

Capacity of Public Transport

Due to the proposed non-provision of car parking on-site, there is likely to be an increased demand for public transport from construction workers. The impact of the additional passenger demand is expected to be **temporary, short-term, slight, and negative**.

Cycle and Pedestrian

During construction works for the installation of underground services on the public streets, temporary facilities will be required to be provided by the main contractor to maintain cycle connectivity and pedestrian access. These facilities will be provided in accordance with the Construction Management & Waste Management Plan and the Construction Traffic Management Plan. The impact is predicted to be **temporary, short-term, slight, and negative**.

Overall

Overall, the impact of the Construction Stage on the transportation environment in the area of the subject site is predicted to be **temporary, short-term, slight, and negative**.

Operational Stage

Car Parking

The loss of 160 car parking spaces on Moore Lane will result in the permanent loss of car parking revenue to the operators together with an increased demand on other car parking in the surrounding area, primarily off-street. The loss of car parking is likely to be a **permanent, long-term, slight, and negative impact** which will be ameliorated by the high provision of public transport in the surrounding area.

Traffic Flow / Speed

No works are proposed to the carriageways or junctions on O'Connell Street Upper, Parnell Street or Moore Street. The results of the traffic modelling undertaken demonstrates that the surrounding street network will operate without any material or significant impact on the road infrastructure. As a result, the Proposed Development is predicted to have a **permanent, neutral, long term slight and impact** on traffic flows and speeds on O'Connell Street Upper and Parnell Street.

Diversion of Traffic

No traffic diversions are proposed on Parnell Street or O'Connell Street Upper. Permanent reversal of traffic flow from one-way southbound to one-way northbound is proposed on the northern section of Moore Lane. Pedestrianisation is proposed on Henry Place and on the southern section of Moore Lane. These changes are predicted to have a **permanent, long term, moderate and positive impact** on the transportation network.

Delays to Public Transport

No delays or disruption to bus or Luas services are predicted. The impact of the development is predicted to be **permanent, long term, imperceptible and neutral**.

Capacity of Public Transport

The commissioning of Metrolink and the high level of public transport usage by staff, guests, and residents at Dublin Central are predicted to **create a permanent, long term, significant and positive impact** on public transport in the City Centre.

Cycle and Pedestrian

The proposed pedestrian area on Moore Lane and Henry Place in conjunction with the extensive provision of cycle parking are predicted to create **a permanent, long term, significant and positive impact** on the pedestrian and cycle environment in the City Centre.

Overall

Overall, the impact of the Operational Stage on the transportation environment in the area of the subject site is predicted to be **permanent, long-term, slight, and positive**.

20.2.9.2 Cumulative Development

Construction Stage

The Residual Impact for the Cumulative Development arising from the Construction Stage will be the same as the Residual Impact for the Proposed Development described in Section 13.7.1.1

Operational Stage

The Residual Impact for the Cumulative Development arising from the Operational Stage will be the same as the Residual Impact for the Proposed Development described in Section 13.7.1.2.

Worst Case Impact

Where the various mitigation measures (ameliorative, remedial, reductive, and monitoring) described in Section 13.6 are not implemented correctly or fail, the proposal is likely to have to be a **negative short-term moderate impact** on the transportation environment during the Construction Stage and **a negative long term slight impact** on the transportation environment during the Operational Stage.

20.2.9.3 Proposed Development – Site 3, 4 & 5

Construction Stage

The Residual Impact for the Proposed Development arising from the Construction Stage of the Proposed Development (Sites 3, 4 and 5) will be the same as the Residual Impact for the Proposed Development (Dublin Central Masterplan) described in Section 13.7.1.1.

Operational Stage

The Residual Impact for the Cumulative Development arising from the Operational Stage of the Proposed Development (Sites 3, 4 and 5) will be the same as the Residual Impact for the Proposed Development (Dublin Central Masterplan) described in Section 13.7.1.2.

20.2.9.4 Cumulative Development

Construction Stage

The Residual Impact for the Cumulative Development arising from the Construction Stage of the Proposed Development (Sites 3, 4 and 5) will be the same as the Residual Impact for the Cumulative Development (Dublin Central Masterplan) described in Section 13.7.1.1.

Operational Stage

The Residual Impact for the Cumulative Development arising from the Operational Stage of the Proposed Development (Sites 3, 4 and 5) will be the same as the Residual Impact for the Proposed Development (Dublin Central Masterplan) described in Section 13.7.1.2.

Worst Case Impact

The Worst-Case Impact for the Cumulative Development arising from the Operational Stage of the Proposed Development (Sites 3, 4 and 5) will be the same as the Worst-Case Impact for the Proposed Development (Dublin Central Masterplan) described in Section 13.7.1.4.

20.2.10 Material Assets (Waste) (Chapter 14)

20.2.10.1 Dublin Central Masterplan

Construction Stage

A carefully planned approach to waste management as set out in Section 14.6 and adherence to the C&D WMP during the demolition, excavation and construction phase will ensure that the effect on the environment will be **short-term, imperceptible** and **neutral**.

Operational Stage

During the operational phase, a structured approach to waste management as set out in Section 14.6 and adherence to the OWMP will promote resource efficiency and waste minimisation. Provided the mitigation measures 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**.

Worst Case Impact

In a worst-case scenario, if no mitigation measures found in section 14.6 in chapter 14 are followed, poor onsite waste management, non-permitted waste contractors or unauthorised waste facilities could give rise to inappropriate management of waste offsite and result in negative environmental impacts or pollution as shown in section 14.5.

20.2.10.2 Proposed Development – Site 3, 4 & 5

Construction Stage

A carefully planned approach to waste management as set out in Section 14.6 and adherence to the C&D WMP during the demolition, excavation and construction phase will ensure that the effect on the environment will be **short-term, imperceptible** and **neutral**.

Operational Stage

During the operational phase, a structured approach to waste management as set out in Section 14.6 and adherence to the OWMP will promote resource efficiency and waste minimisation. Provided the mitigation measures 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**.

Worst Case Impact

In a worst-case scenario, if no mitigation measures found in section 14.6 are followed, poor onsite waste management, non-permitted waste contractors or unauthorised waste facilities could give rise to inappropriate management of waste offsite and result in negative environmental impacts or pollution as shown in section 14.5.

20.2.10.3 Cumulative

Construction Stage

During the demolition, excavation and construction phase waste management will be carefully managed as set out in Section 14.6 and the C&D WMP. Other developments in the area will be required to manage waste in compliance with national and local legislation, policies and plans which will minimise / mitigate any potential cumulative impacts associated with waste generation and waste management. As such it is considered that the cumulative effect relating to waste management will be short-term, imperceptible and neutral.

Operational Stage

During the Operational phase waste management will be carefully managed as set out in Section 14.6 and the OWMP. Other developments in the area will be required to manage waste in compliance with national and local legislation, policies and plans which will minimise / mitigate any potential cumulative impacts associated with waste generation and waste management. As such it is considered that the cumulative effect relating to waste management will be long-term, imperceptible and neutral.

Worst Case Impact

In a worst-case scenario, if no mitigation measures found in section 14.6 are followed, poor onsite waste management, non-permitted waste contractors or unauthorised waste facilities could give rise to inappropriate management of waste offsite and result in negative environmental impacts or pollution as shown in section 14.5.

20.2.11 Cultural Heritage (Architectural) (Chapter 15)

20.2.11.1 Dublin Central Masterplan

Construction Stage

A key residual impact is the possibility of accidental/ unforeseen permanent loss during the construction stage, of architectural heritage cited as having significance and intended to be retained as part of the proposed development.

A less tangible residual impact following the commencement of the development of the Masterplan is economic uncertainty or a continuing Covid pandemic-scenario arising in the temporary or prolonged cessation of works, leaving historic fabric more vulnerable than it is currently.

The proposed development has been designed so that on commencement of the Masterplan development, both risks are mitigated against in the certainty of funding and in the natural elimination of the pandemic.

Worst Case Impact

A worst-case scenario would be the permanent loss of architectural heritage of significance as a consequence of the development.

A further detriment for the delivery of the Masterplan would be for the works to permanently cease as a consequence of long-term economic impacts.

Operational Stage

The viability of the Masterplan development at operational stage is dependent on the prosperity of the community for which it is intended to be delivered. In the event of a recession, and piecemeal occupancy – the vitality of the scheme and long term securing of its architectural heritage would be impacted. A positive residual impact, even in the event of a future recession, would be the securing of that same architectural heritage at construction stage, overcoming the current status of incremental decline.

Worst Case Impact

A worst case impact for the Masterplan is partial, yet incomplete development, arising in further incremental erosion of the character of the ACA and its architecturally significant buildings.

20.2.11.2 Residual Impacts Envisaged for the Development of Site 3

Construction Stage

A final stage of recording the building ranges following clearance of each building is proposed. Residual impacts, following this second stage of recording is limited to the physical removal of fabric identified for demolition and disruption arising therefrom, which has been anticipated in the Construction Management Plan accompanying this submission prepared by Waterman Moylan Consulting Engineers Limited and Waterman Structures Limited with inputs by Ms. Lisa Edden, specialist conservation engineer of CORA.

As careful management of the demolition process will ensure the protection of the adjoining retained fabric, no further residual impacts are envisaged.

Worst Case Impact

No worst case residual impact is envisaged as arising at construction stage, if all mitigation measures proposed are adopted.

Operational Stage

The impact of an altered external urban context is offset against the benefit of a much needed renewal of this urban block.

It is possible that material impacts arising from the generation of infill fabric to the rear of retained facades might emerge over time, such as cracking of masonry or the build-up of condensation at interstitial layers, arising in efflorescence in masonry.

Worst Case Impact

A detailed analysis of the building fabric will be possible prior to construction, by which time a site specific design for the provision of new structures behind existing, provision of insulation and breather membranes can be resolved- all mitigating against the risk of a residual impact arising from the technical detailing of retained facades.

20.2.11.3 Residual Impacts Envisaged for the Development of Site 4

Construction Stage

The sensitivity of constructing this development will not easily tolerate residual impacts. As a consequence, it is hoped that additional future impacts for the National Monument and retained structures of heritage significance within Site 4 can be predicted at Ministerial Consent stage, or immediately following commencement of work, where carefully considered amendments to a future consent can be sought, if necessary. As a consequence of an avoidance of residual impacts, none are envisaged as arising.

Operational Stage

The terraced, multi-occupancy context of buildings north and south of the National Monument will inevitably arise in a possible residual risk of damage occurring from within properties adjacent. Every effort must be taken to secure the long term integrity of boundary conditions to mitigate against operational stage risks, by way of quality alarm systems and regular maintenance.

The same conditions will arise in respect of retained fabric, within Site 4, where buildings will be occupied by multiple tenants of differing profiles. It is essential that all properties within the development at Site 4 are subject to strictly observed and implemented monitoring, inspections and maintenance to ensure that all historic fabric within and adjoining the site is safeguarded.

Worst Case Impact

A worst case impact for fabric of heritage significance within and abounding the development site is the occurrence of damage spreading from one property to another. As cited for the Operational Stage of Site 4, above, it is imperative that an effective management plan for the future occupancy of the development is implemented, to mitigate risks of emergence of worst case impacts.

20.2.11.4 Residual Impacts Envisaged for the Development of Site 5

Construction Stage

No architectural heritage residual impacts are envisaged as arising from the construction stage development of Site 5.

Operational Stage

No architectural heritage residual impacts are envisaged as arising from the operational stage development of Site 5.

Worst Case Impact

No architectural heritage worst case residual impacts are envisaged as arising from the development of Site 5.

20.2.11.5 Cumulative

Construction Stage

At construction stage, existing streetscapes offered by the combined sites, that presently define the architectural setting of the site from within the public realm will be temporarily supplemented with hoarding to overcome possible environmental changes arising from the works. Methodologies for consolidation and repair of shared boundaries will be executed in order to maintain their integrity and mitigate risks arising from the works.

Operational Stage

On completion of the development, the cumulative impact of the combined development on the enclosing urban environs will be considerable. The Masterplan site has, since its origins, not known a period of decline as it has experienced since the early 1980s, particularly in the context of the rest of the city, which has, in the round, improved markedly over the intervening period. That same environment has withstood the perceived hostility of urban decay as now defining its urban character.

Notwithstanding the inevitable change in character, other large-scale schemes have been constructed in the vicinity of the Masterplan area, all contributing collectively to the increasingly 20th century character of the townscape which has proven that it can tolerate and indeed embrace structures of scale and contrasting design.

It follows that the site's redevelopment, whilst maintaining the urban character will seek to exploit its scale, street frontage and historical pattern of diverse and successive redevelopment, in the generation of a more ambitious scheme than presently exists.

The Masterplan site's changing chronology over time introduced, at each successive stage of development, buildings of scale, density and architectural treatment, radically contrasting with the smaller scale residential character of 18th and 19th century buildings in the vicinity. At each stage, the enclosing urban environs embraced an evolving character.

The cumulative impact of building on a tradition of ambitious development on this site is thus held to be lessened on account of the site's existing and past morphological character, and how that same character was accommodated by its enclosing environs on account of the proportions of the enclosing streets and internal laneways, and a passive interaction with same.

Worst Case Impact

A worst case impact for the development of Sites 3, 4 and 5 would be in prolonging their development further, which in time would create a challenge for the presentation of the heritage significance of Moore Street and its National Monument that might not be possible to overcome in isolation of the development of these sites.

20.2.12 Cultural Heritage (Archaeology) (Chapter 16)

20.2.12.1 Dublin Central Masterplan

Construction Stage

Following the implementation of an approved programme of mitigation, any impact on archaeological soils, finds or features identified within the Dublin Central Masterplan area lands will be resolved in consultation with the relevant authorities during the course of the project. There will therefore be no residual impacts on the archaeological resource. A beneficial residual impact will be the increased knowledge of the archaeology of this part of Dublin City.

A beneficial residual impact will be the increased knowledge of the archaeology of this part of Dublin City.

Operational Stage

There will be no residual impact on the archaeological heritage during the operational stage of the development.

Worst Case Impact

There is no worst case residual impact on the site.

20.2.12.2 Proposed Development – Site 3, 4 & 5**Construction Stage**

Following the implementation of an approved programme of mitigation, any impact on archaeological soils, finds or features identified within Site 3, Site 4 or Site 5 will be resolved in consultation with the relevant authorities during the course of the project. There will therefore be negligible residual impacts on the archaeological resource.

A beneficial residual impact will be the increased knowledge of the archaeology of this part of Dublin City.

Operational Stage

There will be no residual impact on the archaeological heritage during the operational stage of the development.

Worst Case Impact

There is no worst case residual impact on the site.

20.2.13 Risk Management (Major Accidents & Disasters) (Chapter 17)

The risk of a major accident and / or disaster during the construction phase of the 'Masterplan' and the Proposed Development is considered **low**.

The risk of a major accident and / or disaster during the operational phase of the 'Masterplan' and the Proposed Development is considered **medium**.



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