

During the construction phase, typical C&D waste materials will be generated which will be source segregated on-site into appropriate skips/containers, where practical and removed from site by suitably permitted waste contractors to authorised waste facilities. Where possible, materials will be reused on-site to minimise raw material consumption. Source segregation of waste materials will improve the re-use opportunities of recyclable materials off-site. Constructions of basements, new foundations and the installation of underground services will require the excavation of c.15,165m³ excavated material will need to be removed offsite from Site 3, c. 132m³ from Site 4 and c. 5,593m³ from Site 5. The excavated materials will be required to be exported off site due to the limited chances for reuse on site. Excavated material which is to be taken offsite will be taken for offsite reuse, recovery, recycling and/or disposal.

A carefully planned approach to waste management and adherence to the site-specific Construction and Demolition Waste Management Plan (Appendix 14.1) during the construction phase will ensure that the effect on the environment will be long-term, imperceptible and neutral.

During the operation phase, waste will be generated from the residents as well as the commercial tenants. Dedicated waste storage areas have been allocated throughout the development for residents and commercial tenants. The waste storage areas have been appropriately sized to accommodate the estimated waste arisings in both residential and commercial units. The waste storage areas have been allocated to ensure a convenient and efficient management strategy with source segregation a priority. Waste will be collected from the designated waste collection areas by permitted waste contractors and removed off-site for re-use, recycling, recovery and/or disposal.

An Operational Waste Management Plan has been prepared which provides a strategy for segregation (at source), storage and collection of wastes generated within the development during the operational phase including dry mixed recyclables, organic waste, mixed non-recyclable waste, glass, cardboard and plastic, as well as providing a strategy for management of waste batteries, WEEE, printer/toner cartridges, chemicals, textiles, waste cooking oil, furniture and abandoned bicycles (Appendix 14.2). The Plan complies with all legal requirements, waste policies and best practice guidelines and demonstrates that the required storage areas have been incorporated into the design of the development.

Provided the mitigation measures outlined in Chapter 14: Material Assets (Waste) are implemented and a high rate of reuse, recycling and recovery is achieved, the predicted effect of the operational phase on the environment will be long-term, imperceptible and neutral.

2.16 Cultural Heritage (Architectural) (Chapter 15)

The Dublin Central Masterplan Area is divided into six sites intended to be developed by Dublin Central GP Limited, who acquired the area in 2016 with a view to redesigning a permitted large-scale redevelopment within a renewed masterplan notwithstanding an inherited permission to develop the site under DCC Reg. Ref. 2479/08/ An Bord Pleanála Reg. Ref. PL29N.232347. The masterplan area broadly reflects the red line boundary of the permitted development, with some notable deviations; the State ownership of Nos 14-17 (and 18a) Moore Street; the addition of Patrick Conway's Public House at No.70 Parnell Street and No.61 O'Connell Street.

Chapter 15 primarily reviews the proposed development of Sites 3, 4 and 5, yet broadly considers their development in context with the intended future development of Sites 1, 2AB and 2C.

The combined Sites 3, 4 and 5 do not contain protected structures. Site 3 is within the O'Connell Street Architectural Conservation Area. Sites 4 and 5 are positioned to the west of the ACA. Site 4 is dissected by Nos.14-17 Moore Street, protected structures and a National Monument. There are a range of protected structures and facades within Sites 1, 2AB and 2C. The Dublin Central Masterplan Area abounds and is in proximity to protected structures and forms a considerable mass within the ACA.

In recognition of the cultural and architectural complexity of the masterplan area, a Dublin Central Masterplan Area Conservation Plan has been prepared, to set site-specific objectives and recommended policies as a mechanism to frame its appropriate redevelopment. The Plan and its extensive research has informed the development and provides a framework for assessing impacts.

Chapter 15 summarises the identification of structures of heritage significance within and in the environs of the development site. It refers to the recording of all building fabric on the site and observes the qualification of the significance of each building as informing a strategy of viable and purposeful retention and adaptive re-use. These baseline assessments have led to the retention of multiple structures within Sites 3 and 4, with origins spanning the 18th- 20th centuries. It is proposed to demolish and redevelop all other structures in the urban blocks in the provision of replacement buildings, new pedestrian links and a public square.

The chapter reviews aspects of change arising from the physical, visual or morphological impacts for architectural and cultural heritage as a consequence of the proposed development, using a number of resources including the Record of Monuments and Places, the Dublin City Development Plan, cartographic and documentary sources and visual inspections of the building fabric.

The chapter examines predicted inter-relationships between the development and its singular and collective interactions with architectural heritage in the vicinity of the site, assessing potential impacts for the fabric, character and morphological setting of that heritage.

The assessment acknowledges the characteristics of the integrated and enclosing designated Architectural Conservation Area to the development site and reviews potential impacts the development may present for its character.

Ameliorative measures are proposed where necessary to safeguard features of interest within and adjoining Sites 3,4 and 5. The implementation of other mitigation measures detailed in the Chapter will ensure that the effect during the construction phase is neutral and imperceptible.

2.17 Cultural Heritage (Archaeology) (Chapter 16)

The Dublin Central Masterplan area lies in the heart of Dublin City on the northern side of the River Liffey. The site is low lying and occupies ground that gently slopes south towards the Liffey. It lies partly within the statutory zone of archaeological potential (ZAP) for the Historic City of Dublin, RMP No. DU018-020. It is outside the medieval precinct walls of St. Marys Abbey in the area of the city that was predominantly developed in the early 18th century. It is south of Parnell Street (formerly 'Great Britain Street') which runs along the line of an ancient routeway / road that dates from at least the Late Medieval period. It is entirely urban in nature, composed of hard standing, buildings, and artificial surfaces. Since the 18th century the area has been subject to sequences of construction, infill, some demolition, and reconstruction within each property plot.

The surviving upstanding properties and relict remains of historic and architectural heritage merit are examined in detail in the Chapter 15: Cultural Heritage (Architectural).

Archaeological Potential

There are two RMP sites in immediate proximity to the Dublin Central Masterplan area, the National Monument of Nos. 14 – 17 Moore Street (RMP DU018-390) and a brickworks site (DU018- 020506). Whilst the RMP location for the brickworks is outside the area of the proposed development excavation and cartographic sources shows that it is likely to have been located in an area defined by Parnell Street, Moore Street, Moore Lane and Henry Place, and potentially may have extended as far as O'Connell Street. The brickworks site is also recorded in the Dublin City Industrial Heritage Record (DCIHR Ref. 18_07_110). The excavations at Nos. 14 – 17 Moore Street suggests that the brickfield had been opened up as a municipal dump (it was out of use by 1756) before the houses were built there in the 1770s. It would appear that after the clay was extracted, the quarry pit was deliberately infilled with layers of domestic refuse in much the same way as the modern dockland was partially reclaimed today, the quarry pit proving a very convenient dumping place for the general population of north Dublin. The site of the quarry was eventually developed, the infill material removed along the street frontage in preparation for the construction of a new terrace of houses, Moore Street. By the time of Scale's 1773 revised map edition, the brickfield area was entirely developed.

The proposed development is also located immediately south of an area of scattered burials identified in the late 18th century and dated to the Viking period which is considered to represent a possible Viking cemetery site (DU018-020495). The burials are thought to have stretched from Dominick Street to the west to Mountjoy Square to the east and from Dorset Street to the north to Parnell Street to the south. The findspots are located on a ridge that overlook the former river estuary, a topographical setting was much favoured by the Vikings. In 2015 further disarticulated human remains were identified at No. 23 – 28 Parnell Square north of the Rotunda, these dated to the 8th and 10th centuries AD, reinforcing the evidence of Viking activity in the area. Given the profile of the individuals represented in the remains (late adolescents, adults two young children and an infant) it is likely that these remains represent clearance of a nearby burial area, rather than a battlefield site. There is a potential that further scattered burials may be uncovered within the proposed development area, however recent excavations in the vicinity of the proposed development area did not reveal additional burials.

Historic and cartographic sources indicate that the sub-division of the property plots, construction and occupation of the proposed development area commenced in the 18th century. This has been verified by excavations on the corner of Parnell Street and Moore Street and on the corner of O'Connell Street and Henry Street which identified series of plot boundaries, structural walls, cellars and associated structures. Since then, the area has been subject to a sequence of construction, demolition and reconstruction.

Nos. 14 – 17 Moore Street is a National Monument in State care, it is subject to a preservation order (PO) made under the National Monuments Acts 1930 to 2014 (PO No. 1/2007). In addition to this designation, it is also listed in the Record of Monuments and Places (RMP DU018-390) and in the Record of Protected Structures in the Dublin City Development Plan 2016-22 (RPS Nos 5282-5285). It is located to the north and south of Site 4, on the western side off the masterplan area. The buildings at Nos. 14 – 17 Moore Street date from the mid-18th century. The cultural significance of the terrace lies in the fact that, during the 1916 Rising and after the GPO fell to the British forces, the rebel leaders or the 'GPO Garrison' retreated from the GPO and fought their way to Moore Street where they burrowed their way through the terrace, from No. 10 as far as No. 16 before ultimately setting up the last headquarters of the Provisional Government of the Irish Republic. These men included five of the signatories of the Proclamation, Pádraig Pearse, Joseph Mary Plunkett, Thomas Clarke, Sean Mac Diarmada and James Connolly, the latter of whom was badly injured. They eventually surrendered from No. 16 on the 29 April, signalling the end of the Rising. The physical impact of the 1916 Rising is visible within the fabric of the buildings in the form of creep-holes punched through the walls as the rebel leaders moved from one house to another before finally stopping and setting up their base at No. 16.

Though not designated, associated with the events of the 1916 Rising are the laneways surrounding the monument, comprising Henry Place, Moore Lane and O'Rahilly Parade which formed the evacuation route from the GPO. These streets significantly aid the interpretation of the events of the Rising and are being retained within the Masterplan area. Stone setts and granite kerbing survive on Moore Lane and O'Rahilly Parade beneath a tarmac surface.

A GPR survey carried out for the development, it has identified what appears to be the substantial survival of stone setts along Moore Lane and O'Rahilly Parade and the complete absence of stone setts on Henry Place. When the GPR results are overlain with existing services it is clear that the setts were lifted and re-laid on several occasions (see Chapters 15: Cultural Heritage (Architectural)). There is a potential that earlier fabric, or the build-up of surfaces associated with 'Old Brickfield Lane' may survive beneath this surface.

Impact on Archaeological Potential

The Dublin Central Masterplan area is located in the ZAP for the historic city of Dublin (RMP DU018-020). This is a zone of high archaeological potential relating to the development of the city since the earliest of times. The archaeological assessment through the review of previous excavations, of designated sites and of written and cartographic sources has assisted in clarifying the nature, location and significance of the archaeological remains that are likely to be encountered within the Dublin

Central Masterplan area. It has facilitated the confident assessment of the potential impact of the scheme on the archaeological resource. Despite the intensive development of the area during the 18th to 20th centuries, which may have truncated or removed entirely the archaeology in its wake, the assessment has revealed the possibility for earthmoving works in this part of the city to encounter archaeological sites, soils or features associated with the following: -

Early Medieval and Medieval Potential

- The findspots of scattered burials associated with a Viking cemetery site (DU018-020495) is concentrated on the northern side of Parnell Street. The Viking burials have been found at 3.50m below present ground level in subsoil. Topographically the burial site is likely to have taken advantage of a high ridge overlooking the former Liffey estuary and a major routeway that ran along Parnell Street. The excavation of two large sites south of Parnell Street and north of O'Rahilly Parade adjacent to the Masterplan area did not identify any human remains.
- The site lies outside the walled precinct of St. Mary's Abbey, which in medieval times dominated the eastern lands of the northern suburb of the historic core. It is considered unlikely given the distance from the walled precinct that any structural remains associated with the abbey would be identified in the Masterplan area. Should features survive it is likely to be in the form of medieval cultivated soils and/or agricultural features, such as ditches, and boundaries.

Whilst the potential to reveal medieval remains is generally low, there may be undisturbed clays to the rear of the properties in the various blocks, which do not have cellars/basements. These are depicted as open yards in Rocque's 1756 and Scale's 1773 maps, it is in these locations were the highest potential lies to reveal these remains should they be present.

Post Medieval Potential

- There is a significant potential that features associated with the 18th century 'site of' a brickworks (DU018-020506) might be encountered during the earthmoving works. In addition to this, the former brickfield quarry pit was backfilled in the 18th century with up to 2m of reclamation deposits representing domestic refuse from the city, this infill material was mostly organic but also contained ceramics, glass and metal.
- Archaeological testing was undertaken in two vacant plots within the Masterplan area, at Nos. 40 – 41 O'Connell Street and Nos. 50 – 51 O'Connell Street (Licence Number 20E0649) and full excavation has taken place on two sites on Parnell street, north of the western side of the Masterplan Area. The results of these excavations indicate the possible and most representative archaeological findings for the development lands, they would potentially include a complex of house foundations, walls, vaults, drains, cobbled surfaces, and other features dating from the early 18th century and later. They are likely to extend across the entire site.

Nos. 14 – 17 Moore Street

There will be a potential impact on the National Monument PO boundary where its boundaries are shared with Site 4. Proposed works in proximity to the National Monument, will include those associated with the demolition of existing buildings at Nos. 18 and 19 Moore Street back to Moore Lane (Nos. 10 – 11 Moore Lane), No. 13 Moore Street and its rear yard, and the retention works associated with Nos. 6 – 8 Moore Lane. The assessment of the potential impact on the physical fabric of the structures are described in Chapter 15: Cultural Heritage (Architectural)).

From an archaeological perspective there is a potential that demolition of the adjacent structures or earthmoving works might reveal material remains associated with the 1916 Rising, for example, guns or other munitions buried or otherwise concealed around the monument or backfilled into cellars in areas that are not currently visible or accessible. The discovery of such material would add to our

knowledge of the battle and would ultimately form part of the national collection and interpretation of the site.

Site preparation, enabling and earthmoving works in the vicinity of the National Monument has the potential to impact on below ground in-situ archaeological remains predating both the Georgian terrace and the development of the urban block. Test excavation of archaeological deposits in proximity to and within the national monument, has revealed infill organic deposits up to 2m in depth which are consistent with the recorded archaeological profiles found in this area of the ZAP for the Historic City of Dublin. This material, though of archaeological interest will not be critical to our understanding of the 1916 Rising event, and the significance attached to the buildings on Moore Street (Nos. 14 – 17). The findings will enhance our knowledge of the eastern development of the city in the 18th century.

The development of the Masterplan area preserves the grid of laneways within the block and as such the key views that support the interpretation of the 1916 events i.e., the existing sight lines along Moore Lane and the lack thereof along Henry Place. In addition, based on a full understanding of the historic fabric of the structures facing the lanes the proposed development will retain structures of historic interest (i.e. No. 10 Moore Street, Nos. 20 – 21 Moore Street, Nos. 6 – 8 Moore Lane and No. 17 Moore Lane). The historic kerbs and stone sett pavements on O’Rahilly Parade and Moore Lane will be recorded in-situ, reworked and re-laid in suitable locations along the laneway (see Chapter 15: Cultural Heritage (Architectural)). The retention of these historic elements will have an overall positive effect on the National Monument and its future use as a commemorative centre. They will enhance the experience of the public realm and will assist in the legibility of the 1916 events and how they unfolded, thus reinforcing the interpretation and experience of the national monument.

Cumulative Impacts

Considering the predicted impacts on archaeology, the mitigation measures proposed to identify and record the archaeological resource and the receiving environment, and the protective policies and objectives of the City Development Plans that will direct future development locally, significant cumulative negative effects on archaeology are not predicted.

General Mitigation

The following archaeological mitigation measures will be carried out within the Dublin Central Masterplan area under licence to the DHLGH:

Monitoring

A programme of archaeological monitoring will take place at the pre-construction, site preparation and enabling works/ early stages of construction where any preparatory ground reduction works are required. This will be carried out in order to establish the presence or absence, as well as the nature and extent, of any archaeological deposits, features or sites that may be present, where ground investigation and earth-moving works are taking place. This will include the survey and recording of any surviving 18th century structures that may be revealed.

Test Excavation

Given that the development is within the ZAP for Dublin (DU018-020), an archaeological assessment and test excavation will be required. The testing will be carried out during the post demolition phase in areas where it is possible and safe to do so. It will be strategic and focused in areas where there are no existing basements. The testing will establish the nature and the level of disturbance across the site.

Excavation

In the event that archaeological features or deposits exist, the mitigation for development impact will involve an archaeological excavation which will be integrated into the early phases of the site's development programme.

Archaeological excavation will ensure that this removal is systematically and accurately recorded, drawn and photographed, to achieve a full descriptive paper and digital archive, thereby adding to the archaeological record and to the knowledge of a specified area.

The results will be compiled in detailed reports which will be submitted to Dublin City Council and to DHLGH and the National Museum of Ireland in compliance with the awarding of a licence.

All mitigation measures will be carried out in accordance with an approved method statement which will be agreed in advance with the City Archaeologist.

Licencing

Archaeological testing, monitoring and excavation will be carried out under licence from the DHLGH and the National Museum of Ireland, and will ensure the full recognition of, and the proper excavation and recording of all archaeological soils, features, finds and deposits which may be disturbed below the ground surface.

Works in the vicinity of the National Monument No. 14 – 17 Moore Street

Appropriate conservation methodologies will be employed on all works carried out adjacent to the National Monument (see Chapter 15: Cultural Heritage (Architectural)). The investigation, demolition, earthmoving and construction works within the previously defined assessment area for works in proximity to the National Monument for the development of Site 4 in the Masterplan area will require ministerial consent under Section 14 of the National Monuments Act (as amended). The consent application will be supported by detailed method statements compiled by the integrated conservation team for the Dublin Central project (comprising a conservation architect, structural conservation engineer, architect and archaeologist). This will include an archaeological strategy. The archaeological mitigation in the vicinity of the National Monument will as a minimum include archaeological monitoring of site investigation works, site preparation and temporary works as required including site clearance, post demolition testing will be carried out after demolition in the areas to the rear of Nos. 18 and 19 Moore Street and in the rear yard of No. 13 Moore Street to establish the depth and nature of the infill material associated with the backfilling of the brickfield quarry. Archaeological excavation of archaeological soils or features that are encountered and impacted by the proposed development and the archaeological monitoring of earthmoving works.

General

These proposed strategies do not prejudice any further recommendations made by the Department, who may seek additional information or consider alternative strategies.

All archaeological issues shall be resolved to the satisfaction of the DHLGH and the National Museum of Ireland.

2.18 Risk Management (Chapter 17)

This assessment describes the proposed development in respect of its potential vulnerability to major accidents/ disasters. It also considers the potential for the development to give rise to major accidents/ disasters.

The scope and methodology of this assessment is based on the understanding that the proposed development will be designed, built and operated in line with best international current practice. As such, major accidents resulting from the proposed development would be very unlikely.

A risk analysis-based methodology that covers the identification, likelihood and consequence of major accidents and/or disasters has been used for this assessment. There are no Seveso sites in the vicinity of the site.

No potential scenarios during the construction phase were identified as requiring further assessment.

Two scenarios with the highest risk score for a major accident and / or disaster were an 'incident at nearby Luas Station' and 'incident on future MetroLink'. These were identified as being 'very unlikely' to occur, but which would have 'very serious' consequences should it do so. This indicated a 'medium risk scenario'.

The Global Terrorism Index (GTI) is a comprehensive study analysing the impact of terrorism for 163 countries and which covers 99.7 per cent of the world's population. In 2018, Ireland ranked as the 65th country most impacted by terrorism of the 163 countries. Whilst the National Risk Assessment 2019 has identified the risk to Ireland from both domestic and international terrorism, there are no similar 'recorded incidents or anecdotal evidence' of attacks of this magnitude in Ireland. No mitigation is put forward specifically to deal with major accidents, however the mitigation proposed in other EIA Chapters, along with the Outline Construction & Demolition Management Plans (per Site) will collectively mitigate the risk of major accidents and disasters.

2.19 Summary of Mitigation Measures (Chapter 18)

This Chapter provides a summary of all the mitigation and monitoring measures proposed throughout the EIA document for ease of reference for the consent authority and all other interested parties.

2.20 Summary of Residual Impacts (Chapter 19)

This Chapter provides a summary of all the residual impacts identified throughout the EIA document for ease of reference for the consent authority and all other interested parties.

2.21 Summary of Cumulative Impacts & Interactions (Chapter 20)

This Chapter identifies the principle interactions between the potential impacts of the environmental factors identified in Chapters 5 – 17 inclusive, and as well as cumulative impacts arising based on best scientific knowledge.

All potential interactions have been addressed as required throughout the EIA. During each stage of the assessment contributors have liaised with each other (where relevant) to ensure that all such potential interactions have been addressed.

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3 DESCRIPTION OF PROPOSED DEVELOPMENT

3.1 Introduction

This chapter of the Environmental Impact Assessment (EIA) provides a Description of Proposed Development which will be assessed as part of the EIA process.

The phrase 'Proposed Development' is used to describe the entire of the proposed development within 3no. separate and concurrent planning applications for each of Site 3, 4 & 5. This use of the phrase 'Proposed Development' within the EIA should not be confused with the separate proposed development that is the subject of each of the 3no. separate and concurrent planning applications.

The description of the Proposed Development provides details of this project which requires planning consent. It includes a description of the location of the project and its physical and environmental characteristics. The description of development as set out in this chapter is also set out in the following chapters prepared by consultants specialising in the environmental topics subject of the chapters. Detail of the Dublin Central Masterplan which underpins the Proposed Development is set out below also.

In line with the EIA Directive a description of the application site, design, size and scale of development are also discussed within this chapter. Consideration is also given to all relevant phases of development from construction through to operation. This chapter provides a broader summary description of the proposed development that is subject of this EIA. The environmental impacts of the proposed development are then examined for each of the prescribed environmental topics discussed in turn under Chapters 5 – 17. A summary of the proposed mitigation measures are set out in Chapter 18: Summary of Mitigation Measures. The residual impacts of the proposed development are summarised under Chapter 20: Summary of Residual Impacts.

This chapter of the EIA has been prepared by Stephen Little & Associates Chartered Town Planners & Development Consultants. The Description of Development in Section 3.6 should be read in conjunction with the plans and particulars submitted with the Planning Application.

This chapter has been prepared by Stephen Little, Managing Director and Michael O'Sullivan, Senior Planner, of Stephen Little & Associates. Stephen has 29 years' professional experience of town planning in Ireland, is a Corporate Member of both the Irish Planning Institute and the Royal Town Planning Institute and holds a Diploma in EIA Management (UCD). Michael has 7 years' professional experience in the planning in both the public sector and private consultancy in Ireland, has a MPlan – Master in Planning & Sustainable Development and is a Corporate Member of the Irish Planning Institute.

3.2 Site Context & Location

The Proposed Development sits within the context of the Dublin Central Masterplan which extends to c. 2.2 ha. The Dublin Central Masterplan almost entirely encompasses three urban blocks, bounded generally by O'Connell Street Upper and Henry Place to the east, Henry Street to the south, Moore Street to the west, and O' Rahilly Parade and Parnell Street to the north. Moore Lane extends south from Parnell Street through the centre of the Masterplan, as far as its junction with Henry Place.

The site of the Dublin Central Masterplan accommodates a disparate collection of single to six storey buildings of varied vintage and quality. The area is characterised by a mix of uses including retail, financial services, office, food and beverage services. It is also characterised by a number of unoccupied or underutilised buildings, plots, car parking and storage depots, service lanes and back lane workshops. Many of the buildings are afforded some level of legal heritage protection (particularly along O'Connell Street) and many others are not. There is significant potential to revitalise this central urban quarter of Dublin city centre through redevelopment and adaptive reuse, and in turn to act as a catalyst to stimulate the regeneration of the surrounding areas including the cultural quarter at Parnell Square.



Figure 3.1: Extract from Google Earth showing the Proposed Development location in red (Site 3, 4 and 5) and the Masterplan area in orange (indicative overlay by SLA). Please refer to Architects Drawings for definitive site boundaries including associated offsite construction and infrastructural works.

For avoidance of doubt, the following properties are also excluded from the Dublin Central Masterplan: -

- Nos. 37 – 39, the front portion of No. 59 & 60 O'Connell Street and Nos. 62 – 69 O'Connell Street.
- Nos. 31 – 35 Henry Street.
- Nos. 73 – 75 Parnell Street.
- Nos. 1 – 2 Henry Place.

Dublin Central is located at the heart of the commercial and historic core of Dublin city centre. O'Connell Street is regarded as one of the principal thoroughfares of the capital and has historic associations with the 1916 Easter Rising and War of Independence. Moore Street is well known for its street market and Henry Street is one of the busiest shopping streets in the country.

Within the same general district exists Arnotts, the ILAC, Jervis Centre, Penneys and Marks & Spencer retail stores and shopping centres. Permission has recently been granted for the significant redevelopment of the Jervis Centre. The former Clery's building, situated on the east side of O'Connell Street, also has plans for substantial mixed-use development including retail, office and leisure uses that is presently being implemented.

Moore Street borders the western side of the Masterplan (including Site 3, Site 4 and Site 5), linking Dublin Central to the ILAC Centre. The street is occupied by a long-established street market, operating on a daily basis (not a part of the proposed development).

The site is proximate to several well-known cultural and historical landmarks. It is located c. 250m north of O'Connell Bridge and the River Liffey and next to the GPO and the Spire. The Gresham Hotel and the former Clery's building are located on the opposite side of O'Connell Street.

The Savoy Cinema and Cineworld are both within 130m and 350m respectively of the Masterplan and are located on O'Connell Street and Parnell Street, respectively. Parnell Square terminates O'Connell Street immediately to the north of Dublin Central. The Gate Theatre and the Ambassador music venue are located at Parnell Square. The Hugh Lane Gallery (Charlemont House), the Irish Writer's Museum, the Abbey Presbyterian Church, the Rotunda and the Parnell Monument are located at Parnell Square North. A new City Library and Cultural Quarter has been permitted at Parnell Square North, at the site of the former Scoil Mhuire and adjoining buildings. Nos. 14 – 17 Moore Street (a National Monument) are proposed to be developed into a cultural facility by the Office of Public Works. The James Joyce Centre, the Abbey Theatre and the Liberty Hall Theatre are also located within walking distance of Dublin Central making the site a focal point for tourism.

In terms of significant open spaces, the site is situated c. 200m from the Garden of Remembrance on Parnell Square, c. 2.4km from Phoenix Park, which is the largest enclosed urban park in Europe, just over 1km from St. Stephen's Green to the south and c. 1.3km from Smithfield Square

The area is exceptionally well located in terms of accessibility by foot, by bicycle and to public transport, as generally described below: -

- Many of the streets in the immediate area have cycle lanes which provide direct access to the Dublin Strategic Cycle Network.
- There are several Dublin Bikes Stations in the vicinity at Jervis Street, Parnell Square North, Parnell Street, Princes Street and Cathal Brugha Street which are all within a 3 – 6 minute walk from the application site.
- The Luas Green line operates between Brides Glen at Cherrywood in Sandyford and Broombridge. The Luas Red Line operates between Saggart / Tallaght and the 3Arena / Connolly. The two lines intersect at the junction of O'Connell Street and Abbey Street adjacent to the south-east of the site due to the introduction of Luas Cross City. Red Luas and cross city Luas lines serve stops at Heuston Station, O'Connell Street and Parnell Square, which act as termini for numerous Dublin Bus services.
- Connolly Train Station is located c. 800 m (c. 10 – 12 minute walk) east of the site which allows interchange with DART services and Iarnrod Eireann commuter services.
- Extensive bus services are available on O'Connell Street including Dublin Bus (31no. routes), private interurban routes and airport services. Aircoach operate a 24-hour service at 10-20 minute intervals through O'Connell Street from Sandyford, Greystones, Cork and Belfast. Citylink provides hourly services from Bachelor's Quay (c.200m) and Aston Quay (c. 400m) in each direction from Dublin Airport to Galway and Limerick. Wexford Bus operates frequent return services from Dublin Airport to Wexford via Custom House Quay (c. 700m) and George's Quay (c. 550m).

- O'Connell Street, Parnell Square East, Parnell Street and Parnell Square West to the north and east of the site are four of the essential primary links included in the proposed Bus Connects network.
- BusÁras is located c. 600m (c. 8 – 10 minute walk) east of the application site, which allows interchange with Dublin Bus services, Córas Iompair Éireann (CIÉ) regional bus services and private intercity bus services.
- A proposed Metro line (Metrolink Project – at project design stage) will provide for a high-capacity, high-frequency rail service between Dublin Airport and the LUAS Green Line at Charlemont, with stops proposed at both ends of O'Connell Street. Metrolink proposes a stop under Site 2AB and Site 2C, the design of which will allow Metrolink to be developed independently by TII. The future development of Site 2AB and Site 2C will include Metrolink Enabling Works (MEW) to facilitate the future implementation of the Metrolink Station (see Section 6 for further detail).

This level of accessibility supports the development of a sustainable high density community in the North Inner City that is connected both locally and to the wider Dublin environs.

3.3 Dublin Central Masterplan

As noted above, the Proposed Development sits within the context of the Dublin Central Masterplan which extends to c. 2.2 ha.

The Dublin Central project is an expansive (c. 2.2 Ha) and complex urban regeneration project. It needs to be delivered in multiple separate projects to overcome site and project constraints.

A site wide cumulative masterplan has been prepared by the Applicant to set out the overall development vision for the Dublin Central project.

ACME Architects are the Masterplan Architect for the Dublin Central regeneration project. ACME has prepared a detail Masterplan Design Statement, which set out the design framework for the wider envisaged redevelopment at this significant, strategic location within the heart of Dublin city centre. The Dublin Central Masterplan is accompanied by a suite of documents which help to explain how the combined Masterplan will be built and function.

The Dublin Central Masterplan represents the full development envisaged by the Applicant for the entire of these urban blocks. Those elements outside the planning application site boundaries for Dublin Central Site 3, Site 4 and Site 5 are not completely fixed and remain simply an aspirational part of the Dublin Central Masterplan overall vision at this time.

For the purpose of making the planning applications for the Proposed Development (Site 3, Site 4 and Site 5), and considering the cumulative effect of the proposed and planned project, the Dublin Central Masterplan represents the interim design for Site 1, Site 2AB and Site 2C (March 2021). This is notwithstanding that further progress on planning design continues to be worked up in the meantime and ongoing.

The Dublin Central Masterplan has been divided into six identifiable sites (Sites 1, 2AB, 2C, 3, 4 and 5) for the purpose of making planning applications – see Figure 3.2 below.

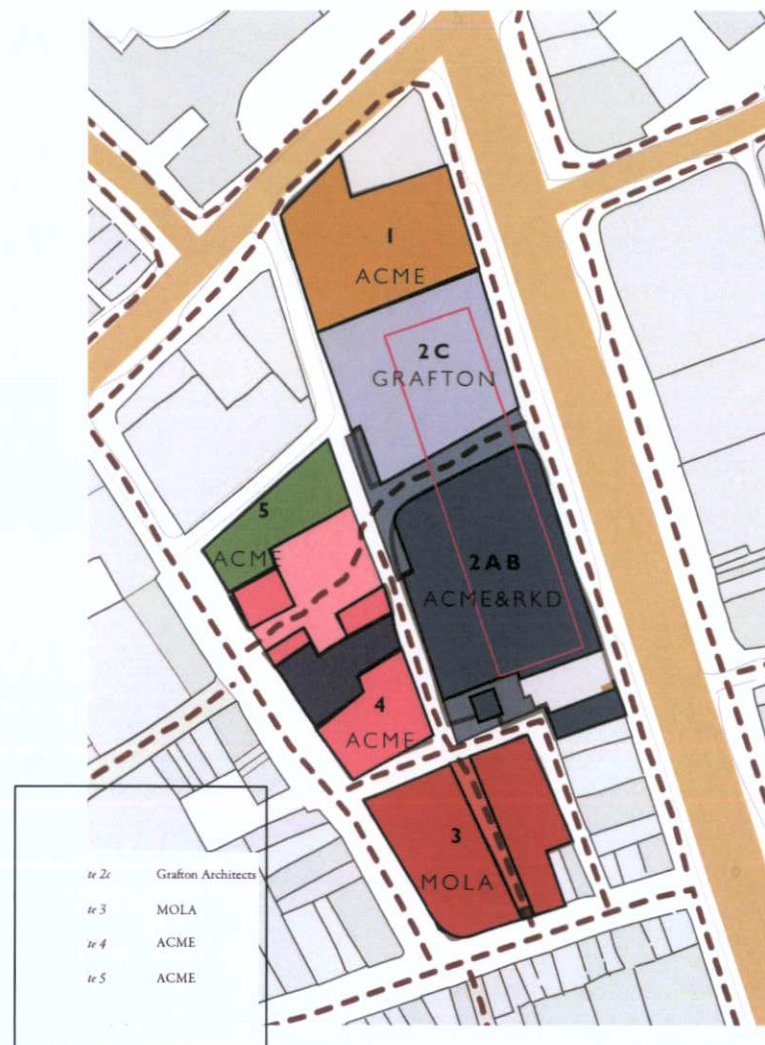


Figure 3.2: The Proposed Development (Site 3, Site 4 and Site 5) shown within the context of the Dublin Central Masterplan.

Broadly each site is described as follows: -

Site 1: Located in the north east of the Masterplan. Site 1 is bounded generally by O’Connell Street to the east, Parnell Street to the north, Moore Lane to the west and ‘Site 2C’ to the south. It includes Nos. 40 – 42 O’Connell Street Upper (including O’Connell Hall) and Nos. 70 – 71 Parnell Street (including Conway’s pub).

Site 1 contains the following protected structures No. 42 O’Connell Street (including O’Connell Hall) and No.70 Parnell Street, and lies within the O’Connell Street ACA and partially within the Conservation Area.

Site 2: Located in the east of the Masterplan. Site 2 is subdivided into Site 2AB and Site 2C. It is bounded generally by O’Connell Street to the east (the front portion of No. 59 & 60 O’Connell Street is excluded), No. 62 O’Connell Street and Henry Place to the south, Moore Lane to the west and Site 1 to the north. It includes Nos. 43 – 59 O’Connell Street Upper (including the Carlton Cinema site), the rear of No. 59 & 60 O’Connell Street and No. 61 O’Connell Street.

The planned Metrolink Project, to be subject of a separate consent process and delivered independently by Transport Infrastructure Ireland (TII), proposes a future underground stop under the site of Site 2AB and Site 2C. The extent of the subterranean ‘Station Box’ as understood is outlined in red in the figure above. Site 2AB and Site 2C will include Metro Enabling Works (MEW).

Site 2AB and Site 2C contain the following protected facades (excluding ground floor facades): Nos. 43, 44, 52 – 54, 57, 58, and 61 O’Connell Street, and lie within the O’Connell Street ACA and Conservation Area.

Site 3: Located in the southwest corner of the Masterplan, Site 3 is bounded by Henry Street to the south, Moore Street to the west and Henry Place to the north and east. Site 3 includes Nos. 36 – 41 Henry Street, Nos. 1 – 9 Moore Street and Nos. 3 – 13 Henry Place (formerly known as Nos. 2 – 13 Henry Place), Clarke’s Court and Mulligan’s Lane.

Site 3 lies within the O’Connell Street Architectural Conservation Area.

Site 4: Located in the west of the Masterplan, Site 4 is bounded by Moore Street to the west, Moore Lane to the east, Henry Place to the south and Site 5 to the north. Site 4 includes Nos. 10 – 13 and Nos. 18 – 21 Moore Street, No. 5A Moore Lane (also known as Nos. 15 – 16 Henry Place), Nos. 6 – 7 and Nos. 10 – 12 Moore Lane and Nos. 17 – 18 Henry Place (also known as Nos. 4 – 5 Moore Lane).

Site 4 excludes the site of the National Monument and its protection zone at No. 14 – 17 Moore Street (protected structures) and the open area to the rear at Nos. 9 & 10 Moore Lane.

Site 5: Located in the west of the Masterplan, Site 5 is bounded by Moore Street to the west, Moore Lane to the east, O’Rahilly Parade to the north and Site 4 to the south. Site 5 includes Nos. 22 – 25 Moore Street, Nos. 1 – 8 O’Rahilly Parade and Nos. 13 – 15 Moore Lane.

For avoidance of doubt, the following properties are also excluded from the Masterplan: -

- Nos. 37 – 39, the front portion of No. 59 & 60 O’Connell Street and Nos. 62 – 69 O’Connell Street.
- Nos. 31 – 35 Henry Street.
- Nos. 73 – 75 Parnell Street.
- Nos. 1 – 2 Henry Place.

For the avoidance of doubt, the only development ‘proposed’ at this time is that subject of 3no. concurrent planning applications for Site 3, Site 4 and Site 5. The detail of the Proposed Development is set out in Section 3.6 of this chapter.

The following table sets out, broadly, the gross floor area of the uses proposed in each site: -

	Site 1	Site 2AB	Site 2C	Site 3	Site 4	Site 5	Total
	sq. m	sq. m	sq. m	sq. m	sq. m	sq. m	sq. m
Office	3,610	17,484	17,029	-	295	5,799	44,217
Hotel	8,094	-	-	7,175	-	-	15,270
Residential	-	-	-	6,452	1,454	-	7,906
Retail	-	1,876	1,255	1,954	617	-	5,672
Café / Restaurant	-	625	150	138	864	679	2,456
Cultural / Gallery / Cafe	-	-	-	123	-	-	123
Extension to National Monument for ancillary use to National Monument – a cultural facility	-	-	-	-	60	-	60
Metro Enabling Works	-	555	831	-	-	-	1,386
Total	11,704	20,541	19,235	15,842	3,290	6,478	77,090

3.3.1 Metrolink

The Metrolink Project is the most significant planned transport infrastructure affecting the Masterplan. Its route and design are being progressed by Transport Infrastructure Ireland (TII).

For the avoidance of doubt, consent for the Metrolink Project will be applied for by TII under a separate planning mechanism called an Application for a Railway Order under the Transport (Railway Infrastructure) Act, 2001 (as amended).

It is our understanding that the Metrolink Project is proposed to consist of a total of 16no. stations, of which 11no. will be newly located along a partially over- and under-ground track measuring a total of 19km long. The route is planned to descend underground just north of Dublin Airport and continue underground as far as Charlemont immediately south of the Grand Canal.

Metrolink Enabling Works

The Applicant has agreed a Memorandum of Understanding with the NTA/TII to complete the enabling works that would accommodate the planned future Metrolink O’Connell Street station under Dublin Central Site 2AB and Site 2C. This would also ensure that the Applicant’s project is structurally independent of, and not prejudicial to, the TII Metrolink Project.

The enabling works comprise the provision of a structural ‘box’ positioned below ground, within which the Metrolink project can be positioned and above which the Applicant’s project can be constructed. The provision of this structural box (sometimes referred to as the ‘Station Box’ or ‘Metro Box’) and its ancillary works below ground are known collectively as the Metro Enabling Works (MEW) in the context of the Applicant’s overall Dublin Central Project.

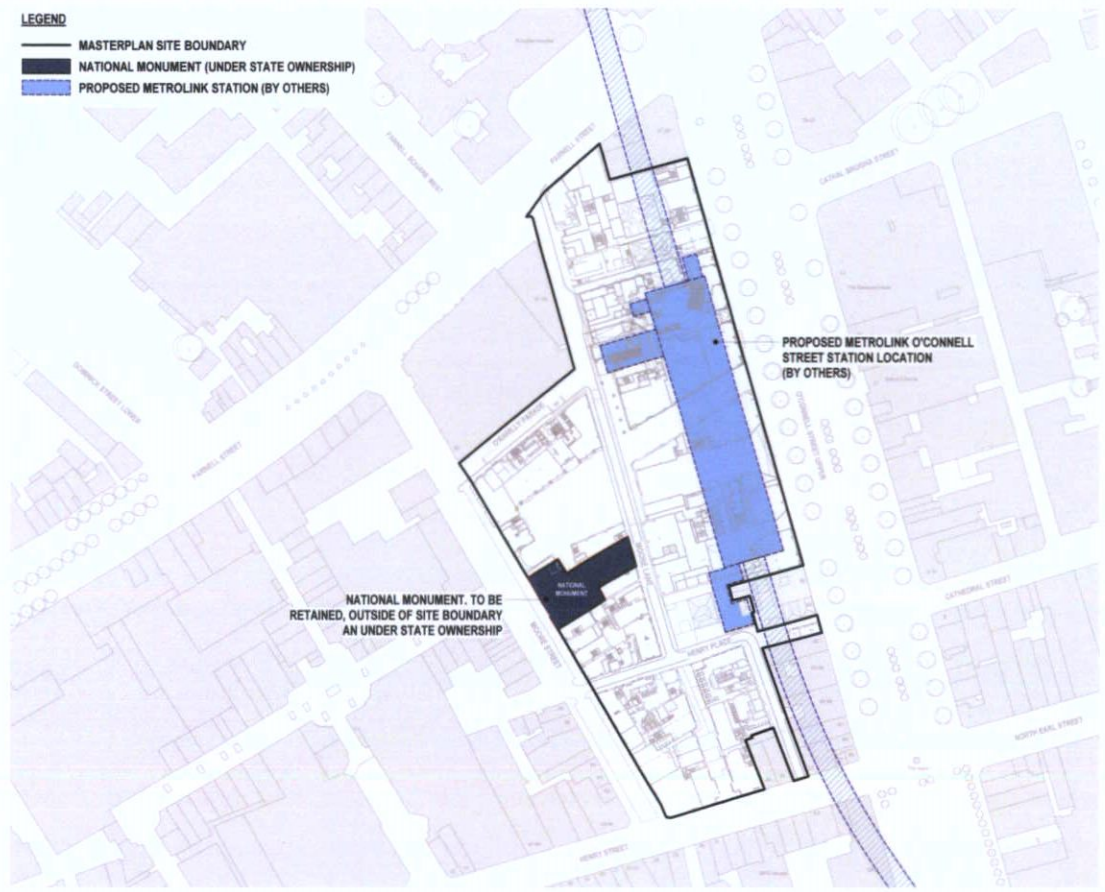


Figure 3.3: Outline of the MEW structural box in the context of the Dublin Central Masterplan.

The provision of the O'Connell Street Station and its associated tunnel works will be proposed and completed by the NTA/TII once they are ready to do so and subject to the required consents being in place. It is envisaged that the MEW will be completed at Dublin Central in advance of the NTA/TII tunnel boring machines reaching the area.

The current NTA/TII proposal for the future subterranean Metrolink station at O'Connell Street is located under Site 2AB and Site 2C of the Dublin Central Masterplan (Figure 3.3). Future Planning Applications for development at Site 2AB and Site 2C will include the MEW.

The 'Station Box' to be constructed under the Site 2AB and Site 2C combined basement will facilitate the independent provision of the TII's Metrolink Station. The 'Station Box' is envisaged to measure c. 120m in length, c. 26m in width and c. 29m in depth. It will require the excavation of c. 111,900m³ of soil.

The Applicant's Masterplan proposals for development at Site 2AB and Site 2C have been designed to then make further allowances for future integration with the TII Metrolink project. For example, there are two entrances to the Metrolink Link Station envisaged; one from O'Connell Street and one from Moore Lane. In addition, allowances are made for the provision by TII of future fire escapes, air intake and air extract flues and other ancillary operational requirements of a Metrolink Station, within the design of the buildings envisaged in the Dublin Central Masterplan for Site 2AB and Site 2C.

However, for avoidance of doubt, the use of these areas as part of the Metrolink project will be subject of an application to be made by TII in due course. The planning drawings being submitted by the Applicant where relevant, and also as part of the Dublin Central Masterplan and as part of planning applications for Site 2AB and Site 2C in due course, will clearly highlight this point of clarification.

Consultation between the Applicant's Design Team and TII is ongoing, to ensure that the proposed future Metrolink works, including any tunnel and station infrastructure underneath Site 2AB and Site 2C is fully understood and co-ordinated.

The developments proposed at Sites 3, 4 and 5 do not include any enabling works relating to the emerging TII proposals for Metrolink.

For full detail relating to the Dublin Central Masterplan, we refer the Planning Authority to the following documents: -

- Masterplan Design Statement, prepared by ACME Architects.
- Masterplan Schedule of Accommodation, prepared by ACME Architects.
- Masterplan Conservation Plan, prepared by Molloy & Associates Conservation Architects.
- Masterplan Landscape Planning Report and Masterplan Landscape Drawings, prepared by GrossMax Landscape Architects.
- Masterplan Servicing Strategy Report, prepared by SWECO.
- Overall Development Transport Assessment – Vol. 3, prepared by Waterman Moylan Consulting Engineers.
- Masterplan – Preliminary Construction & Demolition Management Plan, prepared by Waterman Moylan Consulting Engineers.
- Masterplan – Outline Construction Traffic Management Plan, prepared by Waterman Moylan Consulting Engineers.
- Overall Development – Basement Impact Assessment, prepared by Waterman Structures Limited.
- The Dublin Central Masterplan, Scenario Testing & Design Development, prepared by Space Syntax.

3.4 General Description of Proposed Development

The Proposed Development consists of 3no. separate and concurrent planning applications. The following is an summary of the development proposed within each of the Sites.

3.4.1 Site 3

The proposed development comprises a mixed-use scheme (c. 15,842.4 sq. m gross floor area) accommodated in 2no. blocks, ranging in height from 1 – 9 storeys over 2no. new independent single level basements. A proposed new Passageway separates the 2no. blocks (Block 3A & Block 3B), connecting Henry Street and Henry Place. The proposed blocks comprise: -

- Block 3A (Eastern Block) (c. 7,806.3 sq. m gfa), fronting Henry Street, Henry Place and the new Passageway, with modulating building height at 4, 5, 7 and 9 storeys, over single storey basement.
 - Block 3A accommodates: - An hotel (c. 7,175.3 sq. m gfa) with 150no. bedrooms from 1st to 7th floor and ancillary facilities at ground floor and basement, including: hotel reception addressing Henry Place.
 - 1no. licensed hotel restaurant / cafe with takeaway / collection facility (c. 138.1 sq. m) at ground floor on the new Passageway and Henry Place; and, 1no. licensed hotel restaurant / cafe with takeaway / collection facility (c. 194.2 sq. m) and 2no. associated external terraces (c. 38.8 sq. m in total) at 8th floor of the proposed hotel.
 - 1no. retail unit for use as a 'shop' or 'licensed restaurant / café unit with takeaway / collection facility' (Unit 1 – c. 127.2 sq. m) at ground floor on the new Passageway.
 - 1no. retail unit for use as a 'shop' (Unit 2 – c. 326.5 sq. m) at basement, ground floor and first floor level on the new Passageway and Henry Street.
- Block 3B (Western Block) (c. 8,036.1 sq. m gfa), fronting Henry Street, Moore Street, Henry Place and the new Passageway, with modulating building height at 1, 3, 5, 6 and 7 storeys, with top storey set back, over single storey basement.
 - Block 3B accommodates: - 79no. 'Build-to-Rent' apartment units (c. 6,451.5 sq. m gfa), including 14no. 1-bed studios, 56no. 1-bed apartments and 9no. 2-bed apartments from 1st to 5th floor, with access from residents' lobby at ground floor on Henry Place.
 - Internal residents' amenity areas at ground and 6th floors (c. 325 sq. m in total) and external terrace areas (c. 517.7 sq. m in total) at 6th floor.
 - Private residential balconies and 'wintergardens' from 1st to 5th floor inclusive on elevations facing into the open courtyard areas and facing east to the new passageway. Balconies / terraces at 4th floor on west elevation to Moore Street and at 5th floor on south elevation to Henry Street.
 - 5no. retail units, each for use as a 'shop', including: Unit 6 (c. 245.2 sq. m) at ground and 1st floor on new Passageway and Henry Street, Unit 7 (c. 382.4 sq. m) at ground and 1st floor on Henry Street and Moore Street, and Unit 8 (c. 182.2 sq. m), Unit 9 (c. 57.2 sq. m) and Unit 10 (c. 52.5 sq. m) at ground floor on Moore Street.
 - 4no. retail units, each for use as 'shop' or 'licensed restaurant / café units with takeaway / collection facility', including: Unit 3 (c. 148.9 sq. m), Unit 4 (c. 53.5 sq. m) and Unit 5 (c. 55.1 sq. m) at ground floor on the new Passageway, and Unit 11 (c. 160 sq. m) at basement and ground floor on Moore Street and Henry Place.
 - 1no. 2-storey building for cultural / gallery use with restaurant / café (c. 123.4 sq. m) replacing No. 10 Henry Place.
- All associated and ancillary site development, conservation, demolition, landscaping, site infrastructure and temporary works, including: -

- Conservation, repair, refurbishment and adaptive reuse of part of the existing building fabric, including: - Retention of Nos. 36 – 37 Henry Street, with modifications, a vertical extension and new shopfronts; Retention of No. 39 – 40 Henry Street (upper floor façade); Retention of Nos. 8 – 9 Moore Street, with internal and external modifications and new shopfronts; Retention of Nos. 11 – 13 Henry Place, with internal and external modifications and new shopfronts; Works to include repair and upgrade works (where required) of existing masonry, external and internal joinery, plasterwork and features of significance.
- New Passageway linking Henry Street and Henry Place.
- Demolition of all other existing buildings and structures on site (c. 6,701 sq. m), including No. 38 Henry Street to form new passageway linking Henry Street to Henry Place.
- Demolition of boundary wall onto Moore Lane at the rear of properties at Nos. 50 – 51 and Nos. 52 – 54 (a protected structure) Upper O'Connell Street.
- 160no. bicycle parking spaces within secure bicycle facility (24no. within Block 3A, 126no. within Block 3B and 10no. in the public realm).
- 1no. external residential courtyard at ground floor in Block 3B.
- Plant at basement and roof level.
- 2no. ESB sub-stations.
- Building signage zones and retractable canopies.
- Removal of existing boundary fence at junction of O'Rahilly Parade / Moore Lane within that part of the site including No. 13 Moore Lane, No. 14 Moore Lane (otherwise known as Nos. 1 – 3 O'Rahilly Parade and Nos. 14 – 15 Moore Lane or Nos. 1 – 8 O'Rahilly Parade and Nos. 14 – 15 Moore Lane).

3.4.2 Site 4

The proposed development comprises a mixed-use scheme (c. 3,290 sq. m gross floor area) in 2no. parts located north and south of the Nos. 14 – 17 Moore Street (a National Monument / Protected Structures) ranging in height from 1 – 3 storeys including retained independent single storey basements comprising 15no. apartment units (c. 1,454 sq. m gfa), café / restaurant use (c. 864 sq. m gfa), retail use (c. 617 sq. m gfa), cultural use (c. 60 sq. m gfa) and office use (c. 295 sq. m gfa).

- The proposed development to the north of Nos. 14 – 17 Moore Street consists of: -
 - Nos. 20 – 21 Moore Street are refurbished and adapted to provide 1no. café / restaurant / licenced premises with takeaway / collection facility (c. 80 sq. m in total) at ground floor addressing both Moore Street and proposed new public plaza to the rear and 1no. 1-bed apartment and 1no. 2 bed apartment located at 1st and 2nd floor level – 4no. in total (cycle and bin storage at ground floor level). No terraces or balconies are proposed to the residential units.
 - Provision of a new 2 storey extension at the side of No. 17 Moore Street (National Monument / Protected Structure) to act as an extension for ancillary use to the National Monument – a cultural facility (c. 60 sq. m gfa).
 - Provision of an archway between the gable of No. 20 Moore Street and the new 2 storey extension to No. 17 Moore Street (National Monument / Protected Structure) to form an entrance to a new public plaza off Moore Street.
 - Provision of a 2 storey building with profiled roof consisting 1no. licenced restaurant / café unit with takeaway / collection facility (c. 250 sq. m gfa). This building sits independently of the northern boundary of No. 9 Moore Lane at the rear of Nos. 14 – 17 Moore Street.

- Provision of part of a new public plaza (1,085 sq. m) and associated temporary works pending completion of the combined plaza with the concurrent planning application for the adjoining Site 5 immediately to the north (1,253 sq. m public plaza overall).
- The proposed development to the south of Nos. 14 – 17 Moore Street consists of: -
 - 11no. apartment units (7no. 1-bed apartments and 4no. 2-bed apartments), accessed from proposed central courtyard from Henry Place in 2 – 3 storeys buildings (1 storey to rear) contained above ground floor within No. 10 Moore Street (refurbished and adapted), Nos. 11 – 13 Moore Street (replacement buildings with party wall of No. 12 and No. 13 Moore Street retained) and No. 5A Moore Lane (also known as Nos. 15 – 16 Henry Place – replacement building) and Nos. 17 – 18 Henry Place (also known as Nos. 4 – 5 Moore Lane – ground floor façade retained) with associated resident storage area at basement level of No. 10 Moore Street.
 - 5no. retail units at ground floor: Unit 6 (c. 149 sq. m gfa) and Unit 7 (c. 128 sq. m gfa) on Moore Lane, Unit 10 (c. 69 sq. m gfa), Unit 11 (c. 149 sq. m gfa – including basement level) and Unit 12 (c. 58 sq. m gfa) on Moore Street.
 - 2no. licenced restaurant / café units with takeaway / collection facility at ground floor: Unit 4 (c. 250 sq. m gfa – including basement level) onto Moore Lane and Unit 7 (c. 130 sq. m gfa – including basement level) onto Moore Street.
 - 1no. office unit at first floor (c. 221 sq. m gfa) of 6 – 7 Moore Lane with access from ground on Moore Lane.
 - A new courtyard is proposed between the rear of Moore Street buildings and Moore Lane buildings to provide communal open space (c. 155 sq. m) for the residential units; All apartment served by terraces / balconies with exception of Unit 13, No. 10 Moore Street.
- All associated and ancillary site development, conservation, demolition, landscaping, site infrastructure and temporary works, including: -
 - Conservation, repair, refurbishment and adaptive reuse of part of existing building fabric including: - Retention of Nos. 20 – 21 Moore Street with internal and external modifications and new shopfronts; Retention of No. 10 Moore Street with internal and external modifications and new shopfront; Retention of Nos. 6 – 7 Moore Lane with internal and external modifications and new shopfronts; Works to include repair and upgrade works (where required) of existing masonry, external and internal joinery, plasterwork and features of significance.
 - Demolition of rear boundary wall onto Moore Lane at the rear of Nos. 50 – 51 and Nos. 52 – 54 (a protected structure) Upper O'Connell Street, Dublin 1.
 - Demolition of all other existing buildings and structures on site (c. 4,525 sq. m).
 - 44no. bicycle parking spaces serving residential, retail and office.
 - Plant at basement and roof level.
 - 1no. ESB sub-station onto Henry Place.
 - Building signage zone and retractable canopies.
 - Removal of existing boundary fence at junction of O'Rahilly Parade / Moore Lane within that part of the site including No. 13 Moore Lane, No. 14 Moore Lane (otherwise known as Nos. 1 – 3 O'Rahilly Parade and Nos. 14 – 15 Moore Lane or Nos. 1 – 8 O'Rahilly Parade and Nos. 14 – 15 Moore Lane).

3.4.3 Site 5

- The proposed development comprises: -
 - A mixed-use scheme in a single building (c. 6,478 sq. m gross floor area) ranging in height from 2 – 6 storeys (top floor set back) over single storey localised basement. The building includes office space (c. 5,753 sq. m) from 1st to 5th floor with office lobby at ground floor level, with 3no. terraces at 2nd, 3rd and 5th floor respectively (c. 401 sq. m in total) and 3no. licenced restaurant / café units with takeaway / collection facility at ground floor (Unit 1 on Moore Lane, O’Rahilly Parade and the proposed new public plaza – c. 228 sq. m, Unit 2 on the proposed new public plaza – c. 271 sq. m and Unit 3 on Moore Street, O’Rahilly Parade and the proposed new public plaza – c. 179 sq. m), together with provision of a ‘delivery hub’ unit at ground floor level (c. 46 sq. m).
- All associated and ancillary site development, demolition, landscaping, site infrastructure and temporary works, including: -
 - Demolition of all existing buildings and structures on site (c. 2,312 sq. m);
 - Provision of part of a new public plaza (168 sq. m) and associated temporary works pending completion of the combined plaza with the concurrent planning application for the adjoining Site 4 immediately to the south (1,253 sq. m public plaza overall).
 - 58no. bicycle parking spaces at ground floor level with associated cycling welfare facilities.
 - Plant at basement and roof level.
 - Building signage zone and retractable canopies.
 - Laying of underground drainage infrastructure from O’Rahilly Parade to connect with existing drainage network on Parnell Street via Moore Street.

3.5 Statutory Planning Context

The lands on which the Proposed Development and the Masterplan is located is subject to national, regional, sub-regional, county and local planning policy. The following outlines high level planning policy of relevance to the future development of the Proposed Development. This section will not address the detailed policies and objectives contained in the various plans which are relevant to ‘the Proposed Development’. These policies and objectives are addressed separately in the respective Site 3 – Planning Application Report, Site 4 – Planning Application Report and Site 5 – Planning Application Report, prepared by Stephen Little & Associates, Chartered Town Planners & Development Consultants which accompanies the Planning Application.

3.5.1 National Planning Framework – Ireland 2040

The National Planning Framework (NPF) encourages consolidating growth within the M50 and canals to create a more compact urban form. The NPF marks a shift away from allowing urban sprawl, to a more urban public transport focussed development that will deliver a far denser compact urban form.

This means encouraging more people, jobs and activity generally within our existing urban areas, rather than mainly ‘greenfield’ development and requires a change in outlook. In particular, it requires well-designed, high quality development that can encourage more people, and generate more jobs and activity within existing cities, towns and villages.

It is recommended that development meets appropriate design standards to achieve targeted levels of growth. It also requires active management of land and sites in urban areas.

Chapter 4 – Making Stronger Urban Places of the NPF sets out a framework for urban development which aims to enhance people’s experience of living and working in and visiting urban places in Ireland. The NPF targets: -

"...a significant proportion of future urban development on infill / brownfield development sites within the built footprint of existing urban areas." (pg. 65).

Dublin is targeted for significant growth over the period of the NPF. The NPF confirms that: -

"At a metropolitan scale, this will require focus on a number of large regeneration and redevelopment projects, particularly with regard to underutilized land within the canals and the M50 ring and a more compact urban form, facilitated through well designed higher density development."

The delivery of the MetroLink project is identified as a "Key Growth Enabler" in terms of Dublin meeting its growth targets. Specifically, the NPF confirms this key growth enabler to be: -

"Delivering the key rail projects set out in the Transport Strategy for the Greater Dublin Area including Metro Link, DART expansion and the Luas green line link to Metro Link."

The Proposed Development on its own and in the context of the Dublin Central Masterplan, is wholly consistent with the NPF. It provides appropriate, sustainable mixed-use urban regeneration (including residential, retail, café / restaurant, hotel and cultural uses) and will result in the intensification of use of an underutilised, brownfield city centre site, which is highly accessible by walking, cycling or use of existing and planned public transport.

The NPF also sets out a number of National Policy Objectives (NPO) that seek to ensure that the over-riding intent of the NPF is delivered. In the context of the Proposed Development the Masterplan intent, it is considered that the following NPOs are worthy of note: -

National Policy Objective 2a

"A target of half 50% of future population and employment growth will be focused in the existing five Cities and their suburbs."

National Policy Objective 3b

"Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford within their existing built-up footprints."

National Policy Objective 6

"Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area."

National Policy Objective 11

"In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth."

National Policy Objective 13

"In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected."

National Policy Objective 33

"Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location."

National Policy Objective 35

"Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration and increased building heights."

The Proposed Development is consistent with the national policy objectives of the NPF in achieving sustainable mixed-use development (including residential, retail, café / restaurant, office, hotel and cultural uses) appropriate to the regeneration and rejuvenation of this city block and the wider Dublin Central Masterplan, in the heart of Dublin City Centre.

3.5.2 Eastern and Midlands Regional Spatial & Economic Strategy

The Eastern and Midlands Regional Spatial and Economic Strategy (RSES) came into effect on 28 June 2019. The RSES includes the Dublin Metropolitan Area Strategic Plan (DMASP), which covers Dublin City and Metropolitan Area.

This document sets out the regional level strategic planning policy for the eastern and midland region, and Dublin Metropolitan Area, in line with the national strategy and policy objectives for managing housing and employment development to support projected population growth set out in the NPF.

The RSES contains the following elements: -

- **Spatial Strategy** – to manage future growth and ensure the creation of healthy and attractive places to live, work, study, visit and invest in.
- **Economic Strategy** – that builds on the region’s strengths to sustain a strong economy and support the creation of quality jobs that ensure a good living standard for all.
- **Metropolitan Plan** – to ensure a supply of strategic development areas for the sustainable growth and continued success and competitiveness of the Dublin metropolitan area.
- **Investment Framework** – to prioritise the delivery of key enabling infrastructure and services by government and state agencies.
- **Climate Action Strategy** – to accelerate climate action, ensure a clean and healthy environment and to promote sustainable transport and strategic green infrastructure

The RSES objectives promote the intensive consolidation of development at infill and brownfield sites in built up urban areas in ‘Dublin City & suburbs’. Regional Policy Objective (RPO) 4.3 states: -

*“RPO 4.3: Support the **consolidation and reintensification of infill / brownfield sites** to provide **high density and people intensive uses** within the **existing built up area of Dublin city and suburbs** and ensure that the development of future development areas is co-ordinated with the delivery of key water infrastructure and public transport projects.”*

The Proposed Development is representative of the consolidation of the sustainable compact redevelopment and revitalisation of an underutilised brownfield urban site. It will accommodate a greater resident and working population, in a well-designed urban environment. The site is linked to high quality public transport and easily accessible to other city centre amenities and attractions. It is therefore wholly consistent with strategic objective RPO 4.3.

3.5.3 Dublin City Development Plan 2016 – 2022

3.5.3.1 Core Strategy

The Council’s proposed development strategy for Dublin is to promote: -

- A compact, quality, green well-connected city.
- A smart city facilitating real economic recovery.
- A city of good neighbourhoods and socially inclusive communities.

The Core Strategy states that Dublin City is the ‘gateway core’ for high-intensity clusters, brownfield development, urban renewal and regeneration. The Development Plan places an emphasis on quality compact urban neighbourhoods near public transport corridors, with the intention of bringing about a modal shift from private cars to more sustainable modes of transport such as walking, cycling and public transport.

It is further recognised that the Core Strategy Principles include: -

- **Economic:** Developing the city as a national gateway and focus for employment and creativity.
- **Social / Residential:** Developing a network of compact sustainable urban neighbourhoods, offering a range of facilities and house types.

- **Cultural / Built Heritage:** making provision for cultural facilities, raising awareness of cultural heritage and promoting safe and active streets through design of buildings and public realm, as part of the city's built and natural heritage and unique identity.
- **Urban Form:** Creating a connected and legible city based on active streets and quality public spaces, with a distinct sense of place.
- **Movement:** Supporting modal shift to more sustainable transport modes of walking, cycling and use of public transport.

The Proposed Development includes the redevelopment of underutilised, brownfield lands, which will result in high quality renewal and regeneration, at a highly accessible location in the heart of Dublin City Centre, is consistent with the Council's Core Strategy.

3.5.3.2 Land Use Zoning

Under the Dublin City Development Plan 2016-2022, as may be seen from the zoning map extract below, the site is subject to the zoning objective, "Z5 – City Centre", in common with much of the city centre area in the immediate vicinity of the application site.

The land use objective for the Z5 zoning seeks: -

"To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity."

Section 14.8.5 of the City Development Plan includes further guidance on Z5 zoned lands. The following points are of note: -

- The primary purpose of this use zone is to sustain life within the centre of the city through intensive mixed-use development.
- The strategy is to provide a dynamic mix of uses which interact with each other, help create a sense of community, and which sustain the vitality of the inner city both by day and night.
- Ideally, this mix of uses should occur both horizontally along the street frontage and vertically through the floors of the buildings. While a general mix of uses e.g. retail, commercial, residential etc. will be desirable within the overall scheme, retail should be the predominant use at ground floor levels on the principal shopping streets.
- As a balance and in recognition of the growing residential communities in the city centre, adequate noise reduction measures must be incorporated into development, especially mixed-use development, and regard should be given to the hours of operation.

The Development Plan indicates that a wide range of uses is to be provided in this zoning area, which is sustainable and within easy reach of services, open space, facilities and public transport.

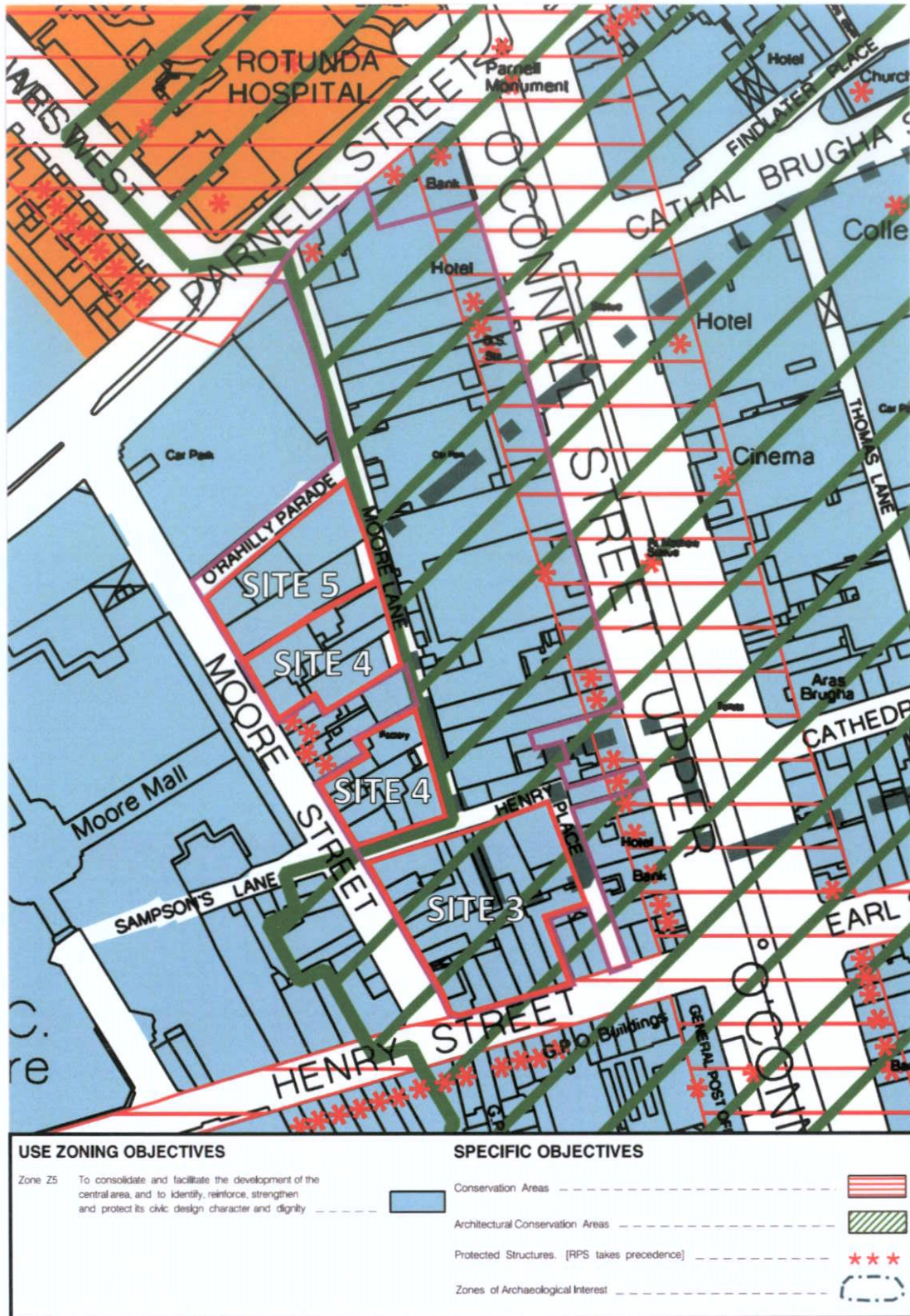


Figure 3.4: The indicative site outline of the Proposed Development outlined in red within the context of the Masterplan outlined in purple (Approximate Overlay by SLA). Please refer to Architects Drawings for the definitive red line boundary of the individual site of the Proposed Development.

The following uses are considered 'Permissible' and 'Open for Consideration' under the Z5 land use zoning.

Permissible Uses
Amusement / leisure complex, bed and breakfast, betting office, buildings for the health, safety and welfare of the public; car park, car trading, childcare facility, civic offices, community facility, conference centre, cultural, creative, artistic, recreational building and uses , delicatessen, education, embassy office, enterprise centre, funeral home, guest house, home-based economic activity, hostel, hotel , industry (light), internet café, live-work units, media-associated uses, medical and related consultants, motor sales showroom, nightclub, office , off-licence, open space , part off-licence, place of public worship, public house, public service installation, residential, restaurant , science and technology-based industry, shop (district), shop (neighbourhood), shop (major comparison) , take-away, training centre, veterinary surgery, warehousing (retail / non-food) / retail park.
Open for Consideration Uses
Advertisement and advertising structures, civic and amenity / recycling centre, financial institution, household fuel depot, outdoor poster advertising, petrol station, transport depot.

The Proposed Development comprises residential, retail, café / restaurant, office, cultural, and hotel uses, which are all permissible in principle under the Z5 land use zoning.

3.6 Characteristics of the Proposed Development

The 3no. concurrent planning application are accompanied by detailed Planning Drawings and a detailed Design Statements, which provides a rationale for the design of each proposed scheme. We refer the Planning Authority to the following for further detail: -

- **Masterplan:** Masterplan Design Statement – Dublin Central Masterplan, prepared by ACME Architects.
- **Site 3:** Architectural Design Statement – Dublin Central Site 3 and associated Planning Drawings, prepared by MOLA Architects.
- **Site 4:** Architectural Design Statement – Dublin Central Site 4 and associated Planning Drawings, prepared by ACME Architects.
- **Site 5:** Architectural Design Statement – Dublin Central Site 5 and associated Planning Drawings, prepared by ACME Architects.

3.6.1 Layout & Design

3.6.1.1 Site 3

The proposed design is divided into 2no. urban blocks (Block 3A and Block 3B), separated by a new north south passageway connecting Henry Street and Henry Place. The new buildings range in height from 1 – 9 storeys, over existing and new single storey basement areas.

The conservation, repair and adaptive reuse of part of existing building fabric at Site 3 includes: basement to third floors (including façade retention) at Nos. 36 – 37 Henry Street; basement to second floors (including façade retention) at Nos. 8-9 Moore Street; ground and first floor (including façade retention) at Nos. 11 – 13 Henry Place; façade retention at Nos. 39 – 40 Henry Street.

Volume and building mass are effectively broken down by this stepping of floors and the modulation of building height across the two blocks. Each step up in building height corresponds with a decreased floorplate. This avoids a monolith appearance and ensures that light and ventilation penetrate deep into the core of the block.

The ground floor generally consists of shop / retail and licenced café / restaurant units in Block 3A and 3B are entered through doorways onto the Henry Street or Moore Street frontages, or directly from the new passageway.

Block 3A contains a hotel with reception and foyer facing onto Henry Place at ground floor and hotel room from 1st to 7th floor. A licenced restaurant is located on the 8th floor.

Block 3B contain 79no. 'Build-to-Rent' apartment units and associated residential amenity space. Block 3B also includes the reimagining of No. 10 Henry place ('White Building') to provide a cultural space / gallery (with café use) and to act as landmark structure or 'beacon'.

3.6.1.2 Site 4

The proposed design is divided into 2no. urban blocks, separated by Nos. 14 – 17 Moore Street, a National Monument and Protected Structure. The proposed new public plaza will be permeable for pedestrians and dismounted cyclists (and capable of accommodating emergency and servicing vehicles). This will create a link between O'Connell Street and Moore Street and the wider Masterplan area. This simple urban design intervention, allied to an appealing use-mix and the locating of a future Metrolink Station within the overall Dublin Central site, will encourage pedestrian movement to filter through the streets and lanes, revitalising and shifting the centre of activity northwards.

The buildings heights range from Nos. 1 – 3 storeys over existing separated single storey basements in line with the existing built form on Moore Street and Moore Lane. The parapet height set by the National Monument (Nos. 14 – 17 Moore Street) is maintained. In line with this, No. 10 and Nos. 20 – 21 Moore Street are proposed to be retained and Nos. 11 – 13 will be replaced by a terrace of 3no. three storey high buildings with pitched roofs and gables, matching the National Monument. The proposed building heights addressing Moore Lane are predominantly 1 and 2 storeys in line with the existing buildings being retained (Nos. 17 – 18 Henry Place and Nos. 6 – 7 Moore Lane) as part of the proposed development. The lower building heights here also contributes to maintaining the proportions characteristics of the existing lane.

The design and layout of the proposed development has been informed by the surrounding context and on-site constraints. The layout responds to the immediate context and character of the streets which adjoin the proposed development. It also has regard to the aspirations and context of the wider Dublin Central Masterplan which accompanies the application.

The built form of the proposed development responds to its historical context in a respectful and complimentary manner. The architectural design seek to regenerate and refurbish any existing building fabric where possible. Where new buildings are proposed, they seek to replicate the architectural design of the existing buildings and in particular Nos. 14 – 17 Moore Street, National Monument and Protected Structures.

3.6.1.3 Site 5

The proposed design is for a single building which ranges in height from 2 – 6 (over single storey partial basement) incorporating café / restaurant and office uses.

It also includes widening of O'Rahilly Parade to allow for service and disabled parking, cafe and restaurant uses at ground floor to take advantage of the south facing square, as well as at ground floor facing onto Moore Street, to provide commercial activity to support the existing shops and Market and office use above, part of the mix of uses within the Masterplan, contributing to the mix of uses and increasing activity across the site and wider area.

The access to the proposed building is from the proposed new public plaza. The primary entrance to the office at 1st to 5th floor and the cafe / restaurant units at ground floor are on the south-eastern aspect of the building.

The cafe / restaurant units at ground floor also have entrances onto Moore Street, O'Rahilly Parade and Moore Lane to ensure there is activity onto each street adjoining Site 5. In the context of the Masterplan these cafe / restaurant units will provide activity on the northern side of the proposed new public plaza. As part of the concurrent planning application of Site 4 cafe / restaurant units are proposed at ground floor level to activate both the southern and western side of the proposed new plaza.

3.6.2 Materials Strategy

We refer the Planning Authority to the accompanying Architects Design Statements and Elevational Drawings, prepared by MOLA and ACME Architects for preliminary details of materials and finishes of the Proposed Development. A palate of materials and colours has been chosen to provide a robust, quality finish to the scheme while referencing the existing developments in the area.

3.6.3 Proposed Uses

3.6.3.1 Site 3

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Residential

The following tables identifies the extent of apartment accommodation proposed within Site 3: -

Type	No. of Units	%
Studio	14	18
1-Bed	56	71
2-Bed (3P)	2	2.5
2-Bed (4P)	7	9
Total	79	100

The studio and 1-bedroom units range in size from c. 37.5 sq. m to 66.4 sq. m and the 2-bedroom (3-person and 4-person) units range in size from c. 67.97 sq. m to 92.18 sq. m. The overall gross floor area of residential accommodation proposed amounts to c. 6,451.5 sq. m.

Hotel

Block 3B provides a high quality, professionally managed and fully serviced hotel accommodation and ancillary services.

The proposed hotel accommodates 150no. bedrooms and housekeeping services, from 1st to 7th floor in Block 3A. The rooms are provided in a range of sizes (c. 16.9 sq. m – 46.4 sq. m) including 8no. universally accessible bedrooms.

Retail & Licenced Café / Restaurant

11no. retail units (c. 1,954 sq. m) are proposed between Block 3A and 3B. A varying range of units sizes are proposed to encourage a vibrant mix of retailers including indigenous operators. These typologies are strategically placed to influence pedestrian movement routes through the block, as well as creating a vibrant mixed-use environment with character and active frontages. Broadly, the units are broken down as follows: -

Block 3A (eastern block): -

- 1no. retail unit (Unit 2) for use as 'shop' proposed at basement, ground and first floor level of No. 36 Henry Street and ground floor of No. 37 accessible from both Henry Street and new north-south passageway.
- 1no. unit (Unit 1) for use as 'shop' or 'licensed restaurant / café unit with takeaway / collection facility' proposed at ground level fronting the new passageway.
- 2no. licenced hotel restaurant/café units are proposed, one at ground floor and the other at 8th floor (rooftop) with outdoor terrace.

Block 3B (western block): -

- 5no. retail units (Unit 6 and Unit 7) for use as 'shop' at ground and first floor level of Nos. 39 – 41 Henry Street accessible from Henry Street, new north-south passageway and Moore Street and 3no. retail units (Units 8, 9 & 10) for use as 'shop' at ground level of Nos. 1 – 7 Moore Street.
- 4no. retail units for use as 'shop' or 'licensed restaurant / café unit with takeaway / collection facility' (Units 3, 4, 5) proposed at ground level fronting the new north-south passageway and at basement and ground level (Unit 11) at the junction of Nos. 8-9 Moore Street and Henry Place.

Cultural / Gallery Use at No. 10 Henry Place ('White Building' or 'White House')

A cultural use is proposed at No. 10 Henry Place ('White Building' or 'White House'). The proposed use envisages a cultural / gallery venue, with the café at ground floor and exhibition space extending to 1st floor. This would create a destination, interpretative and exhibition centre and place of interest for the general public, visitors and local residents.

3.6.3.2 Site 4

Residential

The following tables identifies the extent of apartment accommodation proposed within Site 3: -

Type	No. of Units	%
1-Bed	11	73%
2-Bed (3P)	2	7%
2-Bed (4P)	3	20%
Total	15	100%

The 1-bedroom units range in size from 48 sq. m to 63 sq. m and the 2-bedroom (3-person and 4-person) units range in size from 73 sq. m to 80 sq. m. The overall gross floor area of residential accommodation proposed amounts to 1,454 sq. m.

Retail & Licenced Café / Restaurant

Site 4 provides for 5 no. retail units (c. 617 sq. m), all of which are located in the block south of the National Monument. The proposed retail units vary in size and range between 75 and 150 sqm. All of which are serviced directly from the street. Retail uses are spread across a mix of retail typologies in the form of medium sized units and smaller shop units. These typologies are strategically placed throughout in order to create a vibrant mixed-use environment with character and active frontages.

4 no. café / restaurant units are proposed to provide a variety of dining and social opportunities. At ground floor level, the block located to the north of the National Monument includes 2 no. café / restaurants. Both of these units front onto the new proposed public plaza which will contribute to activating the space. At ground floor level, the block located to the south of the National Monument includes 2 no. café/restaurant units. These have frontages onto Moore Lane and Moore Street and are accessed for these streets.

2 no. of the café / restaurant units (1 no. south and 1 no. north of the National Monument) have floor space on the upper floors as well as at ground floor level.

Cultural Use – Extension to the National Monument

A three storey extension (c. 60 sq. m) to the National Monument is proposed as part of Site 4 at No. 18A Moore Street. This is owned by the Department of Housing, Local Government and Heritage. A letter of consent have been provided by the Department of Housing, Local Government and Heritage to include these works as part of Site 4.

The extension to the National Monument will be constructed in two phases. The first phases, also referred to as the interim phase is subject to the development at Site 4. The purpose of the extension is to provide an ancillary space for the National Monument with an independent entrance from the proposed public plaza.

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Office

Site 4 includes 1no. office unit on the first floor at Nos. 6 – 7 Moore Lane. The proposed office unit is accessed from a ground floor lobby entrance at Nos. 6 – 7 Moore Lane.

3.6.3.3 Site 5

Office

Site 5 provides for c. 5,753 sq. m. of office use from 1st to 5th floor of the proposed buildings. The building layout has been designed to accommodate either a single or multiple tenants.

Licensed Café / Restaurant

3no. café / restaurant units (c. 679 sq. m) are proposed to provide a variety of dining and social opportunities at ground floor level of Site 5. These units proposed are: -

- **Unit 1:** A licensed café / restaurant with takeaway / collection facility (c. 228 sq. m) with frontage onto the O’Rahilly Parade, Moore Lane and the new public plaza.
- **Unit 2:** A licensed café / restaurant with takeaway / collection facility (c. 271 sq. m) with frontage onto the new public plaza.
- **Unit 3:** A licensed café / restaurant with takeaway / collection facility (c. 179 sq. m) with frontage onto the O’Rahilly Parade, Moore Street and the new public plaza.

Delivery Hub

A ‘delivery hub’ is proposed in Site 5. It is located on O’Rahilly Parade adjacent the service bay for convenient access for deliveries.

The ‘delivery hub’ is proposed to cater for non-bulky, non-food items to 2AB, Site 3 and Site 4. The ‘hub’ will essentially operate as a point of receipt for parcel deliveries to Sites 2AB, Site 3 and Site 4, arriving after 11am.

Goods will be delivered from the hub via either cargo bike (if permitted) or via goods trolley with electric hand tug. Such facilities will be stored within the hub.

No goods will be stored in the delivery hub overnight, but instead delivered to the appropriate location as and when the goods arrive, after 11am daily. Therefore, the hub does not need to cater for long term storage of goods.

3.6.4 Density

The Proposed Development been designed to respond to the existing context in terms of height, massing and residential density. The Proposed Development is located within a highly accessible area of Dublin City Centre, adjacent to LUAS and bus services and planned Metrolink.

The Site 3 mixed-use development includes 79no. BTR apartment units on a net site area of 0.3 ha. This results in a net residential density of approximately 198no. dwellings per hectare.

The Site 4 mixed-use development includes 15no. apartment units on a net site area of 0.26 ha. This results in a net residential density of approximately 57no. dwellings per hectare.

Comparable residential densities achieved in Dublin City include, for example, Poolbeg West SDZ (238no. dwellings per hectare), 'Capital Dock' at City Block 3, North Lotts and Grand Canal Dock SDZ (305no. dwellings per hectare) and Connolly Station Quarter (257no. dwellings per hectare).

Site 5 does not include any residential units.

3.6.5 Building Height

The Proposed Development includes a range of building heights which respond to the surrounding context as well as responding to the changing nature of the built environment have regard for recently permitted developments in proximity. The buildings heights proposed within each site are broadly as follows: -

- **Site 3:** 1 – 9 storeys.
- **Site 4:** 1 – 3 storeys.
- **Site 5:** 2 – 6 storeys.

3.6.6 Conservation Works & Adaptive Reuse

3.6.6.1 Site 3

Site 3 does not contain any Protected Structures. It does lie within the O'Connell Street & Environs Architectural Conservation Area (ACA).

A number of non-protected structures and façades on Henry Street, all of which post-date 1916, are considered significant collectively and in their representation of retail / residential development typologies dating from the early 20th century in Ireland. A number of buildings on Moore Street and Henry Place are also significant from a heritage perspective.

The scheme therefore proposes to retain and integrate the building fabric of No. 36 and No.37 Henry Street, in addition to Nos. 8 – 9 Moore Street and Nos. 11 – 13 Henry Place, into the scheme in a manner which seeks their meaningful, purposeful and adaptive re-use. The façades of No. 39 and No. 40 Henry Street are also retained and integrated into the proposed scheme.

In summary, conservation, refurbishment, repair and adaptive reuse of the existing structures include: -

- **Nos. 36 and 37 Henry Street:** Block 3A incorporates the existing buildings at Nos. 36 and 37 Henry Street, where the existing basement and four floors above are to be retained and upgraded. A new set-back level at 4th floor allows the original buildings to be read beneath. The hotel is then significantly set back at the northern end of Block 3B, where it steps up from 6 to 8 storeys before rising to 9 storeys (30m to parapet) at the north east corner.
- **Nos. 39 and 40 Henry Street:** Within Block 3B the facades of Nos. 39 & 40 Henry Street are retained and restored at upper levels from 1st to 3rd floor. The new residential building is set back at 4th and 5th floor levels to allow the original facades to be read beneath.
- **Nos. 8 and 9 Moore Street:** At the north western corner of Block 3B it is proposed to incorporate the existing basement and 3 storey buildings at Nos. 8 – 9 Moore Street, including façades and internal walls and floors. An existing staircase to the rear of 8-9 Moore Street, currently serving ground and 1st floors will be extended to provide access to the upper floors.
- **Nos. 11 – 13 Henry Place:** Immediately adjoining Nos. 8 – 9 Moore Street, it is proposed to retain and restore the existing ground and 1st floor facades and the floor area at 1st floor level.

3.6.6.2 Site 4

Application Site 4 does not contain any Protected Structures. Site 4 does not lie within the O'Connell Street & Environs Architectural Conservation Area (ACA), however it is positioned directly adjacent to Site 3 (concurrent planning application) which is situated inside the ACA. Site 4 also directly adjoins Nos. 14 – 17 Moore Street, a National Monument and Protected Structure. For avoidance of doubt, no works are proposed to the National Monument as part of this development.

Site 4 therefore proposes to retain and integrate the existing building fabric of significance within No. 10 Moore Street, Nos. 20 to 21 Moore Street, Nos. 17 to 18 Henry Place and Nos. 6 to 7 Moore Lane.

In summary conservation, refurbishment, repair and adaptive reuse of the existing structures include: -

- **No. 10 Moore Street:** This building is retained almost in its entirety as part of the proposed development, with the exception of the later extension at ground floor level to the rear of the building.
- **Nos. 20 – 21 Moore Street:** The buildings located at this address fronting Moore Street are completely retained as part of the proposed development. However, the building that extends to the rear of the plot becoming 12 Moore Lane has been removed. A café fronting onto the new public plaza and Moore Street is proposed at the ground floor, with the upper floor being converted into residential apartment units accessed from Moore Street.
- **Nos. 17 – 18 Henry Place:** The building currently located at this address has a truncated façade and was originally 3 storeys. As part of this proposed development it is proposed to retain the façade and build a one storey extension above to restore the building to its original height. The proposed uses are a retail unit on the ground floor and residential units above, accessed from the podium courtyard.
- **Nos. 6 – 7 Moore Lane:** The building at this location is retained as part of the proposed development and will be restored to accommodate a retail unit connected to 5 ½ Moore Lane, a bar on ground and basement levels and an office for the developer on the upper level, accessed from a small reception on the ground floor.
- The party wall of No. 12 and No. 13 Moore Street is also to be retained and integrated as part of the new buildings proposed.

3.6.6.3 Site 5

Site 5 does not contain any Protected Structures. The site is outside within the O'Connell Street & Environs Architectural Conservation Area (ACA).

To Moore Street, it is proposed to retain the building line, plot widths, and building heights, following the historic precedent to rise up towards the Jury's Inn. The existing buildings at Nos. 22 – 25 Moore Street are not original, and date from 1965 and the 1990s. They have been replaced with new buildings which maintain the historic plot widths, storey heights, material and draw on the historic character, to reinforce the character of Moore Street.

Facing south across the square and maintaining the existing building line along Moore Lane, Site 5 proposes to create a contemporary building, as a key landmark within the Masterplan.

3.6.7 Demolition & Excavation

3.6.7.1 Site 3

Other than those buildings identified in Section 3.6.6.1 above, Site 3 includes the demolition of all other existing basements and buildings on the site (c. 6,701 sq. m gfa), including those fronting Henry Street (No. 38, Nos. 39 & 40 (behind façade) and No.41), Moore Street (Nos. 1 – 7) and Henry Place (Nos. 3 – 10).

The removal of No. 38 Henry Street facilitates a new north-south laneway to permeate the site, linking to the north with Moore Lane and enhancing permeability to the wider Masterplan area beyond to Parnell Square Cultural Quarter. This would encourage greater movement and street activity through this part of the city, and relieve some pressure on O'Connell Street. We refer the Planning Authority to the Architectural Heritage Impact Assessment (AHIA), prepared by Molloy & Associates Conservation Architects. The impact of the loss of No. 38 Henry Street is considered in detail within the AHIA. It concludes that the removal of this building, which is not a protected structure, is balanced by the socio-economic benefits and that increased permeability is integral to the success of the wider Dublin Central development and the wider retail core of the north inner city and is mitigated by the comprehensive record that has already been completed.

No. 41 Henry Street is a modest, compromised, infill building. It contains multiple subdivisions on all levels and low internal ceiling height. Removal of No. 41 Henry Street allows for a strong architectural set-piece on a significant corner at the junction of Henry Street and Moore Street. This provides an effective transition between the retained fabric on Henry Street and the proposed new building on Moore Street.

3.6.7.2 Site 4

Other than those buildings identified in 3.6.6.2 above, the proposed development includes the demolition of all other existing buildings on the site (c. 4,525 sq. m gfa).

The removal of the existing buildings Nos. 11 – 13 Moore Street is proposed with the exception of the party wall between No. 12 and No. 13 Moore Street. These buildings are not of historical significance and are not the original buildings and date from the 1960s or later. It is proposed to replace this building with 3no. three storey terrace buildings which maintain the historic plot width, height and material, drawing on the historical character of Moore Street.

No. 18 and No. 19 Moore Street are being demolished and proposed to be demolished and replaced by the archway between the extension to the National Monument (No. 17) and No. 20 Moore Street. The proposed archway marks the entrance into the proposed public plaza from Moore Street and links Moore Street with O'Connell Street. These buildings are not the original. No. 18 was constructed post 1916 and No. 19 dates from the 1930s.

The buildings located at Nos. 10 and 11 Moore Lane are located at the rear of No. 17 Moore Street. It is proposed to replace these by part of the new public plaza and a 2 storey building along the southern side, adjacent to No. 9 Moore Lane.

3.6.7.3 Site 5

Site 5 includes the demolition of all existing buildings on the site (c. 2,312 sq. m gfa). The wall of No. 14 Moore Lane to the south of the plot, built from the calp stone will be taken down by hand and stored for reuse within Site 4.

We refer the Planning Authority to the Chapter 14: Material Assets (Waste) and associated Appendix 14.1: Construction and Demolition Waste Management Plan, prepared by Awn Consulting for preliminary information on how the demolition and construction waste will be managed as part of this development.

Appendix 3.2 – 3.4 of this EIAR contain the Outline Construction & Demolition Management Plan for Site 3, 4 & 5 respectively, prepared by Waterman Moylan Consulting Engineers. These provide further information regarding the management of the construction stage of this development, including mitigation and/or management of typical associated nuisance factors. The Outline Construction & Demolition Management Plans also outline measures being taken to monitor and protect neighbouring properties for the duration of the proposed development works.

We also refer the Planning Authority to the Structural Report, Subterranean Construction Method Statement, Basement Impact Assessment (BIA) by Waterman Structure Limited, which is included as part of the planning documents.

The Ground Movement Analysis considered each stage of the development including demolition, piling, bulk excavation and construction of each phase of the development. Predicted ground movements resulting from the works shall be monitored against baseline readings prior to commencing the works. Monitoring of noise and vibration shall be undertaken for all protected structures during the construction works.

Prior to demolition of any existing buildings, an external survey control system is to be established around the site, including all protected structures, retained buildings, retained facades and the National Monument. This will be carried out using traditional closed traverse surveying techniques and will involve the setting up of sufficient external control stations to allow monitoring of the neighbouring structures during and after demolition.

3.6.8 Drainage Infrastructure & Flood Risk

3.6.8.1 Site 3

Wastewater

It is proposed to provide two new 225mm connections to the existing public network, one for Block 3A and one for Block 3B. The Block 3A connection will be made to the existing sewer in Henry Street, to the south of the site, while the Block 3B connection will be to the 300mm sewer to the north. A new manhole will be constructed at each of the two connection points. Any existing drainage connections at the site are to be decommissioned, with the existing drain capped from within the site to decommission the pipe.

Surface Water

It is proposed to drain surface water from the development to the existing public combined water sewer adjacent to the site in Moore Lane. Surface water will be discharged at a controlled rate limited to the practical minimum rate of 2 l/s.

A mixture of hard and soft landscaping is proposed which will incorporate a range of permeable material and water attenuation measures. Sustainable Urban Drainage systems (SuDS) for managing stormwater for Site 3 include: -

- Green and Blue Roofs.
- Underground Attenuation and Flow Control.

The existing site is almost entirely hardstanding, without such SuDS features, and as such the introduction of any SuDS features will result in a net reduction in the surface water discharging from the site compared to the current scenario.

Water Supply

It is proposed to provide two new metered water supply connections to serve the development, one for Block 3A and one for Block 3B. The Block 3A connection will be made to the existing 12" main in Henry Street, to the south of the site. To serve Block 3B, it is proposed to construct a new loop in Henry Place connected to the existing 200mm main in Moore Street.

3.6.8.2 Site 4

Wastewater

It is proposed to provide two new 225mm connections to the existing public network, one for each block located north and south of the National Monument. The northern block will connect to an existing 300mm vitrified clay sewer to the south of the site. A new manhole is proposed as part of the Site 3 development, and it is proposed to connect to this manhole. The block located to the north of the National Monument will discharge wastewater to the existing sewer on Moore Street via a new connection. A new manhole will be constructed at the two connection points.

Surface Water

It is proposed to drain surface water from the development to the existing public combined water sewer adjacent to the site in Moore Lane. Surface water will be discharged at a controlled rate limited to the practical minimum rate of 2 l/s.

A mixture of hard and soft landscaping is proposed which will incorporate a range of permeable material and water attenuation measures. Sustainable Urban Drainage systems (SuDS) for managing stormwater for Site 3 include: -

- Green and Blue Roofs.
- Underground Attenuation and Flow Control.

The existing site is almost entirely hardstanding, without such SuDS features, and as such the introduction of any SuDS features will result in a net reduction in the surface water discharging from the site compared to the current scenario.

Water Supply

It is proposed to provide two new metered water supply connections to serve the development, one for each block located north and south of the National Monument. The main block, located to the south of the National Monument, will connect to a new loop in Henry Place connected to the existing 200mm main in Moore Street, which is proposed as part of the Site 3 application (concurrent planning application). The smaller block, located to the north of the National Monument will connect directly to the existing 200mm ductile iron main in Moore Street.

3.6.8.3 Site 5

Wastewater

It is proposed to provide one new 225mm connection to the existing public network in O'Rahilly Parade. A new manhole will be constructed at the connection point. Any existing drainage connections at the site are to be decommissioned, with the existing drain capped from within the site to decommission the pipe. Although the existing drainage infrastructure consists of combined foul and surface water sewers, private foul and surface water drainage will be drained on completely separate systems throughout the development.

Surface Water

It is proposed to drain surface water from the development to the existing drainage network on Parnell Street via a new pipe to be laid from O'Rahilly Parade to Parnell Street via Moore Street. Surface water will be discharged at a controlled rate limited to the practical minimum rate of 2 l/s.

A mixture of hard and soft landscaping is proposed which will incorporate a range of permeable material and water attenuation measures. Sustainable Urban Drainage systems (SuDS) for managing stormwater for Site 3 include: -

- Green and Blue Roofs.
- Underground Attenuation and Flow Control.

The existing site is almost entirely hardstanding, without such SuDS features, and as such the introduction of any SuDS features will result in a net reduction in the surface water discharging from the site compared to the current scenario.

Water Supply

It is proposed to provide one new metered water supply connection to serve the development, at the location of the existing connection to the 110mm main in O'Rahilly Parade.

3.6.8.4 Flood Risk

The combined sites of the Proposed Development not located on the edge of an inland waterway or marine frontage and there has been no recorded flooding at the site or immediate surrounding area. The combined sites of the Proposed Development are at a low risk of flooding.

We refer the Planning Authority the Flood Risk Assessment, prepared by Waterman Moylan Consulting Engineers.

3.6.9 Landscape Proposal

3.6.9.1 Site 3

The street pattern and figure ground at Site 3 is generally being maintained. However, the principal new element of public realm included in Site 3 is the creation of a new passageway through the block. This extends northwards through the centre of the site from Henry Street to Henry Place at its junction with Moore Lane. The new passageway will create further permeability through Site 3, while also remaining subordinate to the surrounding historic street pattern of primary importance.

To facilitate the creation of the proposed new passageway, it is proposed to remove No. 38 Henry Street. It will be flanked by existing Nos. 36 and 37 Henry Street and the existing facades of Nos. 39 and 40 Henry Street.

The proposed new passageway is similar in width to Moore Lane, but widens and narrows at points to add a level of visual interest and accentuate the enjoyment of moving along a street through a city block.

3.6.9.2 Site 4

The street pattern and figure ground at Site 4 is generally being maintained. However, the principal new element of public realm included in the proposed development is the new public plaza that will link O'Connell Street and Moore Lane. The entrance to this proposed public plaza is marked by a proposed archway. To facilitate the construction of the archway and the public plaza, it is proposed to demolish No. 18 and 19 Moore Street.

Part of a new public plaza (1,085 sq. m) is proposed in Site 4. The balance (168 sq. m public plaza overall) is included in the planning application for Site 5 (concurrent planning application). The overall public plaza will be 1,253 sq. m in area.

The proposed public plaza has been designed to maximise southern exposure to café and restaurant terraces to enable outdoor activities all year round, enhancing the usability of the space.

3.6.9.3 Site 5

Site 5 will include the provision of part of the new public plaza (168 sq. m). The portion of the new public plaza proposed will be fronted onto by a number of café / restaurant units and the main office floors above. This will ensure the space proposed is passively overlooked to ensure the space is welcoming and safe.

Site 5 includes the provision of 3no. terraces at 2nd, 3rd and 5th floor of the proposed building.

3.6.10 Open Space Provision

Public Open Space

A new public plaza will be provided between Site 4 and Site 5 (1,253 sq. m public plaza overall). Site 4 will deliver 1,085 sq. m and Site 5 will deliver 168 sq. m.

Private Open Space

In Site 3, private amenity space will be provided in the form of balconies or winter gardens. Not all apartments will have their own balcony, however all units will have easy access to communal internal and external private residents' amenities within Site 3

In Site 4, private amenity space will be provided in the form of individual terraces for the 11no. proposed apartments located to the south of the National Monument. The proposed apartments located to the north of the National Monument do not have any private or communal amenity space. Due to these units close proximity to the new public plaza proposed as part of the development, the proposed residential units have ample access to open space.

Communal Open Space

Site 3 Block 3B, residents' communal amenity and ancillary support facilities are provided at Ground Floor Level in the form of a residential lobby accessed from Henry Place with adjacent residential support facilities including a post room, changing facilities and an office. A reception area, also at this level, is accessed through a landscaped external courtyard. Storage areas are provided at Level 01, Level 02 and Level 03. In addition to this, the roof level of Block 3B (Level 06) has been entirely designated to providing high quality generous communal amenity space with views over the city. The proposed rooftop pavilion (c. 142.3 sq. m) provides an internal amenity space which opens out on to extensive landscaped external communal amenity space (c. 517.7 sq. m).

In Site 4 new courtyard is proposed between Moore Street buildings and Moore Lane buildings to provide communal open space (c. 157 sq. m) for the residential units. All apartment served by terraces / balconies.

Site 5 is a commercial office building, accessible terraces are provided at three levels (2,3 and 5) for office workers

3.6.11 Car Parking

A Transportation Assessment (TA) Report, prepared by Waterman Moylan Consulting Engineers is included with this application. The TA is accompanied by a Travel Plan and a Preliminary Construction Traffic Management Plan (PCTMP).

The subject site is within walking distance of a range of transport options including LUAS Red Line stops, Connolly Train Station, Bus Aras and various interurban and Dublin Bus routes which allows greater flexibility with regard to accessibility and encouraging a modal shift toward sustainable modes of transport.

Given the highly connected city centre location, no car parking is proposed as part of the Proposed Development.

We refer the Planning Authority to the Traffic & Transport Assessment, prepared by Waterman Moylan Consulting Engineers.

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3.6.12 Bicycle Parking

The following in the bicycle parking provided for each individual Site of the Proposed Development: -

- **Site 3:** 160no. spaces.
- **Site 4:** 44no. spaces.
- **Site 5:** 58no. spaces.

We refer the Planning Authority to the Traffic & Transport Assessment, prepared by Waterman Moylan Consulting Engineers for further detail in relation to the provision of bicycle parking.

3.6.13 Energy Efficiency

A number of sustainable design features have been included in Site 3, Site 4 and Site 5 to ensure that energy efficiency standards are met and / or exceeded. Such measures assist in reducing the overall CO₂ emissions over the lifetime of the building with subsequent positive impacts on the environment and comfort and wellbeing of prospective residents. A summary of the key environmental performance targets that have been set for the development are as follows: -

- The building is aspiring to meet a Net Zero Carbon strategy to align with the aspirations set out by Dublin City Council within Section 16.2 (Design, Principles & Standards) of the DCC Development Plan.
- The design intent at present for the developments hot water, heating and cooling system designs are based on a combination of highly efficient air source and water to water heat pumps with no fossil fuels being consumed throughout the entire project, avoiding the production of large amounts of local pollution within an urban environment.
- The buildings will meet and exceed the new NZEB (Nearly Zero Energy Buildings) requirements set out in the revised Part L document
- The building will achieve a BER "A" rated energy certificate for all buildings.
- The building will target a reduction in mains water consumption of more than 50% when compared to similar developments and this will be further explored post planning.
- The building has set progressive targets for embodied carbon in its brief, based on recently published LETI (London Energy Transformation Initiative) targets for 2030.
- The building has benchmarked itself against up to planning against Sustainability Assessments including; BREEAM, LEED, WELL Building Standard, WIRED Score where applicable. As a minimum, the scheme will adopt the principles of all and pursuing the formal rating and certification will be subject to cost/benefit feasibility post planning.

3.6.14 Refuse & Collection

The refuse stores are designed to allow sufficient space for waste separation. Dedicated communal Waste Storage Areas (WSAs) have been allocated within the development design of each Site. Separate refuse stores for the different uses are provided at grade as follows: -

- **Site 3:** The WSA for Blocks 3A and 3B are located at ground floor level.
- **Site 4:** Separate WSAs for the different uses are provided at grade with collection point on Moore Street and Henry Place. The commercial refuse store located in the block to the south of the National Monument will have a waste compactor.
- **Site 5:** A WSA is provided at grade with the collection point onto O'Rahilly Parade.

We refer the Planning Authority to the Chapter 14: Material Assets (Waste) and associated Appendix 14.2: Operational Waste Management Plan, prepared by AWN Consulting for preliminary information on how waste from the operational phase of the Proposed Development will be managed.

3.7 Project Life Cycle

The purpose of this section is to provide a description of the proposed development and consider all relevant aspects of the project life cycle both during construction and post construction. These include the following: -

- Construction Stage (Land Use Requirements, Construction Activity & Significant Effects).
- Operation Stage (Processes, Activities, Materials Used).
- Secondary and Off-Site Developments.

3.7.1 Construction Phase

We refer the Planning Authority, in the first instance, to the Outline Construction & Demolition Management Plan prepared by Waterman Moylan Consulting Engineers which outlines the overall construction programme for the Masterplan.

The Masterplan needs to be delivered in stages to suit the constraints of the site. The five major constraints that have dictated the strategy are as follows: -

1. Restricted access arising from the surrounding road network and the narrow existing lanes within the Overall Site.
2. Restricted access arising from two major pedestrianised streets flanking the Overall Site.
3. Protected Structures and non-protected structures proposed to be retained.
4. Neighbours including residents and local businesses.
5. The scale and nature of construction works to be undertaken.

A construction phasing strategy envisages a future build out from south to north, progressing generally from Henry Street towards Parnell Street. The following sets out the broad programmes for each individual Site: -

Site 1: The construction phasing programme for Site 1 is notional only at this time, as it is dependent on commercial considerations subject on on-going consultation with the prospective end user / operator.

Site 2AB & 2C: The construction of Site 2AB and 2C are dictated by the construction of a capping slab to the subterranean MEW (or Metrolink Box) and liaison with TII in respect of its Metrolink project (including tunnel connections to Metrolink Box and station fit out).

The envisaged MEW works within (under) Sites 2AB and 2C are necessary to avoid delays to their construction arising from any delay to the TII's overall Metrolink planning approval and construction programme. It is expected that MEW works would be completed by 2027, allowing the remainder of the envisaged development at Sites 2AB and 2C to be completed by 2029.

A construction programme of at least 11 years is expected for Sites 2AB & Site 2C to allow for complexities related to significant basement excavation, the conservation of Protected Structures and the accommodation of planned delivery by TII of Metrolink. As such planning permission with a life of min. **11 years** will have to be sought for Site 2AB and **11 years** for Site 2C.

Sites 3 & 4: It is anticipated that Site 3 and Site 4 would be developed first, as the direction of construction moves from south to north with construction traffic utilising Moore Lane.

Both sites are capable of standalone development, with access to existing infrastructure and independent of MEW.

Within Site 4 it will be necessary to protect the National Monument, located at Nos. 14 – 17 Moore Street.

A construction programme of 5 years is expected for Sites 3 and 4. However a contingency of a further 2 years is considered prudent, in the potential absence of a mechanism to extend the appropriate period. As such planning permission with a life of min. **7 years** is sought.

Sit 5: Site 5 is expected to be the last to be constructed, being located at the main arterial connection for construction traffic to access / egress the Masterplan area. It will act as the site compound to facilitate the development of the other Sites. Given the 11 year construction programme envisaged for Sites 2AB & Site 2C, permission for Site 5 with a life of **15 years** is sought. This timeframe will facilitate demolition at Site 5, enable it to function as a site compound for the duration of construction of all other Sites, and to then allow for its development.

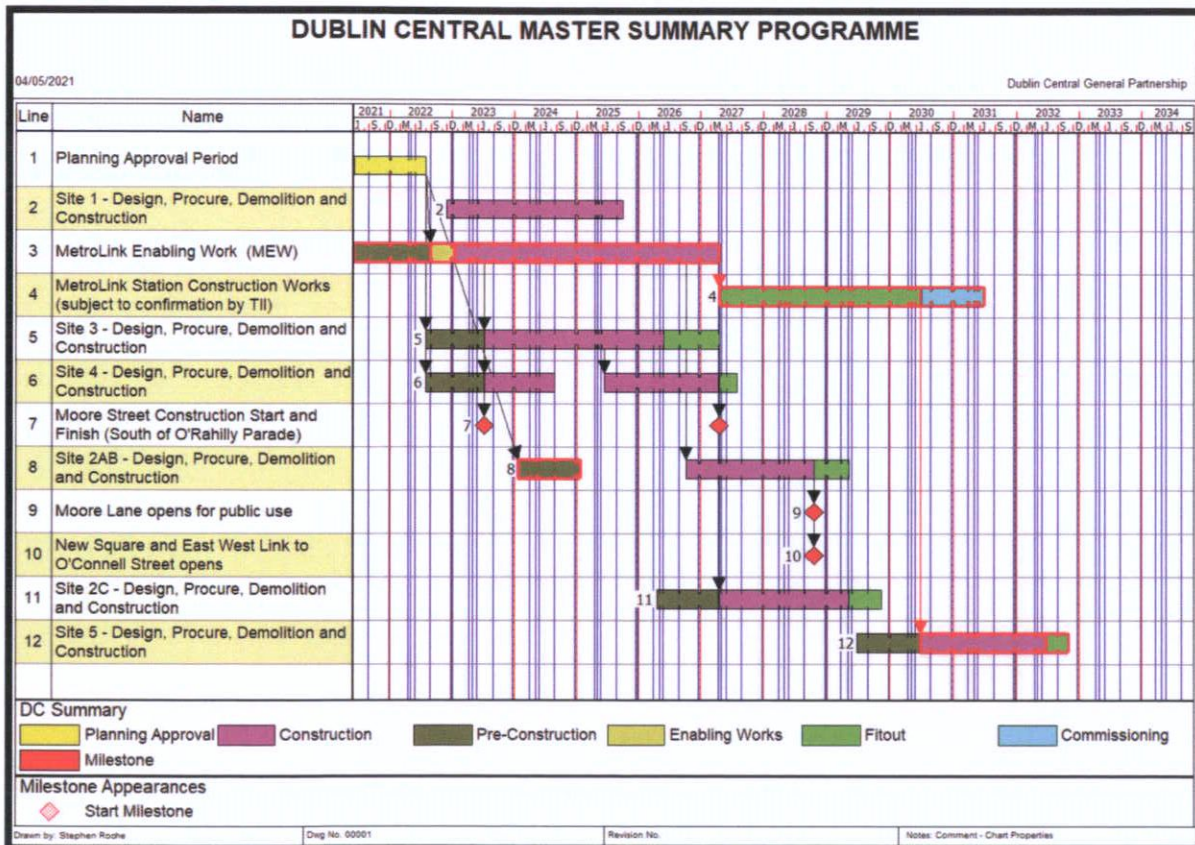


Figure 3.5: Extract from the Dublin Central Masterplan Outline Construction & Demolition Management Plan showing the timeline for the development of each Site and the expected construction timeframe of the TII Metrolink Station.

We refer the Planning Authority also to the Masterplan Outline Construction & Demolition Management Plan (See Appendix 3.1), prepared by Waterman Moylan Consulting Engineers which sets out how the construction of the Dublin Central Project will be appropriately managed on site.

Appendix A of this report contains the Programme Report prepared by Certo Project Management showing the timeline for the development of each Site and the expected construction timeframe of the Metrolink Station.