposed 34 no. dwellings are comprised of 32 no. 2 & 3 storey, 3 & 4 bed terraced houses, in 6 no. terraced blocks, and 2 no. 2 storey 4 bed detached houses.</p> <p>The proposed development also provides for all associated site development works, open spaces, hard & soft landscaping, boundary treatments, car & bicycle parking etc., on a site area of c.1.16 Ha, within the overall site area of the permitted "Regles" residential development, which is c.8.3Ha. Access to the proposed development will be via the permitted "Regles" development, off Minister's Road.</p> <p>Additional Information Received 22nd August 2025</p>	0.24	1	Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development
79	LRD0068/S3 E	<p>The proposed development seeks a 10-year planning permission for the construction of 1,350 residential units, one childcare facility, c.1,650sq.m of non-residential floor space including retail uses and health/recreational services, playing fields and associated changing rooms and a site allocated for a school.</p> <p>An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) have been prepared in respect of the proposed development.</p>	0.06	1	Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development

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80	LRD0069/S3 E	<p>The development will consist of the construction of 815 no. dwellings (610 no. houses, 194 apartments & 11 no. later living dwellings), a portion of the C-Ring Road, open space, community building/retail floorspace and 2 no. creches.</p> <p>An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared in respect of the proposed development and submitted with this LRD application. A dedicated website has been set up for the LRD application which can be viewed at www.flemingtonsouthlrld.ie</p> <p>Additional Information received 11/03/2026</p>		1	Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development
85	WEB22-7/24	<p>Planning permission for a proposed residential development on lands at Grattan Lodge, Hole In The Wall Road, Dublin 13.</p> <p>The proposed development will consist of the construction of 1 no. 7-storey apartment block comprising 62 apartment units (24 no. 1 bed units, 32 no. 2 bed units and 6 no. 3 bed units) with balconies to the north, east, south and west elevations. The proposed development will also provide for 33 no. car parking spaces at surface level, 107 no. resident bicycle parking spaces (including cargo bike and e-bike spaces) within a bike store in the building and 24 no. visitor bicycle parking spaces at surface level, bin/waste store and a plant room at ground floor level; 1 no. detached ESB substation. The proposed development will also provide for all associated site development and infrastructural works including street lighting, foul and surface water drainage, roads, footpaths, landscaping and boundary treatment.</p>	0.15	1	Should some of the construction phases overlap with that of the proposed development, noise-sensitive receptors may be subject to direct construction noise from both the proposed development and the screened-in project. However, the works associated with the construction of the onshore cable route alone are temporary in nature and hence would not result in any cumulative significant direct effects (refer to the Noise chapter: the Design Manual for Roads and Bridges guidance is that construction noise and construction traffic noise impacts constitute a likely significant effect for a duration exceeding 10 or more days or nights in any 15 consecutive days or nights; or a total number of days exceeding 40 in any six consecutive months). Note, there is a very low likelihood that the construction programmes of the screened-in project would overlap with that of the proposed development. Should the programmes overlap, construction traffic from the screened-in project may use some of the same roads as the proposed development construction traffic. However, the noise impact of construction traffic for the proposed development would be small and added to any the traffic for the screened-in project is likely to be small relative to existing traffic flows and would be below the threshold for a likely significant indirect cumulative effect.	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development

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92	Flemington LAP	The Flemington Local Area Plan (LAP) was adopted in December 2024 to manage the sustainable development of approximately 17.2 hectares of greenfield land in North Balbriggan. The LAP provides for the delivery of a new residential neighborhood with a projected yield of approximately 650 residential units. The plan adopts a "plan-led" approach to housing, emphasizing a variety of dwelling types and tenures to accommodate a projected population increase of approximately 1,100 to 1,200 people.	0	3	Construction and operational phase noise effects are considered within Volume 5, Chapter 30: Noise and Vibration in response to RFI Section 13 (e). No significant construction or operational phase residual effects are predicted. Therefore, there are no significant cumulative effects arising from the proposed development and Flemington LAP	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	No likely significant direct or indirect cumulative effects are predicted during the construction phase of the proposed development

38.2.3.22 Resource and Waste Management

Table A38.24: Cumulative Effects Assessment Matrix for Resource and Waste Management

ID	Application Reference	Brief Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
2	319799	The Oriel Offshore Wind Farm is a proposed offshore renewable energy project jointly developed by Parkwind (now part of JERA Nex) and ESB. A planning application for the project was formally lodged with An Bord Pleanála in May 2024. The development is located in the Irish Sea off the coast of north County Louth, to the east of Dundalk Bay, with the nearest turbine approximately 6 km offshore from the Cooley Peninsula. The proposed wind farm comprises up to 25 offshore wind turbines with a maximum export capacity of up to 375 megawatts (MW), together with associated offshore and onshore substations and subsea and underground electricity cables required for operation.	16.9	1	Waste management effects from the proposed development alone on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites will range from direct, negative, not significant to direct, negative, moderate. Construction waste generated from Project ID #2 was included in the assessment and was analysed in conjunction with the estimated waste generation from the proposed development. The cumulative quantity of maximum waste arising is 360,951 tonnes (of which 227,900 tonnes relate to the proposed development). Should the construction of Project ID #2 overlap with the proposed development, this could give rise to direct, negative, moderate, short-term cumulative effects on the capacity of waste management facilities in Ireland. Resource use from the proposed development alone during the construction phase will be direct, negative, slight. Due to the nature of Project ID #2, no significant direct or indirect negative cumulative resource use effects are predicted during the construction phase.	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #2.
5	321992	Dublin Array is a proposed offshore wind energy project being developed by Kish Offshore Wind Limited and Bray Offshore Wind Limited, joint venture companies owned by RWE Renewables Ireland and Saorgus Energy. A planning application for the construction, operation and decommissioning of the project was lodged with An Bord Pleanála in February 2025. The development is located in the Irish Sea at the Kish Bank and Bray Bank, approximately 10 kilometres off the coasts of Counties Dublin and Wicklow.	32.9	1	Waste management effects from the proposed development alone on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites will range from direct, negative, not significant to direct, negative, moderate.	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #5.

ID	Application Reference	Brief Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
		The proposed wind farm will have a maximum export capacity of up to 824 megawatts (MW) and will comprise between 39 and 50 offshore wind turbines, subject to the final turbine model and layout selected. The planning application assesses turbine tip heights of up to approximately 310 metres. The project also includes associated offshore and onshore electricity transmission infrastructure to connect the wind farm to the national grid at Jamestown, County Dublin, as well as a proposed operations and maintenance base at Dún Laoghaire Harbour.			<p>Construction waste generated from Project ID #5 was included in the assessment and was analysed in conjunction with the estimated waste generation from the proposed development. The cumulative quantity of maximum waste arising is 290,900 tonnes (of which 227,900 tonnes relate to the proposed development).</p> <p>Should the construction of Project ID #5 overlap with the proposed development, this could give rise to direct, negative, moderate, short-term cumulative effects on the capacity of waste management facilities in Ireland.</p> <p>Resource use from the proposed development alone during the construction phase will be direct, negative, slight. Due to the nature of Project ID #5, no significant direct or indirect negative cumulative resource use effects are predicted during the construction phase.</p>		
6	301908	<p>Greater Dublin Drainage Project consisting of a new wastewater treatment plant (WwTP) and sludge hub centre at Clonshaugh, underground orbital sewer from Blanchardstown to Clonshaugh and new pumping station at Abbotstown, new sewer to WwTP ,outfall pipeline and regional biosolids storage facility (RBSF). An EIAR and NIS were submitted with this application. The proposed GDDP orbital sewer will cross the R107 Malahide Road at Kinsaley and the R139.</p> <p>Construction is set to commence in 2026 with a four year programme</p>	0	1	<p>Waste management effects from the proposed development alone on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites will range from direct, negative, not significant to direct, negative, moderate.</p> <p>Construction waste generated from Project ID #6 was included in the assessment and was analysed in conjunction with the estimated waste generation from the proposed development. The cumulative quantity of maximum waste arising is 448,600 tonnes (of which 227,900 tonnes relate to the proposed development).</p> <p>Should the construction of Project ID #6 overlap with the proposed development, this could give rise to direct, negative, significant, short-term cumulative effects on the capacity of waste management facilities in Ireland.</p> <p>Resource use from the proposed development alone during the construction phase will be direct, negative, slight. Due to the nature of Project ID # 6, no significant direct or indirect negative cumulative resource use effects are predicted during the construction phase.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	There is the potential for direct, negative, significant and short-term cumulative effects on the capacity of waste management facilities in the Eastern-Midlands Waste Region arising from the overlap of the proposed development and Project ID #6.

ID	Application Reference	Brief Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
7	313182	<p>BusConnects Clongriffin to City Centre Core Bus Corridor Scheme. This scheme terminates at Northern Cross (intersection of R139 and R107).</p> <p>Permission granted in January 2024. Expiry Date January 2029. The construction phase is anticipated to last approximately 24 months.</p>	0	1	<p>Waste management effects from the proposed development alone on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites will range from direct, negative, not significant to direct, negative, moderate.</p> <p>Construction waste generated from Project ID #7 was included in the assessment and was analysed in conjunction with the estimated waste generation from the proposed development. The cumulative quantity of maximum waste arising is 391,700 tonnes (of which 227,900 tonnes relate to the proposed development).</p> <p>Should the construction of Project ID #7 overlap with the proposed development, this could give rise to direct, negative, moderate, short-term cumulative effects on the capacity of waste management facilities in Ireland.</p> <p>Resource use from the proposed development alone during the construction phase will be direct, negative, slight. Due to the nature of Project ID #7, no significant direct or indirect negative cumulative resource use effects are predicted during the construction phase.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #7.
8	316444	<p>PROTECTED STRUCTURE: Conversion of stables of Auburn House to provide for storage space for the main Auburn House and construction of 69 residential units and associated surface level car/bicycle parking with refuse stores, bicycle store and plant at ground floor level; landscaping; boundary treatments; public lighting; 1 ESB unit substation.</p> <p>The construction of a vehicular and pedestrian/cycle access from Carey's Lane and all associated site infrastructure and engineering works necessary to facilitate the development.</p> <p>Located on lands at Auburn House off the R107 Malahide Road/Dublin Road, Malahide, Co. Dublin. Access to the site is off the R107 Malahide Road/Dublin Road. An EIAR and NIS were submitted with this application.</p> <p>Granted Permission 2024. Construction active through 2026.</p> <p>Refer also to Project No. 46, 52 and 60</p>	0	1	<p>Waste management effects from the proposed development alone on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites will range from direct, negative, not significant to direct, negative, moderate.</p> <p>Construction waste generated from Project ID #8 was included in the assessment and was analysed in conjunction with the estimated waste generation from the proposed development. The cumulative quantity of maximum waste arising is approximately 242,900 tonnes (of which 227,900 tonnes relate to the proposed development).</p> <p>Should the construction of Project ID # 8 overlap with the proposed development, this could give rise to direct, negative, moderate, short-term cumulative effects on the capacity of waste management facilities in Ireland.</p> <p>Resource use from the proposed development alone during the construction phase will be direct, negative, slight. Due to the nature of Project ID #8, no significant direct or indirect negative cumulative resource use effects are predicted during the construction phase.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #8.

ID	Application Reference	Brief Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
10	312003	<p>Removal of existing substructures (basement) on site and a 7-year permission for the construction of 730 no. apartments, creche and associated site works. Lands located at Parkside 5B, Parkside, Dublin 13. (www.parkside5shdplanning.com).</p> <p>Permission granted in April 2022. Expiry date April 2027.</p>	0.13	1	<p>Waste management effects from the proposed development alone on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites will range from direct, negative, not significant to direct, negative, moderate.</p> <p>Construction waste generated from Project ID #10 was included in the assessment and was analysed in conjunction with the estimated waste generation from the proposed development. The cumulative quantity of maximum waste arising is approximately 364,000 tonnes (of which 227,900 tonnes relate to the proposed development).</p> <p>Should the construction of Project ID #10 overlap with the proposed development, this could give rise to direct, negative, moderate, short-term cumulative effects on the capacity of waste management facilities in Ireland.</p> <p>Resource use from the proposed development alone during the construction phase will be direct, negative, slight. Due to the nature of Project ID #10, no significant direct or indirect negative cumulative resource use effects are predicted during the construction phase.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #10.
14	313362	<p>650 no. residential units (265 no. houses, 385 no. apartments) creche and associated site works. Lands to the south of Rathbeale Road and to the north and south of Main Street, Mooretown Distributor Road, Celestica/Motorola site, Swords, Co. Dublin. (www.mooretownshd.ie)</p> <p>Permission granted in March 2023. Expiry date March 2028.</p>	0.35	1	<p>Waste management effects from the proposed development alone on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites will range from direct, negative, not significant to direct, negative, moderate.</p> <p>Construction waste generated from Project ID #14 was included in the assessment and was analysed in conjunction with the estimated waste generation from the proposed development. The cumulative quantity of maximum waste arising is approximately 322,400 tonnes (of which 227,900 tonnes relate to the proposed development).</p> <p>Should the construction of Project ID #14 overlap with the proposed development, this could give rise to direct, negative, moderate, short-term cumulative effects on the capacity of waste management facilities in Ireland.</p> <p>Resource use from the proposed development alone during the construction phase will be direct, negative, slight. Due to the nature of Project ID #14, no significant direct or indirect negative cumulative resource use effects are predicted during the construction phase.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #14.

ID	Application Reference	Brief Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
15	313210	<p>10 year planning permission for construction of 817 no. residential units (377 no. houses, 440 no. apartments), childcare facilities and associated site works. Located at Castlelands, Accessed from Castlelands roundabout, Castleland Park View, Tanners Water Lane and Pinewood Green in the townlands of Hampton Demesne, Kilsough North and Balbriggan, Balbriggan, Co. Dublin. (www.castlelandsshd.com)</p> <p>Permission granted in March 2023. Expiry date March 2033</p>	0.52	1	<p>Waste management effects from the proposed development alone on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites will range from direct, negative, not significant to direct, negative, moderate.</p> <p>Construction waste generated from Project ID #15 was included in the assessment and was analysed in conjunction with the estimated waste generation from the proposed development. The cumulative quantity of maximum waste arising is approximately 234,620 tonnes (of which 227,900 tonnes relate to the proposed development).</p> <p>Should the construction of Project ID #15 overlap with the proposed development, this could give rise to direct, negative, moderate, short-term cumulative effects on the capacity of waste management facilities in Ireland.</p> <p>Resource use from the proposed development alone during the construction phase will be direct, negative, slight. Due to the nature of Project ID #15, no significant direct or indirect negative cumulative resource use effects are predicted during the construction phase.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #15.
18	311016	<p>1,221 no. apartments, creche and associated site works. GA03 Lands at Baldoyle and Stapolin (adjacent lands formerly known as the Coast), Baldoyle, Dublin 13. (www.shoreline2shd.ie).</p> <p>Permission granted November 2021. According to documentation, construction is expected to last 54 months, starting in Q1 2024 and end in Q3 2028.</p>	0.89	1	<p>Waste management effects from the proposed development alone on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites will range from direct, negative, not significant to direct, negative, moderate</p> <p>Construction waste generated from Project ID #18 was included in the assessment and was analysed in conjunction with the estimated waste generation from the proposed development. The cumulative quantity of maximum waste arising is 437,900 tonnes (of which 227,900 tonnes relate to the proposed development).</p> <p>Should the construction of Project ID #18 overlap with the proposed development, this could give rise to direct, negative, significant, short-term cumulative effects on the capacity of waste management facilities in Ireland.</p> <p>Resource use from the proposed development alone during the construction phase will be direct, negative, slight. Due to the nature of Project ID #18, no significant direct or indirect negative cumulative resource use effects are predicted during the construction phase.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	There is the potential for direct, negative, significant and short-term cumulative effects on the capacity of waste management facilities in the Eastern-Midlands Waste Region arising from the overlap of the proposed development and Project ID #18.
19	317121	BusConnects Swords to City Centre Bus Corridor Scheme	1.68	1	<p>Waste management effects from the proposed development alone on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites will range from direct, negative, not significant to direct, negative, moderate.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	There is the potential for direct, negative, significant and short-term cumulative effects on the capacity of waste management facilities in the Eastern-Midlands Waste Region arising from the overlap of the proposed development and Project ID #19.

ID	Application Reference	Brief Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
					<p>Construction waste generated from Project ID #19 was included in the assessment and was analysed in conjunction with the estimated waste generation from the proposed development. The cumulative quantity of maximum waste arising is 437,900 tonnes (of which 227,900 tonnes relate to the proposed development).</p> <p>Should the construction of Project ID #19 overlap with the proposed development, this could give rise to direct, negative, significant, short-term cumulative effects on the capacity of waste management facilities in Ireland.</p> <p>Resource use from the proposed development alone during the construction phase will be direct, negative, slight. Due to the nature of Project ID #19, no significant direct or indirect negative cumulative resource use effects are predicted during the construction phase.</p>		
20	314610	BusConnects Ballymun/Finglas to City Centre Core Bus Corridor Scheme	3.84	1	<p>Waste management effects from the proposed development alone on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites will range from direct, negative, not significant to direct, negative, moderate.</p> <p>Construction waste generated from Project ID #20 was included in the assessment and was analysed in conjunction with the estimated waste generation from the proposed development. The cumulative quantity of maximum waste arising is 437,900 tonnes (of which 227,900 tonnes relate to the proposed development).</p> <p>Should the construction of Project ID #20 overlap with the proposed development, this could give rise to direct, negative, significant, short-term cumulative effects on the capacity of waste management facilities in Ireland.</p> <p>Resource use from the proposed development alone during the construction phase will be direct, negative, slight. Due to the nature of Project ID #20, no significant direct or indirect negative cumulative resource use effects are predicted during the construction phase.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	There is the potential for direct, negative, significant and short-term cumulative effects on the capacity of waste management facilities in the Eastern-Midlands Waste Region arising from the overlap of the proposed development and Project ID #20.
28	314724	Railway/Metrolink – Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin (Metrolink)	0	1	<p>Waste management effects from the proposed development alone on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites will range from direct, negative, not significant to direct, negative, moderate.</p> <p>Construction waste generated from Project ID #28 was included in the assessment and was analysed in conjunction with the estimated waste generation from the proposed development. The cumulative quantity of maximum waste arising is 493,084 tonnes (of which 227,900 tonnes relate to the proposed development).</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	There is the potential for direct, negative, significant and short-term cumulative effects on the capacity of waste management facilities in the Eastern-Midlands Waste Region arising from the overlap of the proposed development and Project ID #28. However, it is important to note that the proposed development alone only contributes an individual moderate effect on the waste management capacity in the region with Project ID #28 contributing an individual significant impact.

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					<p>Should the construction of Project ID #28 overlap with the proposed development, this could give rise to direct, negative, significant, short-term cumulative effects on the capacity of waste management facilities in Ireland.</p> <p>Resource use from the proposed development alone during the construction phase will be direct, negative, slight. Due to the nature of Project ID #28, no significant direct or indirect negative cumulative resource use effects are predicted during the construction phase.</p>		
32	320164	<p>The third of the infrastructural projects of the DART+ Programme to be delivered will be the DART+ Coastal North Project. This rail improvement project will provide an extension of the existing electrified rail network from Malahide to Drogheda MacBride stations and will provide the infrastructure to facilitate an increase to the rail capacity on the Northern Line between Dublin City Centre and Drogheda MacBride Station, including the Howth Branch.</p> <p>Granted permission in 2025</p>	0	1	<p>Waste management effects from the proposed development alone on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites will range from direct, negative, not significant to direct, negative, moderate.</p> <p>Construction waste generated from Project ID #32 was included in the assessment and was analysed in conjunction with the estimated waste generation from the proposed development. The cumulative quantity of maximum waste arising is 475,700 tonnes (of which 227,900 tonnes relate to the proposed development).</p> <p>Should the construction of Project ID #32 overlap with the proposed development, this could give rise to direct, negative, significant, short-term cumulative effects on the capacity of waste management facilities in Ireland.</p> <p>Resource use from the proposed development alone during the construction phase will be direct, negative, slight. Due to the nature of Project ID #32, no significant direct or indirect negative cumulative resource use effects are predicted during the construction phase.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	There is the potential for direct, negative, significant and short-term cumulative effects on the capacity of waste management facilities in the Eastern-Midlands Waste Region arising from the overlap of the proposed development and Project ID #32.

ID	Application Reference	Brief Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
33	304624	The Fingal Coastal Way is a proposed greenway extending from Newbridge Demesne in Donabate to the Fingal county boundary, north of Balbriggan. The overall length of the scheme will be approximately 32km, depending on the final route selected. The Fingal Coastal Way is envisaged to be a flagship scheme for tourism in the county with the potential to promote and enhance the local tourist economy.	0	1	<p>Waste management effects from the proposed development alone on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites will range from direct, negative, not significant to direct, negative, moderate.</p> <p>Construction waste generated from Project ID #33 was included in the assessment and was analysed in conjunction with the estimated waste generation from the proposed development. The cumulative quantity of maximum waste arising is approximately 308,540 tonnes (of which 227,900 tonnes relate to the proposed development).</p> <p>Should the construction of Project ID #33 overlap with the proposed development, this could give rise to direct, negative, moderate, short-term cumulative effects on the capacity of waste management facilities in Ireland.</p> <p>Resource use from the proposed development alone during the construction phase will be direct, negative, slight. Due to the nature of Project ID #33, no significant direct or indirect negative cumulative resource use effects are predicted during the construction phase.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #33.
35	311059	1,365 no. units (346 no. houses, 1,019 no. apartments), creche and associated site works. Located at Corballis East, Donabate, Co. Dublin. (www.corballiseastshd.ie) Permission granted November 2022. Expiry date November 2032.	3.2	1	<p>Waste management effects from the proposed development alone on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites will range from direct, negative, not significant to direct, negative, moderate.</p> <p>Construction waste generated from Project ID #35 was included in the assessment and was analysed in conjunction with the estimated waste generation from the proposed development. The cumulative quantity of maximum waste arising is 395,900 tonnes (of which 227,900 tonnes relate to the proposed development).</p> <p>Should the construction of Project ID #35 overlap with the proposed development, this could give rise to direct, negative, significant, short-term cumulative effects on the capacity of waste management facilities in Ireland.</p> <p>Resource use from the proposed development alone during the construction phase will be direct, negative, slight. Due to the nature of Project ID #35, no significant direct or indirect negative cumulative resource use effects are predicted during the construction phase.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	There is the potential for direct, negative, significant and short-term cumulative effects on the capacity of waste management facilities in the Eastern-Midlands Waste Region arising from the overlap of the proposed development and Project ID #35.

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37	319422	<p>In accordance with Section 182A of the Planning and Development Act 2000, as amended, EirGrid plc, with the consent and approval of Electricity Supply Board (ESB), gives notice that it proposes to seek the approval of An Bord Pleanála in relation to the proposed development, being the East Meath – North Dublin Grid Upgrade project consisting of approximately 37.5 kilometres (km) of new 400 kilovolt (kV) underground cable circuit between the existing Woodland Substation in the townland of Woodland in County Meath, and the existing Belcamp Substation in the townlands of Clonshagh and Belcamp in Fingal, County Dublin. The Proposed Development will also involve works in the substations to facilitate the connection of the underground cable circuit to the electrical grid.</p> <p>Approximately 20.5km of the proposed underground cable circuit is located in County Meath and approximately 17km of the proposed underground cable circuit is located in Fingal.</p> <p>The Proposed Development will be located within the following townlands in Fingal: Court, Gallanstown, Yellow Walls, Hollywood, Irishtown, Spricklestown, Killamonan, Cherryhound, Ward Upper, Ward Lower, Newpark, Shallon, Corrstown, Common, Skephubble, Ballystrahan, Kilreesk, Kingstown, Barberstown, Pickardstown, Forrest Great, Forrest Little, Cloghran, Glebe, Baskin, Stockhole, Middletown, Clonshagh and Belcamp.</p> <p>The Proposed Development consists of the following principal elements: A. Installation of an underground cable circuit, approximately 37.5km in length, connecting Woodland Substation (400kV) in the townland of Woodland in County Meath, and Belcamp Substation (220kV) in the townlands of Clonshagh and Belcamp in Fingal.</p>	0	1	<p>Waste management effects from the proposed development alone on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites will range from direct, negative, not significant to direct, negative, moderate.</p> <p>Construction waste generated from Project ID #37 was included in the assessment and was analysed in conjunction with the estimated waste generation from the proposed development. The cumulative quantity of maximum waste arising is 395,900 tonnes (of which 227,900 tonnes relate to the proposed development).</p> <p>Should the construction of Project ID #37 overlap with the proposed development, this could give rise to direct, negative, significant, short-term cumulative effects on the capacity of waste management facilities in Ireland.</p> <p>Resource use from the proposed development alone during the construction phase will be direct, negative, slight. Due to the nature of Project ID #37, no significant direct or indirect negative cumulative resource use effects are predicted during the construction phase.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	There is the potential for direct, negative, significant and short-term cumulative effects on the capacity of waste management facilities in the Eastern-Midlands Waste Region arising from the overlap of the proposed development and Project ID #37.
42	F24S/0541E	<p>The Department of Education intends to apply for Planning Permission for a development on a c. 1.8 Ha site on lands at Broomfield, Malahide, Co. Dublin. The site is accessed via the Brookfield Housing Estate to the west, which is accessible via Back Road, to the north.</p> <p>The development comprises the provision of a new 2 no. storey, 16 no. classroom primary school (roll no. 20445D), including a multi-purpose hall (totalling c. 3,610 sqm) and all ancillary teacher and pupil facilities. A new vehicular, pedestrian and cycle access is proposed to the west of the site, connecting to Brookfield Housing Estate.</p> <p>The proposed development will also include the provision of 2 no. external ballcourts; hard and soft landscaping including play areas; cycle and scooter parking; car and bus set-down areas; car parking facilities, including universal access and EV parking facilities; 1 no. ESB substation and associated switch room; external store; refuse store; signage; boundary treatments; site lighting; piped infrastructure and ducting; plant; SUDS; PV panels; 1 no. attenuation tank; 3 no. flagpoles; changes in level and all associated site development and excavation works above and below ground.</p> <p>AI Rcvd 14/05/25 SAI received 23/05/2025</p>	0.79	1	<p>Waste management effects from the proposed development alone on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites will range from direct, negative, not significant to direct, negative, moderate.</p> <p>Construction waste generated from Project ID #42 was not included in the planning application. Therefore, it is concluded that should the construction of Project ID #42 overlap with the proposed development, this could give rise to direct, negative, moderate, short-term cumulative effects on the capacity of waste management facilities in Ireland.</p> <p>Resource use from the proposed development alone during the construction phase will be direct, negative, slight. Due to the nature of Project ID #42, no significant direct or indirect negative cumulative resource use effects are predicted during the construction phase.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects..	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #42.

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43	F24A/0576E	<p>NIS</p> <p>This application contains both a retention and a permission element - The development will consist of: The construction of a new two-storey Cricket Club designed to accommodate international standard facilities to include changing rooms, dining area, bar and function area, offices etc with ground floor viewing deck and 1st floor roof terrace. c. 1230 m sq. and associated site development and drainage works. The proposed development will also consist of the demolition of the existing 354 m sq. single storey clubhouse building, the development of new site access arrangements, 26 No parking spaces and vehicle turning areas, a new netted training area and a reinforced grass perimeter path and the retention and relocation of existing storage containers.</p> <p>Additional Information Received 27/05/25 Significant Additional Information Received 01/08/25</p>	0.79	1	<p>Waste management effects from the proposed development alone on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites will range from direct, negative, not significant to direct, negative, moderate.</p> <p>Construction waste generated from Project ID #43 was not included in the planning application. Therefore, it is concluded that should the construction of Project ID #43 overlap with the proposed development, this could give rise to direct, negative, moderate, short-term cumulative effects on the capacity of waste management facilities in Ireland.</p> <p>Resource use from the proposed development alone during the construction phase will be direct, negative, slight. Due to the nature of Project ID #43, no significant direct or indirect negative cumulative resource use effects are predicted during the construction phase.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #43.
48	F24A/1010E	<p>The applicant Intends to apply for Permission at this site, at Lands in the Townland Of Kinsaley and Including Part Of The Grounds Of Lamorlaye, Back Road, Malahide, Co. Dublin. The proposed development consists of 83no. 2-storey houses (20no. 3-bed houses and 63no. 4-bed houses), a 2-storey childcare facility (c. 170.0sqm) and associated outdoor play space (c. 88sqm); primary vehicular, cyclist and pedestrian access serving the development is via a new entrance off Back Road, which will also serve as the modified access to the existing house at Lamorlaye; a secondary pedestrian and cyclist only access to the scheme and pedestrian entrances to 5no. houses are also provided off Back Road; 180no. total car parking spaces, including 2no. creche car parking spaces;</p> <p>Bicycle parking is provided in the curtilage of the houses, with 4no. bicycle spaces provided for the childcare facility; all ancillary site development and landscape works, including hard and soft landscaping and boundary treatment works, public open space (c. 2,637sqm); 1no. ESB substation; Demolition of out buildings/stables in the grounds of Lamorlaye; provision of temporary foul sewage pumping station; laying a foul rising main along Back Road from the proposed new access to the development eastward to Kinsealy Lane and 198m southwards along Kinsealy Lane; all on a site of approximately 3.14Ha.</p> <p>AI Rcvd 11/3/25 Including NIS SAI received 20/03/25</p>	0.19	1	<p>Waste management effects from the proposed development alone on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites will range from direct, negative, not significant to direct, negative, moderate.</p> <p>Construction waste generated from Project ID #48 was not included in the planning application.</p> <p>Therefore, it is concluded that should the construction of Project ID #48 overlap with the proposed development, this could give rise to direct, negative, moderate, short-term cumulative effects on the capacity of waste management facilities in Ireland.</p> <p>Resource use from the proposed development alone during the construction phase will be direct, negative, slight. Due to the nature of Project ID #48, no significant direct or indirect negative cumulative resource use effects are predicted during the construction phase.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #48.

ID	Application Reference	Brief Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
49	F24A/1059E	<p>Planning permission is sought by Birchwell Developments Ltd. for development on lands to the south of Back Road and to the east of Kinsealy Lane, adjoining Ashwood Hall, Kinsaley, Broomfield, Malahide, Co. Dublin. The proposed development will consist of a retail supermarket of 1,397sq.m. net retail floor area (1,693sq.m. gross floor area) (including ancillary off-licence) and associated delivery bay, store and staff service area, plant rooms, ESB substation/switch room, elevational signage, external bin store, trolley bay, associated car parking including EV parking and accessible parking, motorcycle parking, bicycle parking, landscaping, boundary treatments and all associated engineering and site works necessary to facilitate the development. A temporary foul water pumping station is also proposed as part of the development. (on part of a site previously intended for houses permitted under the Ashwood Hall permissions Refs. F13A/0459 (PL06F.243863), F13A/0459/E1).</p> <p>Additional Information received 10/04/2025 Significant Additional Information received 16/04/2025 Clarification of Additional Information received 04/07/2025 Clarification of Additional Information deemed Significant. Revised public notices requested 15/07/2025. Significant Additional Information Received 16/07/2025</p>	0.96	1	<p>Waste management effects from the proposed development alone on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites will range from direct, negative, not significant to direct, negative, moderate.</p> <p>Construction waste generated from Project ID #49 was not included in the planning application. Therefore, it is concluded that should the construction of Project ID #49 overlap with the proposed development, this could give rise to direct, negative, moderate, short-term cumulative effects on the capacity of waste management facilities in Ireland.</p> <p>Resource use from the proposed development alone during the construction phase will be direct, negative, slight. Due to the nature of Project ID #49, no significant direct or indirect negative cumulative resource use effects are predicted during the construction phase.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #49.
53	F25A/0585E	<p>Glenveagh Homes Limited intends to apply for permission for development at these 3 No. sites with a combined site area of 1.2 Ha in the townlands of Oldtown and Rathbeal, north-west of Swords, County Dublin. The sites are identified as the remaining, undeveloped portions of the larger plots known as Oldtown Phases 2A, 2B and 2C. As part of the application, permission is also sought for amendments to the public open space permitted under Reg. Ref. F23A/0676 at Oldtown Phase 2C.</p> <p>The site at Oldtown Phase 2A extends to 0.34 Ha and is generally bound by: Westmill Green to the north; Westmill Lane to the east; Glen Ellan Road to the south; and Westmill Place to the west. The site at Oldtown Phase 2B extends to 0.19 Ha and is generally bound by: Westmill Gate to the north and east; Glen Ellan Road to the south; and Oldtown Avenue / Miller's Avenue to the west. The site at Oldtown Phase 2C extends to 0.67 Ha and is generally bound by: Glen Ellan Road to the north; the Granary to east; Rathbeale Road to the south; and Oldtown Avenue / Miller's Avenue to the west.</p> <p>In total, across all 3 No. sites, permission is principally sought for 74 No. residential units as duplex/triplex apartments (10 No. 1-bed, 54 No. 2-bed and 10 No. 3-bed) with a gross floor area of 6,339.9 sq m.</p> <p>Development at the Phase 2A site primarily comprises: 2 No. 3-storey blocks with a total of 20 No. residential dwellings (10 No. 1-bed and 10 No. 3-bed) with a gross floor area of 1,758.0 sq m; access junction onto Westmill Lane; 3 No. pedestrian/cycle accesses onto Glen Ellan Road; 20 No. car parking spaces; changes to 6 No. existing car parking spaces at Glen Ellan Road to make them EV charging car parking spaces; cycle parking; bin stores; hard and soft landscaping, including communal amenity space and incidental planting; private amenity space as terraces and balconies; boundary treatments; and all associated works above and below ground.</p> <p>Development at the Phase 2B site primarily comprises: 1 No. 3-storey block with a total of 12 No. residential dwellings (all 2-bed) with a gross floor area of 1,018.2 sq m; access junction onto Glen Ellan Road; pedestrian/cycle access onto Oldtown Avenue / Miller's Avenue; 12 No. car parking spaces; cycle parking; bin stores; hard and soft landscaping, including communal amenity space and incidental planting; private amenity space as terraces and balconies; boundary treatments; and all associated works above and below ground.</p> <p>Development at the Phase 2C site primarily comprises: 2 No. 3-storey blocks with a total of 42 No. residential dwellings (all 2-bed) with a gross floor area of 3,563.7 sq m; 2 No. access junctions with, and integration into, the earlier stages of Phase 2C development (now known as the Granary); 1 No. pedestrian/cycle access onto Glen Ellan Road; 1 No. pedestrian/cycle access onto Rathbeale</p>	2.13	1	<p>Waste management effects from the proposed development alone on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites will range from direct, negative, not significant to direct, negative, moderate.</p> <p>Construction waste generated from Project ID #53 was not included in the planning application. Therefore, it is concluded that should the construction of Project ID #53 overlap with the proposed development, this could give rise to direct, negative, moderate, short-term cumulative effects on the capacity of waste management facilities in Ireland.</p> <p>Resource use from the proposed development alone during the construction phase will be direct, negative, slight. Due to the nature of Project ID #53, no significant direct or indirect negative cumulative resource use effects are predicted during the construction phase.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #53.

ID	Application Reference	Brief Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
		<p>Road; 1 No. pedestrian/cycle access onto Oldtown Avenue / Miller's Avenue; 42 No. car parking spaces; cycle parking; bin stores; hard and soft landscaping, including amendments to public open space permitted under Reg. Ref. F23A/0676, communal amenity space and incidental planting; private amenity space as terraces and balconies; boundary treatments; 1 No. sub-station; and all associated works above and below ground.</p> <p>Additional information received 23/10/25 Significant additional information received 12/11/25</p>					
61	F25A/1004E	<p>Demolition of existing, single storey, storage structures on the subject site (c. 446.5 m2 GFA).</p> <p>2. The construction of a residential development (c. 15, 234.11 m2 GFA) comprising of 120 no. apartment units (15 no. studio units, 18 no. 1 bed units, 78 no. 2 bed units, 7 no. 3 bed units, 2 no. 4 bed penthouse units) within 1 no. block (ranging in height from 4 - 12 storeys over basement level).</p> <p>3. The construction of a basement to be accessed off Myrtle Road with provision of c. 47 no. car parking spaces, including accessible spaces, electric vehicle charging points and residential visitor parking.</p> <p>4. Addition of 2 no. crèche drop off car parking spaces at surface level.</p> <p>5. Provision of 360 no. 'long stay' residential bicycle parking spaces at basement level together with additional 60 no. visitor bicycle parking spaces in secure locations at surface level.</p> <p>6. All apartments are provided with private terraces / balconies.</p> <p>7. Provision of c. 1877 m2 of open space to serve the development including green roof garden terraces between 5th and 10th floor level.</p> <p>8. Provision of a childcare facility at ground floor level (c. 156.6 m2 GFA) with capacity in the order of 35 no. children and associated, secure, open play area (c. 117.1 m2).</p> <p>9. Provision of Café unit (c. 70 m2 GFA) at ground floor level with associated outdoor seating area.</p> <p>10. Provision of associated gymnasium at ground and first floor level (c. 273.12 m2).</p> <p>11. Provision of Multipurpose Room (c. 48 m2 GFA) and Residents Lounge (c. 20 m2) at first floor level.</p> <p>12. Total non-residential use is c. 567.72 m2 (3.73 % of overall development).</p> <p>13. The development will also provide for all associated ancillary site development infrastructure including: ESB sub-station, bike stores, bin stores, plant rooms, public lighting, new watermain connection and foul and surface water drainage; internal roads & footpaths; site landscaping, including boundary treatments; associated scheme signage, and all associated site development and excavation works above and below ground necessary to facilitate the development.</p>	1.8	1	<p>Waste management effects from the proposed development alone on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites will range from direct, negative, not significant to direct, negative, moderate.</p> <p>Construction waste generated from Project ID #61 was not included in the planning application. Therefore, it is concluded that should the construction of Project ID #61 overlap with the proposed development, this could give rise to direct, negative, moderate, short-term cumulative effects on the capacity of waste management facilities in Ireland.</p> <p>Resource use from the proposed development alone during the construction phase will be direct, negative, slight. Due to the nature of Project ID #61, no significant direct or indirect negative cumulative resource use effects are predicted during the construction phase.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #61.
66	F25A/1215E	<p>We, the Health Service Executive (HSE), intend to apply for planning permission for a new purpose-built Community and Social Care campus on lands (0.50Ha) at Bremore Castle, Hamlet Lane, Townland of Bremore, Balbriggan, Co. Dublin. The proposed development will include:</p> <p>a) A two-storey Children's Disability Network Team (CDNT) building to the north-east (901 sqm), supporting children and young people with disabilities and their families through therapy, early intervention, and multidisciplinary services;</p> <p>b) A single-storey Adult Respite Centre to the west (326 sqm), providing short-term home-from-home residential breaks for adults with disabilities;</p> <p>c) A single-storey Adult Day Service Centre to the south (243 sqm), offering community participation, life-skills development, and day supports for adults.</p> <p>Total gross floor area: 1,470 sqm.</p> <p>The development will also include all associated site and ancillary works such as new pedestrian and vehicle access gates, boundary treatments, removal of an existing internal site road (granted under Ref. F18A/0258) and construction of a</p>	0.13	1	<p>Waste management effects from the proposed development alone on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites will range from direct, negative, not significant to direct, negative, moderate.</p> <p>Construction waste generated from Project ID #66 was included in the assessment and was analysed in conjunction with the estimated waste generation from the proposed development. The cumulative quantity of maximum waste arising is approximately 228,103 tonnes (of which 227,900 tonnes relate to the proposed development).</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #66.

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		new access road, footpaths, short-stay set-down area, car and cycle parking, solar panels to the CDNT and Respite buildings, landscaping, drainage and utilities connections, and central and satellite plant areas including an ESB unit substation to the west.			Should the construction of Project ID #66 overlap with the proposed development, this could give rise to direct, negative, moderate, short-term cumulative effects on the capacity of waste management facilities in Ireland. Resource use from the proposed development alone during the construction phase will be direct, negative, slight. Due to the nature of Project ID #66, no significant direct or indirect negative cumulative resource use effects are predicted during the construction phase.		
68	LRD0006/S3	Dean Swift Property Holdings Unlimited Company, intend to apply for a ten-year planning permission for a Large Scale Residential Development (LRD) on lands located off Flemington Lane, Balbriggan, Co. Dublin. The application site comprises an area of 22.62 ha, and is located to the south of Flemington Lane, to the east of Clonard Road (also known as Bridgefoot Road) (L1130 Local Road), to the west of Hamlet Lane and to the north and west of the Taylor Hill residential development. The subject site also includes a section of the existing Boulevard Road (also known as Taylor Hill Boulevard) and a section of the junction between Boulevard Road (also known as Taylor Hill Boulevard) and Naul Road (R122 Regional Road) to the south. The proposed development will consist of: (i) The demolition of an existing single storey dwelling (151sq.m) (Eircode K32 KR40), associated single-storey storage shed (14.9sq.m), and larger single-storey agricultural shed outbuilding (366sq.m), all of which are located to the south of Flemington Lane. (ii) The construction of 564 no. dwelling units, consisting of 378 no. houses ranging in height from two to three storeys (127 no. terraced two-bedroom houses; 5 no. three-bedroom detached houses; 156 no. three-bedroom semi-detached houses; 76 no. three-bedroom terraced houses; and 14 no. four-bedroom detached houses); 28 no. duplex blocks, ranging in height from two to three storeys, comprising 84 no. duplex units (22 no. one-bedroom duplexes, 36 no. two-bedroom duplexes and 26 no. three-bedroom duplexes) and 10 no. apartment blocks (FM1, FM2, M1, M2, FP1, HN1, HC1, HC2, HC3, and HS1) ranging in height from three to five storeys, comprising 102 no. apartments (35 no. one-bedroom apartments and 67 no two-bedroom apartments). The proposed development is set out into 5 no. key Character Areas as follows; Hampton Park South (southern-most portion of the site), Hampton Park Central (central-western portion of the site), Tanners Lane (central-eastern portion of the site), Hampton Park North (north-western portion of the site) and Flemington Park (north-eastern portion of the site). The application and EIAR may also be inspected online at the following website set up by the applicant: flemingtonlaneLRD.ie AI Received 20/12/2023	0.56	1	Waste management effects from the proposed development alone on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites will range from direct, negative, not significant to direct, negative, moderate. Construction waste generated from Project ID #68 was included in the assessment and was analysed in conjunction with the estimated waste generation from the proposed development. The cumulative quantity of maximum waste arising is approximately 228,103 tonnes (of which 227,900 tonnes relate to the proposed development). Should the construction of Project ID #68 overlap with the proposed development, this could give rise to direct, negative, moderate, short-term cumulative effects on the capacity of waste management facilities in Ireland. Resource use from the proposed development alone during the construction phase will be direct, negative, slight. Due to the nature of Project ID #68, no significant direct or indirect negative cumulative resource use effects are predicted during the construction phase.	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #68.
69	LRD0018/S3	We, Cairn Homes Properties Limited, intend to apply to Fingal County Council for a 7-year permission for a Large-Scale Residential Development at this c.13.57 ha (gross) site located within the Estuary West Lands at 'Holybanks', Swords, Co. Dublin. The main development site is bounded by Glen Ellan Road to the south, Jugback Lane/Terrace to the west, the former Celestica factory site to the east and the Broadmeadow River to the north. Junction and road improvement works are proposed to the Glen Ellan Road / Balheary Road junction and the R132 Dublin Road / R125 Seatown West Roundabout. The proposed development will consist of a residential scheme of 640 no. units (219 no. 1-bed units, 281 no. 2-bed units, 119 no. 3-bed units and 21 no. 4-bed units) along with childcare facility (c.537 sq.m in proposed Block 11). The development will include for the following: • 132 no. houses comprising: 08 no. 2-bed houses, 87 no. 3-bed houses, 16 no. 3-bed townhouses (back-to-back) and 21 no. 4-bed houses. These range in height from two to three storey and include semi-detached and terraced houses.	0	1	Waste management effects from the proposed development alone on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites will range from direct, negative, not significant to direct, negative, moderate. Construction waste generated from Project ID #69 was not included in the planning application. Therefore, it is concluded that should the construction of Project ID #69 overlap with the proposed development, this could give rise to direct, negative, moderate, short-term cumulative effects on the capacity of waste management facilities in Ireland.	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #69.

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		<ul style="list-style-type: none"> • 474 no. apartment units (219 no. 1-bed units; 49 no. 2-bed, 3-person units; 206 no. 2-bed, 4-person units) provided within 11 no. apartment blocks ranging in height from up to 5 no. Storeys. • 34 no. duplex units arranged within 4 no. 2-storey blocks comprising 18 no. 2-bed units and 16 no. 3-bed units. • Apartments and duplexes are provided with balconies/terraces and with dedicated services /bicycle/ bin store areas. • Provision of 501 no. car parking spaces, 1,506 no. bicycle parking spaces and 26 no. motorbike parking spaces located at surface and undercroft level (adjoining Block 6); • Landscape proposals will include provision of c.42,651 sq.m (c.4.265 ha) of open space across the development including significant extension of the 'Broadmeadow River Park' (c. 29,400 sq.m (c.2.94ha)). • Principal vehicular access to the site will be from Glen Ellan Road. New pedestrian connections will be provided from Jugback Lane/Terrace, Glen Ellan Road and the proposed Broadmeadow Riverside Park extension to the north of the site. A dedicated pedestrian/cycle path is also proposed through the site along a central spine open space, connecting Glen Ellan Road in the south with Broadmeadow Riverside Park extension in the north. • Junction and road improvement works are also proposed to the Glen Ellan Road / Balheary Road junction and the R132 Dublin Road /R125 Seatown West Roundabout to facilitate the development. This will include widening of Balheary Road, upgrade works to cycle/pedestrian facilities, partial signalisation of R132/R125 junction, and a new pedestrian crossing on Glen Ellan Road. • All associated site development works above and below ground including hard and soft landscaping, roads/footpaths/cycle paths, open spaces and play areas, boundary treatments, lighting, SuDs measures, pumping station, EV charging points, green roofs, ESB substations and all associated services to facilitate the development. • As part of the proposed development, temporary permission is also sought for signage. 			Resource use from the proposed development alone during the construction phase will be direct, negative, slight. Due to the nature of Project ID #69, no significant direct or indirect negative cumulative resource use effects are predicted during the construction phase.		
76	LRD0055/S3E	<p>The development will consist of a Large-scale Residential development (LRD) of 530no. residential units and creche in 4no. blocks (Blocks A to D) with a total gross floor area (GFA) of 49,210sqm (excluding basement car parking) with associated ancillary accommodation, private balconies, communal amenity spaces and public open spaces as follows: Block A: 1 to 7 storey block comprising 74no. apartments (37no. 1 bed units and 37no. 2 bed units), Block B: 6 to 9 storey block comprising 108no. apartments (44no. 1 bed units and, 55no. 2 bed units and 9no. 3 bed units), Block C: 1 to 9 storey block comprising 138no. apartments (49no. 1 bed units, 61no. 2 bed units and 28no. 3 bed units) and a creche (462.5sq.m) with external play space, Block D: 1 to 9 block storey comprising 210no. apartments (114no. 1 bed units, 82no. 2 bed units and 14no. 3 bed units). A total of 163no. car parking spaces are provided in a combination of surface spaces and at basement level beneath Block D. The development will be accessed from the south via a connection to the existing roundabout on the Holywell Distributor Road and from the north via a fully signalised junction with the R132 including works to the north and south bound carriageways and central median of the R132 to provide for the fully signalised junction with associated turning lanes and a separate pedestrian and cycle crossing on the R132. Permission is also sought for hard and soft landscaping in public realm and public open spaces within the development, cycle and motorcycle parking, bin stores, water supply and foul water connections, surface water infrastructure, connections to public utilities, ESB substations, plant areas, roof mounted photovoltaic (PV) panels, building and directional signage and all associated site and development works. A 10 year permission is sought. The planning application may be inspected online at www.barrysparks-lrd.ie</p> <p>An Environmental Impact Assessment Report (EIAR) and a Natura Impact Assessment (NIS) have been prepared in respect of the proposed development.</p> <p>Additional Information Received: 16/02/2026 Deeemd Significant Additional Information: 11th March 2026.</p>	1.26	1	<p>Waste management effects from the proposed development alone on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites will range from direct, negative, not significant to direct, negative, moderate.</p> <p>Construction waste generated from Project ID #76 was included in the assessment and was analysed in conjunction with the estimated waste generation from the proposed development. The cumulative quantity of maximum waste arising is approximately 230,743 tonnes (of which 227,900 tonnes relate to the proposed development).</p> <p>Should the construction of Project ID #76 overlap with the proposed development, this could give rise to direct, negative, moderate, short-term cumulative effects on the capacity of waste management facilities in Ireland.</p> <p>Resource use from the proposed development alone during the construction phase will be direct, negative, slight. Due to the nature of Project ID #76, no significant direct or indirect negative cumulative resource use effects are predicted during the construction phase.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #76.

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		Revised Public Notices received 12th March 2026.					
79	LRD0068/S3E	<p>The proposed development seeks a 10-year planning permission for the construction of 1,350 residential units, one childcare facility, c.1,650sq.m of non-residential floor space including retail uses and health/recreational services, playing fields and associated changing rooms and a site allocated for a school.</p> <p>An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) have been prepared in respect of the proposed development.</p>	0.06	1	<p>Waste management effects from the proposed development alone on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites will range from direct, negative, not significant to direct, negative, moderate.</p> <p>Construction waste generated from Project ID #79 was included in the assessment and was analysed in conjunction with the estimated waste generation from the proposed development.</p> <p>The cumulative quantity of maximum waste arising is 438,900 tonnes (of which 227,900 tonnes relate to the proposed development).</p> <p>Should the construction of Project ID #79 overlap with the proposed development, this could give rise to direct, negative, significant, short-term cumulative effects on the capacity of waste management facilities in Ireland.</p> <p>Resource use from the proposed development alone during the construction phase will be direct, negative, slight. Due to the nature of Project ID #79, no significant direct or indirect negative cumulative resource use effects are predicted during the construction phase.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	There is the potential for direct, negative, significant and short-term cumulative effects on the capacity of waste management facilities in the Eastern-Midlands Waste Region arising from the overlap of the proposed development and Project ID #79.
80	LRD0069/S3E	<p>The development will consist of the construction of 815 no. dwellings (610 no. houses, 194 apartments & 11 no. later living dwellings), a portion of the C-Ring Road, open space, community building/retail floorspace and 2 no. creches.</p> <p>An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared in respect of the proposed development and submitted with this LRD application. A dedicated website has been set up for the LRD application which can be viewed at www.flemingtonsouthlrld.ie</p> <p>Additional Information received 11/03/2026</p>		1	<p>Waste management effects from the proposed development alone on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites will range from direct, negative, not significant to direct, negative, moderate.</p> <p>Construction waste generated from Project ID #80 was included in the assessment and was analysed in conjunction with the estimated waste generation from the proposed development. The cumulative quantity of maximum waste arising is approximately 228,262 tonnes (of which 227,900 tonnes relate to the proposed development).</p> <p>Should the construction of Project ID #80 overlap with the proposed development, this could give rise to direct, negative, moderate, short-term cumulative effects on the capacity of waste management facilities in Ireland.</p> <p>Resource use from the proposed development alone during the construction phase will be direct, negative, slight. Due to the nature of Project ID #80, no significant direct or indirect negative cumulative resource use effects are predicted during the construction phase.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #80.

ID	Application Reference	Brief Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
87	WEB5455/25	<p>Planning permission for development of underground watermain in the Raheny/Kilbarrack area of Dublin City. The watermain passes through the townlands of Bettyville, Foxlands and Kilbarrack Upper. The development will consist of:</p> <ul style="list-style-type: none"> • Installation of approximately 1.9km of below ground watermain (600mm) on the James Larkin/Howth Road between Causeway Road and Kilbarrack Road. • Installation of approximately 175m of below ground connection watermain (150mm) from trunk main at Bull Island Causeway Junction to Watermill Road District Metered Area (DMA). • Installation of approximately 1.1km of below ground watermain (400mm) along Greendale Road and Thornville Road to Kilbarrack Parade. • Installation of approximately 504m below ground rider watermain (150mm) along Howth Road, from Greendale Road Junction to Kilbarrack Road Junction. • Decommissioning of 1.1km of 2 No. 9inch Cast Iron mains within Howth Road. • Installation of 2 no. above ground kiosks (1.17m H, 0.7m L and 0.3m W) at junction of Watermill Road and Causeway Road and at the junction of Thornville Road and Kilbarrack Parade. • Above ground marker posts and below ground valves, chambers and vessels and all associated ancillary development works. 	1.13	1	<p>Waste management effects from the proposed development alone on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites will range from direct, negative, not significant to direct, negative, moderate.</p> <p>Construction waste generated from Project ID #87 was included in the assessment and was analysed in conjunction with the estimated waste generation from the proposed development. The cumulative quantity of maximum waste arising is approximately 238,925 tonnes (of which 227,900 tonnes relate to the proposed development).</p> <p>Should the construction of Project ID #87 overlap with the proposed development, this could give rise to direct, negative, moderate, short-term cumulative effects on the capacity of waste management facilities in Ireland.</p> <p>Resource use from the proposed development alone during the construction phase will be direct, negative, slight. Due to the nature of Project ID #87, no significant direct or indirect negative cumulative resource use effects are predicted during the construction phase.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #87.
92	2460766	<p>Permission for proposed development to consist of: (i) The construction of 5 no. wind turbines with the following parameters: a) Total tip height range of 179.5m – 180m, b) Rotor diameter range of 149m – 163m, c) Hub height range of 98m to 105m, (ii) Construction of turbine foundations, crane hardstand areas and assembly areas; (iii) All associated wind farm underground electrical and communications cabling connecting the turbines and meteorological mast to the proposed onsite electrical substation including cabling, in the public road corridor in the townlands of Gallstown and Kearneystown; (iv) Construction of 1 no. permanent 38kV electrical substation compound including a single-storey control building with welfare facilities, all associated electrical plant and equipment, security fencing, gates, all associated underground cabling, wastewater holding tank, and all ancillary structures and works in the townland of Piperstown. (v) A Battery Energy Storage System within the 38kV electrical substation compound; (vi) All works associated with the connection of the proposed wind farm to the national electricity grid which includes 5 no. of water crossings (3 no. bridges and 2 no. culverts). The provision of joint bays and associated communication chambers along the underground electrical cabling route via underground 38kV electrical cabling predominantly within the public road corridor, from the onsite substation in the townland of Piperstown to the existing Drybridge 110 kV Substation located in the townland of Tullyallen; (vii) Reinstatement of all road and track surfaces above cabling trench along existing roads and tracks in public lands; (viii) Provision of new site access tracks and upgrade of existing site tracks/roads to facilitate access to all onsite infrastructure this includes 3 no. water crossings, passing bays and all associated drainage; (ix) The provision of 2 no. new permanent site entrances for construction and operational access from the local road L6274 in the townlands of Kearneystown and Gallstown; (x) The permanent realignment of 1 no. existing entrance for construction and operational access to the 38kV electrical substation compound from the local road L2275 in the townland of Piperstown; (xi) Use of 1 no. existing site entrance for construction, operational access to the permanent met mast on a private road off local road L2275 in the townland of Drumshallon. (xii) The construction of 1 no. new temporary track in the townland of Castletown at the R162 / L-6274-0 Junction to facilitate the delivery of the turbine components during construction.</p>	25	1	<p>Waste management effects from the proposed development alone on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waste recovery and / or disposal sites will range from direct, negative, not significant to direct, negative, moderate.</p> <p>Construction waste to be exported off site from Project ID #92 was not included in the planning application. Therefore, it is concluded that should the construction of Project ID #61 overlap with the proposed development, this could give rise to direct, negative, moderate, short-term cumulative effects on the capacity of waste management facilities in Ireland.</p> <p>Resource use from the proposed development alone during the construction phase will be direct, negative, slight. Due to the nature of Project ID #92, no significant direct or indirect negative cumulative resource use effects are predicted during the construction phase.</p>	Further mitigation to that which is already included in the EIAR for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual effects arising from the overlap of the proposed development and the construction of Project ID #92.

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		<p>This track will be temporarily re-installed as required during the operational phase; (xiii) 3 no. temporary construction compounds with associated temporary offices, staff facilities parking and security fencing in the townlands of Gallstown, Piperstown and Stonehouse; (xiv) 1 no. permanent meteorological mast of c.36m in height, and associated foundation and hard-standing area in the townland of Drumshallon;</p> <p>(xv) The provision of 2 no. permanent spoil storage areas; (xvi) Tree felling to facilitate the construction and operation of the proposed development; (xvii) Operational stage site signage; (xviii) All ancillary apparatus and site development works above and below ground, including soft and hard landscaping and drainage infrastructure. A 10-year planning permission and 35-year operational life from the date of commissioning of the entire wind farm is being sought.</p> <p>A design flexibility opinion issued by Louth County Council on 5th June 2024 accompanies this application. The details which are unconfirmed in this application are the turbine tip height, rotor diameter and hub height. The range of parameters under which the turbine dimensions will fall are specified on this site notice and in the design flexibility opinion. An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) have been prepared in respect of the proposed development and will be submitted to the planning authority with the application *Significant Further Information Received on 13/08/2025*Clarification of Further Information Received on 22/10/2025*</p>					

38.2.3.23 Population and Human Health

Table A38.25: Cumulative Effects Assessment Matrix for Population and Human Health

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
2	319799	<p>The Oriel Offshore Wind Farm is a proposed offshore renewable energy project jointly developed by Parkwind (now part of JERA Nex) and ESB. A planning application for the project was formally lodged with An Bord Pleanála in May 2024. The development is located in the Irish Sea off the coast of north County Louth, to the east of Dundalk Bay, with the nearest turbine approximately 6 km offshore from the Cooley Peninsula. The proposed wind farm comprises up to 25 offshore wind turbines with a maximum export capacity of up to 375 megawatts (MW), together with associated offshore and onshore substations and subsea and underground electricity cables required for operation.</p>	16.9	1	<p>Due to the distance and location of Project ID #2, there are no predicted cumulative construction phase impacts with the proposed development.</p> <p>During the operational phase, the impact of the proposed development alone on economic growth combined with the Community Benefit Fund will result in a long-term, positive significant health and wellbeing effect at a regional level. Given there will also be a Community Benefit Fund, it is considered reasonable to assume that a cumulative positive significant (or greater) effect on health and will being at a regional level will arise.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There is the potential for significant cumulative positive (or greater) effects to arise between the proposed development and Project ID #2.
3	320768	<p>The Codling Wind Park is a proposed offshore wind energy project being developed by Codling Wind Park Limited (CWPL), a 50:50 joint venture between Fred. Olsen Seawind and EDF Renewables. A planning application for the construction, operation and decommissioning of the project was lodged with An Bord Pleanála in September 2024. The development is located in the Irish Sea within the Codling Bank area, approximately 13–22 kilometres off the County Wicklow coast, between Greystones and Wicklow Town.</p> <p>The proposed wind farm will have an installed capacity of up to 1,300 megawatts (MW) and will consist of either up to 75 wind turbines or 60 turbines, depending on the final turbine model selected. Two turbine layout options are assessed within the planning application, with maximum blade tip heights of approximately 288 metres or 314 metres, respectively.</p>	50.9	1	<p>Due to the distance and location of Project ID #3, there are no predicted cumulative construction phase impacts with the proposed development.</p> <p>During the operational phase, the impact of the proposed development alone on economic growth combined with the Community Benefit Fund will result in a long-term, positive significant health and wellbeing effect at a regional level. Given there will also be a Community Benefit Fund, it is considered reasonable to assume that a cumulative positive significant (or greater) effect on health and will being at a regional level will arise.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There is the potential for significant cumulative positive (or greater) effects to arise between the proposed development and Project ID #3.

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
		The project site covers an area of approximately 125 square kilometres and includes associated offshore and onshore electricity transmission infrastructure required to connect the wind farm to the national grid at Poolbeg, Dublin.					
4	319864	<p>Arklow Bank Wind Park 2 is a proposed offshore wind energy project being developed by Sure Partners Limited. A planning application for the construction, operation and decommissioning of the project was lodged with An Bord Pleanála in June 2024. The development is located in the Irish Sea approximately 6 to 15 kilometres off the coast of Arklow, County Wicklow.</p> <p>The proposed wind farm will have a maximum export capacity of up to 800 megawatts (MW) and will consist of up to 56 offshore wind turbines, depending on the final turbine model and layout selected. The project also includes associated offshore substations and subsea electricity cabling required to connect the wind farm to the national grid via a landfall at Johnstown North, north of Arklow Town. The offshore array area extends across approximately 63 square kilometres.</p>	76.4	1	<p>Due to the distance and location of Project ID #4, there are no predicted cumulative construction phase impacts with the proposed development.</p> <p>During the operational phase, the impact of the proposed development alone on economic growth combined with the Community Benefit Fund will result in a long-term, positive significant health and wellbeing effect at a regional level. Given there will also be a Community Benefit Fund, it is considered reasonable to assume that a cumulative positive significant (or greater) effect on health and will be at a regional level will arise.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There is the potential for significant cumulative positive (or greater) effects to arise between the proposed development and Project ID #4.
5	321992	<p>Dublin Array is a proposed offshore wind energy project being developed by Kish Offshore Wind Limited and Bray Offshore Wind Limited, joint venture companies owned by RWE Renewables Ireland and Saorgus Energy. A planning application for the construction, operation and decommissioning of the project was lodged with An Bord Pleanála in February 2025. The development is located in the Irish Sea at the Kish Bank and Bray Bank, approximately 10 kilometres off the coasts of Counties Dublin and Wicklow.</p> <p>The proposed wind farm will have a maximum export capacity of up to 824 megawatts (MW) and will comprise between 39 and 50 offshore wind turbines, subject to the final turbine model and layout selected. The planning application assesses turbine tip heights of up to approximately 310 metres. The project also includes associated offshore and onshore electricity transmission infrastructure to connect the wind farm to the national grid at Jamestown, County Dublin, as well as a proposed operations and maintenance base at Dún Laoghaire Harbour.</p>	32.9	1	<p>Due to the distance and location of Project ID #5, there are no predicted cumulative construction phase impacts with the proposed development.</p> <p>During the operational phase, the impact of the proposed development alone on economic growth combined with the Community Benefit Fund will result in a long-term, positive significant health and wellbeing effect at a regional level. Given there will also be a Community Benefit Fund, it is considered reasonable to assume that a cumulative positive significant (or greater) effect on health and will be at a regional level will arise.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There is the potential for significant cumulative positive (or greater) effects to arise between the proposed development and Project ID #5.
6	301908	<p>Greater Dublin Drainage Project consisting of a new wastewater treatment plant (WwTP) and sludge hub centre at Clonshaugh, underground orbital sewer from Blanchardstown to Clonshaugh and new pumping station at Abbotstown, new sewer to WwTP, outfall pipeline and regional biosolids storage facility (RBSF). An EIAR and NIS were submitted with this application. The proposed GDDP orbital sewer will cross the R107 Malahide Road at Kinsaley and the R139.</p> <p>Construction is set to commence in 2026 with a four year programme</p>	0	1	<p>During the construction phase, the residual effects of the proposed development alone on population and human health will range from negative temporary slight to negative temporary significant. During the construction phase, potential cumulative effects from Project ID #6 in-combination with the proposed development were identified in locations where cumulative traffic and transport impacts occur in conjunction with significant effects on accessibility and journey patterns.</p> <p>Given that the proposed development alone has reported negative, significant but temporary residual effects on accessibility and journey patterns, the significance of the cumulative effect of the impact of the impact of potential road closures where the proposed development interacts with this project is likely to be at least negative, significant but temporary.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There is the potential for negative, significant and temporary cumulative effects in locations where cumulative traffic and transport impacts occur in conjunction with the proposed development and Project ID #6.
7	313182	<p>BusConnects Clongriffin to City Centre Core Bus Corridor Scheme. This scheme terminates at Northern Cross (intersection of R139 and R107).</p> <p>Permission granted in January 2024. Expiry Date January 2029. The construction phase is anticipated to last approximately 24 months.</p>	0	1	<p>During the construction phase, the residual effects of the proposed development alone on population and human health will range from negative temporary slight to negative temporary significant. During the construction phase, potential cumulative effects from Project ID #7 in-combination with the proposed development were identified in locations where cumulative traffic and transport impacts occur in conjunction with significant effects on accessibility and journey patterns.</p> <p>Given that the proposed development alone has reported negative, significant but temporary residual effects on accessibility and journey patterns, the significance of the cumulative effect of the impact of the impact of potential road closures where the proposed development interacts with this project is likely to be at least negative, significant but temporary.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There is the potential for negative, significant and temporary cumulative effects in locations where cumulative traffic and transport impacts occur in conjunction with the proposed development and Project ID #7.

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
19	317121	BusConnects Swords to City Centre Bus Corridor Scheme	1.68	1	<p>During the construction phase, the residual effects of the proposed development alone on population and human health will range from negative temporary slight to negative temporary significant. During the construction phase, potential cumulative effects from Project ID #19 in-combination with the proposed development were identified in locations where cumulative traffic and transport impacts occur in conjunction with significant effects on accessibility and journey patterns.</p> <p>Given that the proposed development alone has reported negative, significant but temporary residual effects on accessibility and journey patterns, the significance of the cumulative effect of the impact of the impact of potential road closures where the proposed development interacts with this project is likely to be at least negative, significant but temporary.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There is the potential for negative, significant and temporary cumulative effects in locations where cumulative traffic and transport impacts occur in conjunction with the proposed development and Project ID #19.
23	F21A/0681	<p>Mayne Stability Limited submitted an application for permission to FCC and DCC for a period of 10 years development of a Synchronous Compensator Development (Grid Stabilisation Facility) on the site of c. 1.65 ha at lands south of Belcamp 220kV Substation, Belcamp, Dublin 17. The proposed development will consist of the following elements within the administrative boundary of Fingal County Council. a) A Grid Stabilisation Facility containing 1 No. High Inertia Synchronous Compensator (HISC) unit enclosed within a steel clad framed style structure (12.1m max height) and supported by 8 No. electrical equipment containers (containing ancillary power supply products including a static frequency converts, MV switchgear, exciters, LV distribution, control room, welfare and office), main, auxiliary & start-up electrical transformers, generator circuit breaker, switchgear equipment, External cooler units and 1 No. back up diesel generator and associated diesel storage tank;</p> <p>b) A 220kV High Voltage Gas Insulated Switchgear (GIS) compound containing a GIS building with all control & HV equipment within a single storey building (13.2m max height). The building will be surrounded by a compound road and contained within a 2.6m high galvanised steel palisade fence;</p> <p>c) A 220kV underground cable to the existing adjoining Eirgrid substation boundary;</p> <p>d) Associated elements comprising a clear span bridge over the River Mayne, various underground cables and ducts, equipment plinths, boundary security fence, compound lighting and palisade gates and fencing, security lighting, CCTV, internal access roads, hardstanding areas and all necessary foundations works for the above compounds. A concurrent planning application also made to Dublin City Council (see which relates to a portion of lands to the south of the site of c. 0.94 ha which provides for a new access entrance from the R139 and a clear span bridge crossing over the River Mayne, internal access tracks, security fencing, temporary construction compound, landscaping, and drainage.</p> <p>Permission granted in October 2022. Expiry date October 2032</p>	0	1	<p>During the construction phase, the residual effects of the proposed development alone on population and human health will range from negative temporary slight to negative temporary significant. During the construction phase, potential cumulative effects from Project ID #23 in-combination with the proposed development were identified in locations where cumulative traffic and transport impacts occur in conjunction with significant effects on accessibility and journey patterns.</p> <p>Given that the proposed development alone has reported negative, significant but temporary residual effects on accessibility and journey patterns, the significance of the cumulative effect of the impact of the impact of potential road closures where the proposed development interacts with this project is likely to be at least negative, significant but temporary.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There is the potential for negative, significant and temporary cumulative effects in locations where cumulative traffic and transport impacts occur in conjunction with the proposed development and Project ID #23.
29	317831	Metrolink 110kV Proposed development of three 110kV electricity circuits	0	1	<p>During the construction phase, the residual effects of the proposed development alone on population and human health will range from negative temporary slight to negative temporary significant. During the construction phase, potential cumulative effects from Project ID #29 in-combination with the proposed development were identified in locations where cumulative traffic and transport impacts occur in conjunction with significant effects on accessibility and journey patterns.</p> <p>Given that the proposed development alone has reported negative, significant but temporary residual effects on accessibility and journey patterns, the significance of the cumulative effect of the impact of the impact of potential road closures where the proposed development interacts with this project is likely to be at least negative, significant but temporary.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There is the potential for negative, significant and temporary cumulative effects in locations where cumulative traffic and transport impacts occur in conjunction with the proposed development and Project ID #29.

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32	320164	<p>The third of the infrastructural projects of the DART+ Programme to be delivered will be the DART+ Coastal North Project. This rail improvement project will provide an extension of the existing electrified rail network from Malahide to Drogheda MacBride stations and will provide the infrastructure to facilitate an increase to the rail capacity on the Northern Line between Dublin City Centre and Drogheda MacBride Station, including the Howth Branch.</p> <p>Granted permission in 2025</p>	0	1	<p>During the construction phase, the residual effects of the proposed development alone on population and human health will range from negative temporary slight to negative temporary significant. During the construction phase, potential cumulative effects from Project ID #32 in-combination with the proposed development were identified in locations where cumulative traffic and transport impacts occur in conjunction with significant effects on accessibility and journey patterns.</p> <p>Given that the proposed development alone has reported negative, significant but temporary residual effects on accessibility and journey patterns, the significance of the cumulative effect of the impact of the impact of potential road closures where the proposed development interacts with this project is likely to be at least negative, significant but temporary.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There is the potential for negative, significant and temporary cumulative effects in locations where cumulative traffic and transport impacts occur in conjunction with the proposed development and Project ID #32.
33	304624	<p>The Fingal Coastal Way is a proposed greenway extending from Newbridge Demesne in Donabate to the Fingal county boundary, north of Balbriggan. The overall length of the scheme will be approximately 32km, depending on the final route selected. The Fingal Coastal Way is envisaged to be a flagship scheme for tourism in the county with the potential to promote and enhance the local tourist economy.</p>	0	1	<p>During the construction phase, the residual effects of the proposed development alone on population and human health will range from negative temporary slight to negative temporary significant. During the construction phase, potential cumulative effects from Project ID #33 in-combination with the proposed development were identified in locations where cumulative traffic and transport impacts occur in conjunction with significant effects on accessibility and journey patterns.</p> <p>Given that the proposed development alone has reported negative, significant but temporary residual effects on accessibility and journey patterns, the significance of the cumulative effect of the impact of the impact of potential road closures where the proposed development interacts with this project is likely to be at least negative, significant but temporary.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There is the potential for negative, significant and temporary cumulative effects in locations where cumulative traffic and transport impacts occur in conjunction with the proposed development and Project ID #33.
34	310145	<p>R132 Connectivity Project - Fingal County Council, in conjunction with the National Transport Authority is proposing to carry out upgrade works to the R132 in Swords. Lands at Along existing R132 situated between Lissenhall Interchange and Pinnockhill Junction, to the east of Swords Town Centre, Co. Dublin</p> <p>The proposed works include the following:</p> <ol style="list-style-type: none"> Upgrade works between the north of Pinnock Hill Roundabout and north of Estuary Roundabout, to facilitate installation of new protected cycle and pedestrian facilities, retention of one bus and one general traffic lane in each direction, removal of hard shoulders and/or general traffic lanes, and reduction in speed limit to 50km/h. Three new signal controlled crossing points provided along the R132 located as follows: <ol style="list-style-type: none"> North of Pinnockhill Roundabout Adjacent existing Chapel Lane/Ashley Avenue overbridge North of Estuary Roundabout. The following three existing roundabouts will be changed to signalised intersections to facilitate pedestrian and cyclist facilities: <ol style="list-style-type: none"> Malahide Road Roundabout Seatown Roundabout Estuary Roundabout. Partial/full closure of Drynam Road connection to the R132/Malahide Road Roundabout <p>Granted in January 2022. Expiry date January 2027.</p>	0	1	<p>During the construction phase, the residual effects of the proposed development alone on population and human health will range from negative temporary slight to negative temporary significant. During the construction phase, potential cumulative effects from Project ID #34 in-combination with the proposed development were identified in locations where cumulative traffic and transport impacts occur in conjunction with significant effects on accessibility and journey patterns.</p> <p>Given that the proposed development alone has reported negative, significant but temporary residual effects on accessibility and journey patterns, the significance of the cumulative effect of the impact of the impact of potential road closures where the proposed development interacts with this project is likely to be at least negative, significant but temporary.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There is the potential for negative, significant and temporary cumulative effects in locations where cumulative traffic and transport impacts occur in conjunction with the proposed development and Project ID #34.

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37	319422	<p>In accordance with Section 182A of the Planning and Development Act 2000, as amended, EirGrid plc, with the consent and approval of Electricity Supply Board (ESB), gives notice that it proposes to seek the approval of An Bord Pleanála in relation to the proposed development, being the East Meath – North Dublin Grid Upgrade project consisting of approximately 37.5 kilometres (km) of new 400 kilovolt (kV) underground cable circuit between the existing Woodland Substation in the townland of Woodland in County Meath, and the existing Belcamp Substation in the townlands of Clonshagh and Belcamp in Fingal, County Dublin. The Proposed Development will also involve works in the substations to facilitate the connection of the underground cable circuit to the electrical grid.</p> <p>Approximately 20.5km of the proposed underground cable circuit is located in County Meath and approximately 17km of the proposed underground cable circuit is located in Fingal.</p> <p>The Proposed Development will be located within the following townlands in Fingal: Court, Gallanstown, Yellow Walls, Hollywood, Irishtown, Sprickletown, Killamonan, Cherryhound, Ward Upper, Ward Lower, Newpark, Shallon, Corrstown, Common, Skephubble, Ballystrahan, Kilreesk, Kingstown, Barberstown, Pickardstown, Forrest Great, Forrest Little, Cloghran, Glebe, Baskin, Stockhole, Middletown, Clonshagh and Belcamp. The Proposed Development consists of the following principal elements:</p> <p>A. Installation of an underground cable circuit, approximately 37.5km in length, connecting Woodland Substation (400kV) in the townland of Woodland in County Meath, and Belcamp Substation (220kV) in the townlands of Clonshagh and Belcamp in Fingal.</p>	0	1	<p>During the construction phase, the residual effects of the proposed development alone on population and human health will range from negative temporary slight to negative temporary significant. During the construction phase, potential cumulative effects from Project ID #37 in-combination with the proposed development were identified in locations where cumulative traffic and transport impacts occur in conjunction with significant effects on accessibility and journey patterns.</p> <p>Given that the proposed development alone has reported negative, significant but temporary residual effects on accessibility and journey patterns, the significance of the cumulative effect of the impact of the impact of potential road closures where the proposed development interacts with this project is likely to be at least negative, significant but temporary.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There is the potential for negative, significant and temporary cumulative effects in locations where cumulative traffic and transport impacts occur in conjunction with the proposed development and Project ID #37.
47	F24A/1004E	<p>We McHale Plant Hire Limited intend to apply for Planning Permission for the inclusion of a new foul sewer rising main and portion of gravity foul sewer plus associated decommissioning and removal of an existing on-site wastewater treatment plant at Staffordstown Business Park, Turvey, Donabate, Co. Dublin.</p> <p>The proposed foul sewer rising main will serve the Business Park by forming connection with an existing pump station on site with this rising main routed out of the Business Park down Turvey Avenue public road to the east, 2.5km approx. to a new discharge manhole connected to a proposed gravity foul sewer (ca. 585m long) to subsequently form connection with the existing Uisce Eireann foul sewer on Turvey Avenue adjacent to Turvey Woods Residential Development.</p> <p>The placement of this rising main will result in the decommissioning and removal of the existing treatment plant and associated percolation area in the Business Park.</p>	0	1	<p>During the construction phase, the residual effects of the proposed development alone on population and human health will range from negative temporary slight to negative temporary significant. During the construction phase, potential cumulative effects from Project ID #47 in-combination with the proposed development were identified in locations where cumulative traffic and transport impacts occur in conjunction with significant effects on accessibility and journey patterns.</p> <p>Given that the proposed development alone has reported negative, significant but temporary residual effects on accessibility and journey patterns, the significance of the cumulative effect of the impact of the impact of potential road closures where the proposed development interacts with this project is likely to be at least negative, significant but temporary.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There is the potential for negative, significant and temporary cumulative effects in locations where cumulative traffic and transport impacts occur in conjunction with the proposed development and Project ID #47.
58	F25A/0776E	<p>The development will consist of amendments to the grid connection infrastructure between the approved solar photovoltaic (“PV”) energy development on lands at Mainscourt, Ballyboghil, Co. Dublin and the ESB Mountgory 38kV Substation, Swords Business Park, Swords, Co. Dublin permitted under Register Reference F22A/0365 comprising the laying of underground electricity cables in ducts and associated infrastructure within the margin of the R132 road and also beneath a portion of Balheary Park including under the Ward River by means of horizontal directional drilling. A Natura Impact Statement (NIS) will be submitted to the Planning Authority with the application.</p> <p>Additional Information Received 29/10/2025 Clarification of Additional Information Received 13/02/2026</p>	0.1	1	<p>During the construction phase, the residual effects of the proposed development alone on population and human health will range from negative temporary slight to negative temporary significant. During the construction phase, potential cumulative effects from Project ID #58 in-combination with the proposed development were identified in locations where cumulative traffic and transport impacts occur in conjunction with significant effects on accessibility and journey patterns.</p> <p>Given that the proposed development alone has reported negative, significant but temporary residual effects on accessibility and journey patterns, the significance of the cumulative effect of the impact of the impact of potential road closures where the proposed development interacts with this project is likely to be at least negative, significant but temporary.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There is the potential for negative, significant and temporary cumulative effects in locations where cumulative traffic and transport impacts occur in conjunction with the proposed development and Project ID #58.

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
87	WEB5455/25	<p>Planning permission for development of underground watermain in the Raheny/Kilbarrack area of Dublin City. The watermain pass through the townlands of Bettyville, Foxlands and Kilbarrack Upper. The development will consist of:</p> <ul style="list-style-type: none"> • Installation of approximately 1.9km of below ground watermain (600mm) on the James Larkin/Howth Road between Causeway Road and Kilbarrack Road. • Installation of approximately 175m of below ground connection watermain (150mm) from trunk main at Bull Island Causeway Junction to Watermill Road District Metered Area (DMA). • Installation of approximately 1.1km of below ground watermain (400mm) along Greendale Road and Thornville Road to Kilbarrack Parade. • Installation of approximately 504m below ground rider watermain (150mm) along Howth Road, from Greendale Road Junction to Kilbarrack Road Junction. • Decommissioning of 1.1km of 2 No. 9inch Cast Iron mains within Howth Road. • Installation of 2 no. above ground kiosks (1.17m H, 0.7m L and 0.3m W) at junction of Watermill Road and Causeway Road and at the junction of Thornville Road and Kilbarrack Parade. • Above ground marker posts and below ground valves, chambers and vessels and all associated ancillary development works. 	1.13	1	<p>During the construction phase, the residual effects of the proposed development alone on population and human health will range from negative temporary slight to negative temporary significant. During the construction phase, potential cumulative effects from Project ID #87 in-combination with the proposed development were identified in locations where cumulative traffic and transport impacts occur in conjunction with significant effects on accessibility and journey patterns.</p> <p>Given that the proposed development alone has reported negative, significant but temporary residual effects on accessibility and journey patterns, the significance of the cumulative effect of the impact of the impact of potential road closures where the proposed development interacts with this project is likely to be at least negative, significant but temporary.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There is the potential for negative, significant and temporary cumulative effects in locations where cumulative traffic and transport impacts occur in conjunction with the proposed development and Project ID #87.

Table A38.26: Cumulative Effects Assessment Matrix for Socio-economics, Tourism and Recreation

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
2	319799	The Oriel Offshore Wind Farm is a proposed offshore renewable energy project jointly developed by Parkwind (now part of JERA Nex) and ESB. A planning application for the project was formally lodged with An Bord Pleanála in May 2024. The development is located in the Irish Sea off the coast of north County Louth, to the east of Dundalk Bay, with the nearest turbine approximately 6 km offshore from the Cooley Peninsula. The proposed wind farm comprises up to 25 offshore wind turbines with a maximum export capacity of up to 375 megawatts (MW), together with associated offshore and onshore substations and subsea and underground electricity cables required for operation.	16.9	1	<p>Socio-Economics</p> <p>The Community Benefit Fund from the proposed development alone will be approximately €4 million per annum for 20 years and commences as soon as construction starts. The fund is expected to give residents a significant opportunity to bring about transformative and positive change to their local community. The magnitude of the effect from the proposed development alone is considered to be medium given the positive and long-term nature of the effect. The sensitivity of the existing environment is considered high as the focus of the fund is on local communities which includes sensitive groups such as older people, women, children and those with disabilities.</p> <p>Therefore, the overall significance of effect is estimated to be positive, significant and long-term. Given that Project ID #2 will also be implementing a Community Benefit Fund (and similar to the proposed development, providing employment in the wider area), it is considered reasonable to assume that a cumulative positive significant (or greater) effect will arise. Given the uncertainties in predicting employment numbers, this prevents precise quantification of the scale of the potential cumulative impacts during the construction and operational stages.</p> <p>Tourism and Recreation</p> <p>Chapter 33 presents an assessment of the potential effects arising from the operational phase of the proposed development on tourism and recreation, and the experiential concept of a "sense of place". The assessment concluded that the operation of the proposed development is not predicted to alter the attractiveness, use or viability of tourism destinations, and that any effect on sense of place will be indirect and perceptual only, arising from the presence of a distant offshore feature within seaward views. The seascape character will not be significantly affected by the presence of the proposed development.</p> <p>In addition, Fáilte Ireland's Report on Visitor Awareness and Perceptions of Renewable Infrastructure in the Irish Landscape confirms that it is unlikely that the presence of the offshore infrastructure will negatively impact the Irish tourism industry.</p> <p>As a result, whilst the proposed development will be present within the wider context of the Irish Sea alongside Project ID #2 (and the remaining Phase One projects) it can reasonably be concluded that there are no significant cumulative effects arising from the operation of the proposed development alongside Project ID #2.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	<p>There is the potential for direct, positive, significant and long-term cumulative effects on local communities arising from the combination of community benefit funds between the proposed development and Project ID #2.</p> <p>There are no anticipated cumulative effects arising from the operation of the proposed development alongside Project ID #2 on tourism, recreation or the experiential sense of place.</p>

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
3	320768	<p>The Codling Wind Park is a proposed offshore wind energy project being developed by Codling Wind Park Limited (CWPL), a 50:50 joint venture between Fred. Olsen Seawind and EDF Renewables. A planning application for the construction, operation and decommissioning of the project was lodged with An Bord Pleanála in September 2024. The development is located in the Irish Sea within the Codling Bank area, approximately 13–22 kilometres off the County Wicklow coast, between Greystones and Wicklow Town.</p> <p>The proposed wind farm will have an installed capacity of up to 1,300 megawatts (MW) and will consist of either up to 75 wind turbines or 60 turbines, depending on the final turbine model selected. Two turbine layout options are assessed within the planning application, with maximum blade tip heights of approximately 288 metres or 314 metres, respectively. The project site covers an area of approximately 125 square kilometres and includes associated offshore and onshore electricity transmission infrastructure required to connect the wind farm to the national grid at Poolbeg, Dublin.</p>	50.9	1	<p>Socio-Economics</p> <p>The Community Benefit Fund from the proposed development alone will be approximately €4 million per annum for 20 years and commences as soon as construction starts. The fund is expected to give residents a significant opportunity to bring about transformative and positive change to their local community. The magnitude of the effect from the proposed development alone is considered to be medium given the positive and long-term nature of the effect. The sensitivity of the existing environment is considered high as the focus of the fund is on local communities which includes sensitive groups such as older people, women, children and those with disabilities.</p> <p>Therefore, the overall significance of effect is estimated to be positive, significant and long-term. Given that Project ID #3 will also be implementing a Community Benefit Fund (and similar to the proposed development, providing employment in the wider area), it is considered reasonable to assume that a cumulative positive significant (or greater) effect will arise. Given the uncertainties in predicting employment numbers, this prevents precise quantification of the scale of the potential cumulative impacts during the construction and operational stages.</p> <p>Tourism and Recreation</p> <p>Chapter 33 presents an assessment of the potential effects arising from the operational phase of the proposed development on tourism and recreation, and the experiential concept of a "sense of place". The assessment concluded that the operation of the proposed development is not predicted to alter the attractiveness, use or viability of tourism destinations, and that any effect on sense of place will be indirect and perceptual only, arising from the presence of a distant offshore feature within seaward views. The seascape character will not be significantly affected by the presence of the proposed development.</p> <p>In addition, Fáilte Ireland's Report on Visitor Awareness and Perceptions of Renewable Infrastructure in the Irish Landscape confirms that it is unlikely that the presence of the offshore infrastructure will negatively impact the Irish tourism industry.</p> <p>As a result, whilst the proposed development will be present within the wider context of the Irish Sea alongside Project ID #3 (and the remaining Phase One projects) it can reasonably be concluded that there are no significant cumulative effects arising from the operation of the proposed development alongside Project ID #3.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	<p>There is the potential for direct, positive, significant and long-term cumulative effects on local communities arising from the combination of community benefit funds between the proposed development and Project ID #3.</p> <p>There are no anticipated cumulative effects arising from the operation of the proposed development alongside Project ID #3 on tourism, recreation or the experiential sense of place.</p>

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
4	319864	<p>Arklow Bank Wind Park 2 is a proposed offshore wind energy project being developed by Sure Partners Limited. A planning application for the construction, operation and decommissioning of the project was lodged with An Bord Pleanála in June 2024. The development is located in the Irish Sea approximately 6 to 15 kilometres off the coast of Arklow, County Wicklow.</p> <p>The proposed wind farm will have a maximum export capacity of up to 800 megawatts (MW) and will consist of up to 56 offshore wind turbines, depending on the final turbine model and layout selected. The project also includes associated offshore substations and subsea electricity cabling required to connect the wind farm to the national grid via a landfall at Johnstown North, north of Arklow Town. The offshore array area extends across approximately 63 square kilometres.</p>	76.4	1	<p>Socio-Economics</p> <p>The Community Benefit Fund from the proposed development alone will be approximately €4 million per annum for 20 years and commences as soon as construction starts. The fund is expected to give residents a significant opportunity to bring about transformative and positive change to their local community. The magnitude of the effect from the proposed development alone is considered to be medium given the positive and long-term nature of the effect. The sensitivity of the existing environment is considered high as the focus of the fund is on local communities which includes sensitive groups such as older people, women, children and those with disabilities.</p> <p>Therefore, the overall significance of effect is estimated to be positive, significant and long-term. Given that Project ID #4 will also be implementing a Community Benefit Fund (and similar to the proposed development, providing employment in the wider area), it is considered reasonable to assume that a cumulative positive significant (or greater) effect will arise. Given the uncertainties in predicting employment numbers, this prevents precise quantification of the scale of the potential cumulative impacts during the construction and operational stages.</p> <p>Tourism and Recreation</p> <p>Chapter 33 presents an assessment of the potential effects arising from the operational phase of the proposed development on tourism and recreation, and the experiential concept of a "sense of place". The assessment concluded that the operation of the proposed development is not predicted to alter the attractiveness, use or viability of tourism destinations, and that any effect on sense of place will be indirect and perceptual only, arising from the presence of a distant offshore feature within seaward views. The seascape character will not be significantly effected by the presence of the proposed development.</p> <p>In addition, Fáilte Ireland's Report on Visitor Awareness and Perceptions of Renewable Infrastructure in the Irish Landscape confirms that it is unlikely that the presence of the offshore infrastructure will negatively impact the Irish tourism industry.</p> <p>As a result, whilst the proposed development will be present within the wider context of the Irish Sea alongside Project ID #4 (and the remaining Phase One projects) it can reasonably be concluded that there are no significant cumulative effects arising from the operation of the proposed development alongside Project ID #4.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	<p>There is the potential for direct, positive, significant and long-term cumulative effects on local communities arising from the combination of community benefit funds between the proposed development and Project ID #4.</p> <p>There are no anticipated cumulative effects arising from the operation of the proposed development alongside Project ID #4 on tourism, recreation or the experiential sense of place.</p>

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
5	321992	<p>Dublin Array is a proposed offshore wind energy project being developed by Kish Offshore Wind Limited and Bray Offshore Wind Limited, joint venture companies owned by RWE Renewables Ireland and Saorgus Energy. A planning application for the construction, operation and decommissioning of the project was lodged with An Bord Pleanála in February 2025. The development is located in the Irish Sea at the Kish Bank and Bray Bank, approximately 10 kilometres off the coasts of Counties Dublin and Wicklow.</p> <p>The proposed wind farm will have a maximum export capacity of up to 824 megawatts (MW) and will comprise between 39 and 50 offshore wind turbines, subject to the final turbine model and layout selected. The planning application assesses turbine tip heights of up to approximately 310 metres. The project also includes associated offshore and onshore electricity transmission infrastructure to connect the wind farm to the national grid at Jamestown, County Dublin, as well as a proposed operations and maintenance base at Dún Laoghaire Harbour.</p>	32.9	1	<p>Socio-Economics</p> <p>The Community Benefit Fund from the proposed development alone will be approximately €4 million per annum for 20 years and commences as soon as construction starts. The fund is expected to give residents a significant opportunity to bring about transformative and positive change to their local community. The magnitude of the effect from the proposed development alone is considered to be medium given the positive and long-term nature of the effect. The sensitivity of the existing environment is considered high as the focus of the fund is on local communities which includes sensitive groups such as older people, women, children and those with disabilities.</p> <p>Therefore, the overall significance of effect is estimated to be positive, significant and long-term. Given that Project ID #5 will also be implementing a Community Benefit Fund (and similar to the proposed development, providing employment in the wider area), it is considered reasonable to assume that a cumulative positive significant (or greater) effect will arise. Given the uncertainties in predicting employment numbers, this prevents precise quantification of the scale of the potential cumulative impacts during the construction and operational stages.</p> <p>Tourism and Recreation</p> <p>Chapter 33 presents an assessment of the potential effects arising from the operational phase of the proposed development on tourism and recreation, and the experiential concept of a "sense of place". The assessment concluded that the operation of the proposed development is not predicted to alter the attractiveness, use or viability of tourism destinations, and that any effect on sense of place will be indirect and perceptual only, arising from the presence of a distant offshore feature within seaward views. The seascape character will not be significantly effected by the presence of the proposed development.</p> <p>In addition, Fáilte Ireland's Report on Visitor Awareness and Perceptions of Renewable Infrastructure in the Irish Landscape confirms that it is unlikely that the presence of the offshore infrastructure will negatively impact the Irish tourism industry.</p> <p>As a result, whilst the proposed development will be present within the wider context of the Irish Sea alongside Project ID #5 (and the remaining Phase One projects) it can reasonably be concluded that there are no significant cumulative effects arising from the operation of the proposed development alongside Project ID #5.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	<p>There is the potential for direct, positive, significant and long-term cumulative effects on local communities arising from the combination of community benefit funds between the proposed development and Project ID #5.</p> <p>There are no anticipated cumulative effects arising from the operation of the proposed development alongside Project ID #5 on tourism, recreation or the experiential sense of place.</p>

Table A38.27: Cumulative Effects Assessment Matrix for Major Accidents and/or Disasters

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
1	2460294	<p>Permission for a 10-year permission development at Greenore Port and site of dwelling house on Shore Road (A91DD42), Greenore, (total site area c.4.88 hectare). The development comprising of Operation and Maintenance (O&M) Facilities will serve as the support base for future offshore wind arrays in the Irish Sea. The proposed development will comprise of: (i) Three standalone buildings, each with a gross floor area (GFA) of 1,670 sqm, comprising 681 sqm warehouse floor space, 322 sqm office space and 667 sqm plant, welfare, storage, ancillary and circulation space per unit. The height of each unit ranges from 7.2m for the warehouse (single-storey / double-height space) to 13.5m max for the office 3-storey element. 76 car parking spaces are proposed distributed adjacent to the units including 6 no. disabled parking spaces and 15 no. electric vehicle (EV) charging spaces. Each building includes an internal bike storage room, with 20 spaces per building. Each building includes rooftop solar photovoltaic panels. (ii) Nearshore works including dredging of harbour sediments to -4m Chart Datum to provide navigable water depths, new quay wall (70m), a 40m anti-slip access ramp, floating pontoon for berthing crew transfer vessels (CTV's). 9 no. berths are proposed, with an additional 2 no. layby berths and a push-on / service berth adjacent to the new quay wall. (iii) Improvement works to the quay deck including installation of a new reinforced concrete deck with surface water management system incorporating silt traps and hydrocarbon interceptors, and berth infrastructure including bollards, fenders, ladders, lifesaving equipment, power outlets and fire hydrants. (iv) Surface car park at the Residential site on Shore Road comprising 135 car parking spaces, including ducting for 30 no. EV charging spaces, relocation of existing entrance on Shore Road by c.6m to the east, new boundary wall to Shore Road and a pedestrian access route from the car park through port lands to the O&M Units crossing improved public realm at top of Euston Street. (v) Re-instatement of former Open Hydro carpark (62 spaces) until the surface car park on Shore Road is operational. (vi) Upgrade to public/private realm in the foreground of the existing Greenore Port Office building, including upgrade of existing entrance to former open hydro carpark, new pedestrian gate, new feature wall entrance, removal of 6 port car parking spaces, link to new pedestrian route from surface carpark including new opening in port boundary wall, and hard and soft landscaping. Works are partially located within the Greenore Architectural Conservation Area (ACA). (vii) Replacement of existing 25m mast with new 40m mast to facilitate communications with CTV's while offshore. (viii) Demolition works to facilitate the above development including: a. The former "Open Hydro" warehouse (c. 1,607 sqm GFA); b. Part of single storey office building (c.38sqm GFA) located adjacent to the entrance to former Open Hydro carpark; c. ESB substation and associated switch room; d. Dwelling house (c. 192sqm GFA) and boundary wall on Shore Road. (ix) And all associated site and development works including single storey ESB substation, above-ground fuel storage tank (c.200m³), drainage and utilities, landscaping and boundary treatments, security fencing, lighting and signage, etc. There are no Protected Structures within the proposed development site. The development to be applied for is within Greenore Port's landholding within which curtilage also exists the water tower, lighthouse and lighthouse keeper's cottage which are all included in the Louth Record of Protected Structures, ref. LH009-01, LH009-043, LH009-044 respectively, all at Greenore Port, Greenore, Co. Louth. A Maritime Area of Consent accompanies this planning application Ref. MAC20230003, granted on 10 April 2024 for a 45-year term.</p> <p>A Natura Impact Statement (NIS) and Environmental Impact Assessment Report (EIAR) have been prepared in respect of the proposed development *Significant Further Information Received 18/10/2024 - Revised Notice Received on 29/10/2024*</p>	45.7	1	<p>At the time of writing, the base ports for the proposed development and the other Phase One projects are not confirmed. If the Phase One Projects (Project ID #2-5) have a common base port (including Project ID #1), there may be an increased collision risk when vessels are entering/exiting the port and enroute to/from the array area.</p> <p>However, with the implementation of mitigation measures (including embedded mitigation) such as compliance with relevant regulator guidance, guard vessel(s) as required, lighting and marking and marking on nautical charts, no likely significant direct or indirect negative cumulative effects are predicted during the construction, operation or decommissioning phases.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects arising from the proposed development and Project ID #1.

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
2	319799	<p>The Oriel Offshore Wind Farm is a proposed offshore renewable energy project jointly developed by Parkwind (now part of JERA Nex) and ESB. A planning application for the project was formally lodged with An Bord Pleanála in May 2024. The development is located in the Irish Sea off the coast of north County Louth, to the east of Dundalk Bay, with the nearest turbine approximately 6 km offshore from the Cooley Peninsula. The proposed wind farm comprises up to 25 offshore wind turbines with a maximum export capacity of up to 375 megawatts (MW), together with associated offshore and onshore substations and subsea and underground electricity cables required for operation.</p>	16.9	1	<p>At the time of writing, the base ports for the proposed development and the Project 2 are not confirmed. Should Project ID #2 have a common base port (including Project 1), there may be an increased collision risk when vessels are entering/exiting the port and enroute to/from the array area.</p> <p>The cumulative presence of the proposed development and Project ID #2 has the potential to increase disruption to passages on some of the busiest main commercial routes identified within the study area (as outlined in Volume 5, Chapter 17: Shipping and Navigation) which has the potential to reduce passing distances and increase the risk of collision.</p> <p>During the construction and decommissioning phases of the proposed development there is likely to be an increase in helicopter air traffic over the current baseline levels due to the use of helicopters in the provision of support in the airspace around the proposed development. The predicted number of daily helicopter movements is considered to be low. However, the cumulative effect of this activity and similar activities associated with Project 2 has the potential to create a greater potential risk of mid-air collision between aircraft engaged in such operations and/or aircraft in transit across the study area.</p> <p>However, through the use of embedded mitigation measures such as obstacle notification, the charting, marking and lighting of obstacles, no significant negative cumulative effects are predicted during the construction, operation or decommissioning of the proposed development.</p> <p>However, with the implementation of mitigation measures (including embedded mitigation) such as compliance with relevant regulator guidance, guard vessel(s) as required, lighting and marking and marking on nautical charts, no likely significant direct or indirect negative cumulative effects are predicted during the construction, operation or decommissioning phases.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects arising from the proposed development and Project ID #2.

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
3	320768	<p>The Codling Wind Park is a proposed offshore wind energy project being developed by Codling Wind Park Limited (CWPL), a 50:50 joint venture between Fred. Olsen Seawind and EDF Renewables. A planning application for the construction, operation and decommissioning of the project was lodged with An Bord Pleanála in September 2024. The development is located in the Irish Sea within the Codling Bank area, approximately 13–22 kilometres off the County Wicklow coast, between Greystones and Wicklow Town.</p> <p>The proposed wind farm will have an installed capacity of up to 1,300 megawatts (MW) and will consist of either up to 75 wind turbines or 60 turbines, depending on the final turbine model selected. Two turbine layout options are assessed within the planning application, with maximum blade tip heights of approximately 288 metres or 314 metres, respectively. The project site covers an area of approximately 125 square kilometres and includes associated offshore and onshore electricity transmission infrastructure required to connect the wind farm to the national grid at Poolbeg, Dublin.</p>	50.9	1	<p>At the time of writing, the base ports for the proposed development and the Project ID #3 are not confirmed. Should Project ID #3 have a common base port (including Project 1), there may be an increased collision risk when vessels are entering/exiting the port and enroute to/from the array area.</p> <p>The cumulative presence of the proposed development and Project ID #3 has the potential to increase disruption to passages on some of the busiest main commercial routes identified within the study area (as outlined in Volume 5, Chapter 17: Shipping and Navigation) which has the potential to reduce passing distances and increase the risk of collision.</p> <p>During the construction and decommissioning phases of the proposed development there is likely to be an increase in helicopter air traffic over the current baseline levels due to the use of helicopters in the provision of support in the airspace around the proposed development. The predicted number of daily helicopter movements is considered to be low. However, the cumulative effect of this activity and similar activities associated with Project 3 has the potential to create a greater potential risk of mid-air collision between aircraft engaged in such operations and/or aircraft in transit across the study area.</p> <p>However, through the use of embedded mitigation measures such as obstacle notification, the charting, marking and lighting of obstacles, no significant negative cumulative effects are predicted during the construction, operation or decommissioning of the proposed development.</p> <p>However, with the implementation of mitigation measures (including embedded mitigation) such as compliance with relevant regulator guidance, guard vessel(s) as required, lighting and marking and marking on nautical charts, no likely significant direct or indirect negative cumulative effects are predicted during the construction, operation or decommissioning phases.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects arising from the proposed development and Project ID #3.

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
4	319864	<p>Arklow Bank Wind Park 2 is a proposed offshore wind energy project being developed by Sure Partners Limited. A planning application for the construction, operation and decommissioning of the project was lodged with An Bord Pleanála in June 2024. The development is located in the Irish Sea approximately 6 to 15 kilometres off the coast of Arklow, County Wicklow.</p> <p>The proposed wind farm will have a maximum export capacity of up to 800 megawatts (MW) and will consist of up to 56 offshore wind turbines, depending on the final turbine model and layout selected. The project also includes associated offshore substations and subsea electricity cabling required to connect the wind farm to the national grid via a landfall at Johnstown North, north of Arklow Town. The offshore array area extends across approximately 63 square kilometres.</p>	76.4	1	<p>At the time of writing, the base ports for the proposed development and the Project ID #4 are not confirmed. Should Project ID #4 have a common base port (including Project 1), there may be an increased collision risk when vessels are entering/exiting the port and enroute to/from the array area.</p> <p>The cumulative presence of the proposed development and Project ID #4 has the potential to increase disruption to passages on some of the busiest main commercial routes identified within the study area (as outlined in Volume 5, Chapter 17: Shipping and Navigation) which has the potential to reduce passing distances and increase the risk of collision.</p> <p>During the construction and decommissioning phases of the proposed development there is likely to be an increase in helicopter air traffic over the current baseline levels due to the use of helicopters in the provision of support in the airspace around the proposed development. The predicted number of daily helicopter movements is considered to be low. However, the cumulative effect of this activity and similar activities associated with Project 4 has the potential to create a greater potential risk of mid-air collision between aircraft engaged in such operations and/or aircraft in transit across the study area.</p> <p>However, through the use of embedded mitigation measures such as obstacle notification, the charting, marking and lighting of obstacles, no significant negative cumulative effects are predicted during the construction, operation or decommissioning of the proposed development.</p> <p>However, with the implementation of mitigation measures (including embedded mitigation) such as compliance with relevant regulator guidance, guard vessel(s) as required, lighting and marking and marking on nautical charts, no likely significant direct or indirect negative cumulative effects are predicted during the construction, operation or decommissioning phases.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects arising from the proposed development and Project ID #4.

ID	Application Reference	Description	Distance to the Proposed Development Boundary (km)	Tier	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
5	321992	<p>Dublin Array is a proposed offshore wind energy project being developed by Kish Offshore Wind Limited and Bray Offshore Wind Limited, joint venture companies owned by RWE Renewables Ireland and Saorgus Energy. A planning application for the construction, operation and decommissioning of the project was lodged with An Bord Pleanála in February 2025. The development is located in the Irish Sea at the Kish Bank and Bray Bank, approximately 10 kilometres off the coasts of Counties Dublin and Wicklow.</p> <p>The proposed wind farm will have a maximum export capacity of up to 824 megawatts (MW) and will comprise between 39 and 50 offshore wind turbines, subject to the final turbine model and layout selected. The planning application assesses turbine tip heights of up to approximately 310 metres. The project also includes associated offshore and onshore electricity transmission infrastructure to connect the wind farm to the national grid at Jamestown, County Dublin, as well as a proposed operations and maintenance base at Dún Laoghaire Harbour.</p>	32.9	1	<p>At the time of writing, the base ports for the proposed development and the Project ID #5 are not confirmed. Should Project ID #5 have a common base port (including Project 1), there may be an increased collision risk when vessels are entering/exiting the port and enroute to/from the array area.</p> <p>The cumulative presence of the proposed development and Project ID #5 has the potential to increase disruption to passages on some of the busiest main commercial routes identified within the study area (as outlined in Volume 5, Chapter 17: Shipping and Navigation) which has the potential to reduce passing distances and increase the risk of collision.</p> <p>During the construction and decommissioning phases of the proposed development there is likely to be an increase in helicopter air traffic over the current baseline levels due to the use of helicopters in the provision of support in the airspace around the proposed development. The predicted number of daily helicopter movements is considered to be low. However, the cumulative effect of this activity and similar activities associated with Project 5 has the potential to create a greater potential risk of mid-air collision between aircraft engaged in such operations and/or aircraft in transit across the study area.</p> <p>However, through the use of embedded mitigation measures such as obstacle notification, the charting, marking and lighting of obstacles, no significant negative cumulative effects are predicted during the construction, operation or decommissioning of the proposed development.</p> <p>However, with the implementation of mitigation measures (including embedded mitigation) such as compliance with relevant regulator guidance, guard vessel(s) as required, lighting and marking and marking on nautical charts, no likely significant direct or indirect negative cumulative effects are predicted during the construction, operation or decommissioning phases.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects arising from the proposed development and Project ID #5.
92	Flemington LAP	The Flemington Local Area Plan (LAP) was adopted in December 2024 to manage the sustainable development of approximately 17.2 hectares of greenfield land in North Balbriggan. The LAP provides for the delivery of a new residential neighborhood with a projected yield of approximately 650 residential units. The plan adopts a "plan-led" approach to housing, emphasizing a variety of dwelling types and tenures to accommodate a projected population increase of approximately 1,100 to 1,200 people.	0	3	<p>This project will occur adjacent to the southern boundary of the proposed grid facility. The risk of fire and/or other major accidents from the proposed development, including the grid facility and other onshore infrastructure, was assessed as part of the planning application. Chapter 34: Major Accidents and Disasters deals with risk events that have a low likelihood of occurrence but have a potentially high consequence for the environment, human health, infrastructure and/or cultural heritage.</p> <p>For residential receptors in the vicinity of the grid facility the Risk Event 07 (<i>Fire and/or explosion in onshore infrastructure with a secondary effect of fire suppressant powder reaching nearby receptors (e.g. watercourse, groundwater, soil)</i>) was assessed in Section 34.5.5 and assigned a likelihood rating of 2 (Very Unlikely) with a consequence rating of 2 (Limited), in a Risk Score of 4 (Low Risk event)</p> <p>In terms of Project #92 and its potential future new residential neighbourhood, the likelihood of the event will not change, as the presence of Flemington LAP would have no effect on event occurring, but the consequence is further considered in this CEA. However, even if (conservatively) the consequence increases from a ranking of 2 (limited) to 3 (serious, i.e. significant number of people impacted), the overall risk score remains low and therefore overall, cumulative impacts between the proposed development with Project ID #92 are deemed to be Not Significant.</p>	Further mitigation for the proposed development is not proposed as it will not materially change the assessed effects.	There are no significant residual cumulative effects arising from the proposed development and Project ID #92.

Table A38.28: Cumulative Effects Assessment Matrix for Offshore Bats (NSIP, Appendix 2)

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
Cumulative Impact 1: Increase in noise during construction and decommissioning from construction activities						
OWF_02	Tier 1	2022-MAC-001	Oriel Offshore Wind Farm Project	No Tier 2 or Tier 3 projects have been screened into the assessment of Cumulative Impact 1. The potential cumulative effect of an increase in noise during construction and decommissioning from construction activities from Tier 1 projects and the proposed development is assessed to be not significant for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further assessment is presented in Section 35.9.4 of Chapter 35: Offshore Bats.	No additional mitigation required	No change to EIAR conclusions
OWF_03		2022-MAC-003 and 004	Dublin Array Offshore Wind Farm Project			
OWF_04		2022-MAC-006	Codling Wind Park Offshore Wind Farm Project			
OWF_05		2022-MAC-002	Arklow Bank Wind Park (ABWP) 2 Offshore Wind Farm Project			
Cumulative Impact 2: Increased vessel activity and infrastructure presence						
OWF_02	Tier 1	2022-MAC-001	Oriel Offshore Wind Farm Project	No Tier 2 or Tier 3 projects have been screened into the assessment of Cumulative Impact 1. The potential cumulative effect of increased vessel activity and infrastructure presence from Tier 1 projects and the proposed development is assessed to be not significant for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further assessment is presented in Section 35.9.5 of Chapter 35: Offshore Bats.	No additional mitigation required	No change to EIAR conclusions
OWF_03		2022-MAC-003 and 004	Dublin Array Offshore Wind Farm Project			
OWF_04		2022-MAC-006	Codling Wind Park Offshore Wind Farm Project			
OWF_05		2022-MAC-002	Arklow Bank Wind Park (ABWP) 2 Offshore Wind Farm Project			
Cumulative Impact 3: Increased artificial light at night						
OWF_02	Tier 1	2022-MAC-001	Oriel Offshore Wind Farm Project	No Tier 2 or Tier 3 projects have been screened into the assessment of Cumulative Impact 1. The potential cumulative effect of increased artificial light at night from Tier 1 projects and the proposed development is assessed to be not significant for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further assessment is presented in Section 35.9.6 of Chapter 35: Offshore Bats.	No additional mitigation required	No change to EIAR conclusions
OWF_03		2022-MAC-003 and 004	Dublin Array Offshore Wind Farm Project			
OWF_04		2022-MAC-006	Codling Wind Park Offshore Wind Farm Project			
OWF_05		2022-MAC-002	Arklow Bank Wind Park (ABWP) 2 Offshore Wind Farm Project			
Cumulative Impact 4: Indirect disturbance and displacement resulting from changes to prey distribution						
OWF_02	Tier 1	2022-MAC-001	Oriel Offshore Wind Farm Project	No Tier 2 or Tier 3 projects have been screened into the assessment of Cumulative Impact 1. The potential cumulative effect of indirect disturbance and displacement resulting from changes to prey distribution from Tier 1 projects and the proposed development is assessed to be not significant for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further assessment is presented in Section 35.9.7 of Chapter 35: Offshore Bats.	No additional mitigation required	No change to EIAR conclusions
OWF_03		2022-MAC-003 and 004	Dublin Array Offshore Wind Farm Project			
OWF_04		2022-MAC-006	Codling Wind Park Offshore Wind Farm Project			

ID	Tier	Application Reference	Brief Description	Assessment of Cumulative Effect with 'Other Development'	Proposed Mitigation	Residual Cumulative Effect
OWF_05		2022-MAC-002	Arklow Bank Wind Park (ABWP) 2 Offshore Wind Farm Project			
Cumulative Impact 5: Collision and barotrauma						
OWF_02	Tier 1	2022-MAC-001	Oriel Offshore Wind Farm Project	No Tier 2 or Tier 3 projects have been screened into the assessment of Cumulative Impact 1. The potential cumulative effect of collision and barotrauma from Tier 1 projects and the proposed development is assessed to be not significant for Project Option 1 and Project Option 2, which is not significant in EIA terms. Further assessment is presented in Section 35.9.8 of Chapter 35: Offshore Bats.	No additional mitigation required	No change to EIAR conclusions
OWF_03		2022-MAC-003 and 004	Dublin Array Offshore Wind Farm Project			
OWF_04		2022-MAC-006	Codling Wind Park Offshore Wind Farm Project			
OWF_05		2022-MAC-002	Arklow Bank Wind Park (ABWP) 2 Offshore Wind Farm Project			

38.2.4 CEA Mitigation Measures

There are no changes required to this section. Refer to Section 38.2.4 of Chapter 38 of the 2024 EIAR.

38.2.5 Overall Cumulative Residual Effects

Due to the updated CEA in response to RFI Section 5, Section 38.2.5 of Chapter 38 of the 2024 EIAR shall be deleted in its entirety and replaced with the text herein:

Table A38.27 below presents the results of the CEA of all of the “screened-in” projects together as a whole (i.e. Tier 1, Tier 2 and Tier 3 for both Onshore and Offshore Projects) in combination with the proposed development.

Table A38.29: Summary of Cumulative Residual Effects

Potential Cumulative Effects on Environmental Factors	
CEA of all screened in projects together with the proposed development	<p>Marine Geology, Oceanography and Physical Processes:</p> <p>The CEA undertaken in Section 10.9 of Chapter 10 and presented in Section 38.2.3.1 presents an outcome of no likely significant cumulative effects for the impacts assessed on receptors associated with marine geology, oceanography and physical processes.</p>
	<p>Marine Water and Sediment Quality:</p> <p>The CEA undertaken in Section 11.9 of Chapter 11 and presented in Section 38.2.3.2 presents an outcome of no likely significant cumulative effects for the impacts assessed on receptors associated with marine water and sediment quality.</p>
	<p>Intertidal and Subtidal Ecology:</p> <p>The CEA undertaken in Section 12.9 of Chapter 12 and presented in Section 38.2.3.3 presents an outcome of no likely significant cumulative effects for the impacts assessed on receptors associated with intertidal and subtidal ecology.</p>
	<p>Fish and Shellfish Ecology:</p> <p>The CEA undertaken in Section 13.9 of Chapter 13 and presented in Section 38.2.3.4 presents an outcome of no likely significant cumulative effects for the impacts assessed on receptors associated with fish and shellfish ecology.</p>
	<p>Marine Mammals:</p> <p>The CEA undertaken in Section 14.9 of Chapter 14 and presented in Section 38.2.3.5 presents an outcome of no likely significant cumulative effects for the impacts assessed on receptors associated with marine mammals</p>
	<p>Intertidal and Offshore Ornithology:</p> <p>The CEA undertaken in Section 15.9 of Chapter 15 and presented in Section 38.2.3.6 presents an outcome of no likely significant cumulative effects for the impacts assessed on receptors associated with intertidal and offshore ornithology.</p>
	<p>Commercial Fisheries:</p> <p>The CEA undertaken in Section 16.9 of Chapter 16 and presented in Section 38.2.3.7 presents an outcome of no likely significant cumulative effects for the impacts assessed on receptors associated with commercial fisheries.</p>
	<p>Shipping & Navigation:</p> <p>The CEA undertaken in Section 35.9 of Chapter 17 and presented in Section 38.2.3.8 presents an outcome of no likely significant cumulative effects for the impacts assessed on receptors associated with shipping and navigation.</p>
	<p>Offshore Archaeology and Cultural Heritage:</p> <p>The CEA undertaken in Section 18.9 of Chapter 18 and presented in Section 38.2.3.9 presents an outcome of no likely significant cumulative effects for the impacts assessed on receptors associated with offshore archaeology and cultural heritage as there are no projects which were screened into Stage 3 and 4.</p>
	<p>Aviation & Radar:</p> <p>The CEA undertaken in Section 19.9 of Chapter 19 and presented in Section 38.2.3.10 presents an outcome of no likely significant cumulative effects for the impacts assessed on receptors associated with aviation and radar.</p>

Potential Cumulative Effects on Environmental Factors

Infrastructure and Other Users:

The CEA undertaken in Section 20.9 of Chapter 20 and presented in Section 38.2.3.11 presents an outcome of no likely significant cumulative effects for the impacts assessed on receptors associated with infrastructure and other users.

Offshore Bats:

The CEA undertaken in Section 35.9 of Chapter 35 and presented in Section 38.2.3.26 presents an outcome of no likely significant cumulative effects for the impacts assessed on receptors associated with offshore bats.

Land and Soils:

The CEA undertaken in Section 38.2.3.12 presents an outcome of no likely significant cumulative effects for the impacts assessed on receptors associated with onshore land and soils.

Water:

The CEA undertaken in Section 38.2.3.13 presents an outcome of no likely significant cumulative effects for the impacts assessed on receptors associated with water (onshore).

Biodiversity:

The CEA undertaken in Section 38.2.3.14 presents an outcome of no likely significant cumulative effects for the impacts assessed on receptors associated with biodiversity (onshore).

Traffic and Transport:

There are likely to be negative, significant but temporary residual effects from the proposed development alone during construction due to road closures on local and strategic diversion routes. As a result, the CEA undertaken in Section 38.2.3.15 presents an outcome of likely significant temporary negative cumulative effects during the construction stage. No likely significant effects are predicted for the operation and decommissioning stages.

Archaeological, Architectural and Cultural Heritage:

The CEA undertaken in Section 38.2.3.16 presents an outcome of no likely significant cumulative effects for the impacts assessed on receptors associated with archaeological, architectural and cultural heritage (onshore).

Material Assets:

The CEA undertaken in Section 38.2.3.17 presents an outcome of a positive, significant and long-term cumulative effects arising with renewable energy projects and MaresConnect on the national electricity supply (due to the combined generation/connection of renewable energy into the grid).

Air Quality:

The CEA undertaken in Section 38.2.3.18 presents an outcome of no likely significant cumulative effects for the impacts assessed on receptors associated with air quality.

Climate:

As noted in Section 38.2.2.2, a significant beneficial effect on climate due to the proposed development alone is predicted to occur over its lifecycle. Thus, there is no potential for adverse cumulative impacts associated with any project identified on the "long list". For renewable energy projects, a significant beneficial cumulative effect is anticipated due to the combined reduction in greenhouse gas emissions compared to emissions from non-renewable power plants. On that basis, no adverse residual impacts will arise.

Seascape, Landscape and Visual Impact Assessment:

The CEA undertaken in 38.2.3.20 of this Chapter and 29.9 of Chapter 29 notes that the assessment concluded that the greatest significance of effect on the seascape and landscape of the area, and on visual amenity, will be major to moderate negative, which is not significant in EIA terms. The cumulative effect assessment carried out for Chapter 29 concluded that though there is Negligible or Low-negligible contribution of the proposed development to the overall cumulative effect from the southerly viewpoints (VP36 to VP47), it is acknowledged that a significant cumulative effect is generated at these viewpoints predominantly in relation to other projects (see Chapter 29 for further information).

The CEA undertaken in Section 38.2.3.18 presents an outcome of no likely significant cumulative effects for the impacts assessed on receptors associated with landscape and visual.

Noise:

The CEA undertaken in Section 38.2.3 presents an outcome of no likely significant cumulative effects for the impacts assessed on receptors associated with noise.

Potential Cumulative Effects on Environmental Factors	
	<p>Resource and Waste Management:</p> <p>Whilst it is noted that the proposed development has a negative, moderate construction phase effect (which is not significant in EIA terms), the CEA undertaken in Section 38.2.3.22 presents an outcome of a direct, negative, significant and short-term cumulative effect on the capacity of waste management facilities and waste industry trends in Ireland during the construction phase due to an increased demand on waster recovery and/or disposal sites in combination with several of the screened-in projects.</p>
	<p>Population and Human Health:</p> <p>The CEA undertaken in Section 38.2.3.23 presents an outcome of likely significant negative but temporary cumulative effects for the impacts assessed on receptors associated with population and human health due to significant negative cumulative traffic effects predicted with the proposed development alone.</p>
	<p>Socio-Economic, Tourism and Recreation:</p> <p>The CEA undertaken in Section 38.2.3.24 presents an outcome of a cumulative positive, significant and long-term effect given that Projects 2-5 will also each be providing a Community Benefit Fund and employment.</p> <p>The CEA also concluded that there will be no significant residual effect arising from the Phase One Projects (Projects 2-5) in combination with the proposed development on tourism and recreation.</p>
	<p>Major Accidents and Disasters:</p> <p>The CEA undertaken in Section 38.2.3.25 presents an outcome of no likely significant cumulative effects with the potential to cause a major accident or disaster or result in the proposed development being vulnerable to a major accident or disaster during the construction, operation or decommissioning phases of the proposed development.</p>

38.3 Inter-related Effects

38.3.1 Inter-related Effects – Assessment Methodology

Whilst RFI Section 5 requests the Developer to revise the submitted CEA in line with NSIP Guidance, there is no material difference between the Inter-related Effects methodology prepared for the 2024 EIAR and the NSIP Guidance. Additionally, there are no set matrices to follow for the assessment of inter-related effects in the NSIP Guidance.

Therefore, there are no changes required to this section. Refer to Section 38.3.1 of Chapter 38 of the 2024 EIAR.

38.3.2 Matrix of Inter-related Effects

There are no changes to this section. Refer to Section 38.3.2 of Chapter 38 of the 2024 EIAR.

38.3.3 Potential Inter-related effects

There are no changes to this section. Refer to Section 38.3.3 of Chapter 38 of the 2024 EIAR.

38.4 References

In compliance with RFI Section 5, the NSIP Guidance shall be included as a reference in Section 38.4 of Chapter 38 of the 2024 EIAR:

Planning Inspectorate (2025) Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment.