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The Secretary,
An Bord Pleanála,
64 Marlborough Street,
Dublin 1

20 July 2022

Our Ref. 20035

RE: FIRST PARTY APPEAL AGAINST CONDITION

PLANNING APPLICATION FOR THE PROVISION OF A MIXED-USE SCHEME IN A SINGLE BUILDING RANGING FROM 2 – 6 STOREYS OVER SINGLE STOREY BASEMENT COMPRISING OFFICE SPACE (C. 5,753 SQ.M), 3NO. CAFES / RESTAURANTS, DELIVERY HUB AND A NEW PUBLIC PLAZA, GENERALLY BOUND BY HENRY STREET TO THE SOUTH, MOORE STREET TO THE WEST AND HENRY PLACE TO THE NORTH AND EAST. (DUBLIN CENTRAL – SITE 5)

DUBLIN CITY COUNCIL REG. REF: 2863/21

DATE OF DECISION: 23 JUNE 2022

Dear Sir / Madam,

We, Stephen Little & Associates Chartered Town Planners & Development Consultants, 26 / 27 Upper Pembroke Street, Dublin 2, D02 X361 submit this First Party Appeal to An Bord Pleanála. It is made on behalf of the Applicant / Appellant, Dublin Central GP Limited, Riverside One, Sir John Rogerson's Quay, Docklands, Dublin 2, D02 X576.

Dublin City Council issued a decision, dated 23 June 2022, to grant permission for development as generally identified above, at Dublin Central – Site 5, Dublin 1.

This First Party appeal seeks an amendment to Condition 5 (duration of the permission) by the Board, pursuant to Section 139(1)(b) of the Planning & Development Act 2000 (as amended) concerning appeals against conditions.

The statutory appeal fee is enclosed in the form of a cheque for €3,000.00 made payable to An Bord Pleanála.

2no. copies of the following material are enclosed in support of this First Party Appeal: -

1. Copy of DCC Notification of Decision to Grant Permission, dated 23 June 2022.
2. First Party Appeal Report, prepared by Stephen Little & Associates Chartered Town Planners & Development Consultants.
3. Supplementary Programme Statement, prepared by Certo Management Services.
4. Supporting Letter from Transport Infrastructure Ireland, dated 20 July 2022.

We trust that everything is in order and would ask that all future correspondence in relation to this planning appeal be directed to this office.

Yours faithfully,

Michael O'Sullivan
Senior Planner

STEPHEN LITTLE & ASSOCIATES

AN BORD PLEANÁLA

LDG- 055413 - 22

ABP- _____

20 JUL 2022

Fee: € 3000 chg

Time: _____ By: COPIED

1 INTRODUCTION

We, Stephen Little & Associates Chartered Town Planners & Development Consultants, 26 / 27 Upper Pembroke Street, Dublin 2, are instructed by our Client (the Applicant / Appellant), Dublin Central GP Limited, Riverside One, Sir John Rogerson's Quay, Docklands Dublin 2, D02 X576, to make this First Party Appeal Planning.

Dublin City Council (DCC) issued a decision, dated 23 June 2022, to grant permission for the development of a mixed-use scheme in a single building ranging from 2 – 6 storeys over single storey basement comprising office space (c. 5,753 sq.m), 3no. café / restaurant units, a delivery hub and a new public plaza, generally bound by Henry Street to the south, Moore Street to the west and Henry Place to the north and east.

Condition 5 of this permission imposes a 7 (seven) year duration of the permission, notwithstanding that the application submitted on 1 June 2021 had sought a period of 15 (fifteen) years.

This First Party appeal seeks an amendment to Condition 5 by the Board, pursuant to Section 139(1)(b) of the Planning & Development Act 2000 (as amended) concerning appeals against conditions, to secure a 15 (fifteen) year permission.

The Applicant, otherwise, warmly welcomes the positive decision of DCC to grant permission in this case. The support of the Planning Authority for this project is acknowledged, having been secured on foot of extensive consultation and an iterative design approach at pre-planning and further information stages.

Having regard to Section 37(1)(d) of the Planning & Development Act 2000 (as amended), an appeal against the decision of the Planning Authority can be made on or before 5.30pm on the **20 July 2022**.

We confirm that in preparing this appeal, we have reviewed the Council's public planning file (DCC Reg. Ref. 2863/21), including the available technical reports that gave rise to the conditional decision in this particular case.

We acknowledge that a Third Party Appeal has been made against the grant of permission for Site 5 (DCC Reg. Ref. 2863/21 refers) also under ABP Ref. ABP-313947-22. A response to this Third Party Appeal will be submitted to An Bord Pleanála under separate cover.

1.1 Appeal Fee

We attach herewith a cheque in the sum of €3,000.00 made payable to An Bord Pleanála, so as to ensure that this appeal is validly received.

2 THE PROPOSED DEVELOPMENT

2.1 Brief Description of Proposed Development at Application Stage (1 June 2021)

The proposed development at Site 5 comprises a mixed-use scheme which ranges in height from two to six storeys (top floor set back) over new single storey localised basement incorporating café / restaurant and office uses.

The development is set out as follows: -

- 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 3 no. terraces at 2nd, 3rd and 5th floor respectively (c. 401 sq. m in total) addressing Moore Street and 3no. licenced restaurant / café units with takeaway / collection facility at ground floor (Unit 1 on Moore Lane & O’Rahilly Parade – 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.
 - A surface water drainage pipe will be laid between Site 5 and existing services in Parnell Street and will be laid in O’Rahilly Parade and Moore Street.

2.2 Summary of Amendment to the Proposed Development at Further Information Stage (9 November 2021)

In addressing Items 1 – 6 of the DCC Request for Further Information, design amendments were made to the proposed development included: -

- Minor adjustments to the window arrangements of Nos. 22 – 25 Moore Street.
- Additional indicative detail of café / restaurant units fit out to demonstrate the ability to accommodate bicycle storage.

For the avoidance of doubt, no changes were required to the water services (foul, surface water and water supply) or landscaping arising from the request for Further Information.

2.3 Summary of Amendments to the Proposed Development at Clarification of Further Information Stage (29 April 2022)

No amendments were made to the proposed development at Clarification of Further Information Stage.

3 GROUNDS OF APPEAL

This planning appeal argues for an amendment of Condition 5 of DCC Reg. Ref. 2863/21 decision to grant conditional permission, dated 23 June 2022.

For convenience, Condition 5 states: -

“5. The duration of the permission shall be seven years.

Reason: To ensure the timely development of the site.”

The condition is informed by the following assessment, contained in the DCC Planner’s Report: -

“While the complex nature of the redevelopment of a large scale inner city block is fully recognised by the Planning Authority, the provision of the 15 year planning consent is not considered to be acceptable and cannot be supported. In particular the site to be demolished, at the commencement of the construction programme, the site could potentially be vacant for up to 11 years. This timeframe is significantly in excess of what is usually considered appropriate and it is considered that the assessed baseline, which has been assessed as part of the submitted EIAR would likely have changes significantly in the intervening years, hence the rationale for the intended exclusion of such projects from the Extension of Duration process.”

3.1 Construction Strategy

The proposed development (Site 5) forms part of a much larger, very significant regeneration and development project planned for an area comprising almost three entire urban blocks located between O’Connell Street Upper, Parnell Street, Moore Street and Henry Street (hereafter referred to as Dublin Central). The project area is in critical need of regeneration and has been since this issue was formally identified by Dublin City Council in 1997 (almost 26 years ago) in the preparation of the O’Connell Street Integrated Area Plan.

Planning applications for Site 5 (DCC Reg. Ref. 2863/21 – Subject of this First Party Appeal), Site 4 (DCC Reg. Ref. 2862/21 – currently subject to First and Third Party Appeals – ABP Ref. ABP-312603-22) and Site 3 (DCC Reg. Ref. 2861/21 – currently subject to First and Third Party Appeals – ABP Ref. ABP-312642-22) were made concurrently to DCC. Together, Sites 3, 4 & 5 will broadly see the regeneration of the eastern side of Moore Street as far as Moore Lane and Henry Place to the east, O’ Rahilly Parade to the north and Henry Street to the south.

Whilst this planning application relates to Site 5, a Masterplan for the entire Dublin Central was prepared to provide the Planning Authority and the public generally with an indication of the wider proposals for the area (the Masterplan). As such, while separate planning applications were made for individual sites within the Masterplan there is an obvious relationship between the sites, in particular from a construction management perspective, which necessitates the request for a 15 (fifteen) year duration for the permission.

We consider, respectfully, that DCC has not given any weight to the complex inter-relationship of the construction management between the various development sites within Dublin Central, to deliver such a large city centre regeneration project. Particularly in relation to Site 5, demolition on site will take place early on and allow the site to provide essential vehicular access and construction compound for the construction and completion of Site 2, including the MetroLink Enabling Works (MEW), Site 3 and Site 4, leading to a delay in its construction.

The following sections will set out the constraints associated with the construction of Site 5 in the context of its relationship with the other sites in the wider Masterplan.

3.2 Relationship between Site 5 and Wider Masterplan

In broad terms, 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.

While Site 5 is a standalone project the overlap to cater for the predicted construction timelines of Site 2, Site 3 and Site 4 are significant. The Site 2 planning application will include the MEW to facilitate the development of the O'Connell Street MetroLink Station. Site 2 including the MEW will be subject to a separate planning application by the Applicant to Dublin City Council in Q3 2022. There is significant overlap between Site 5 and MetroLink station construction, which itself will be subject to a Railway Order by Transport Infrastructure Ireland (TII).

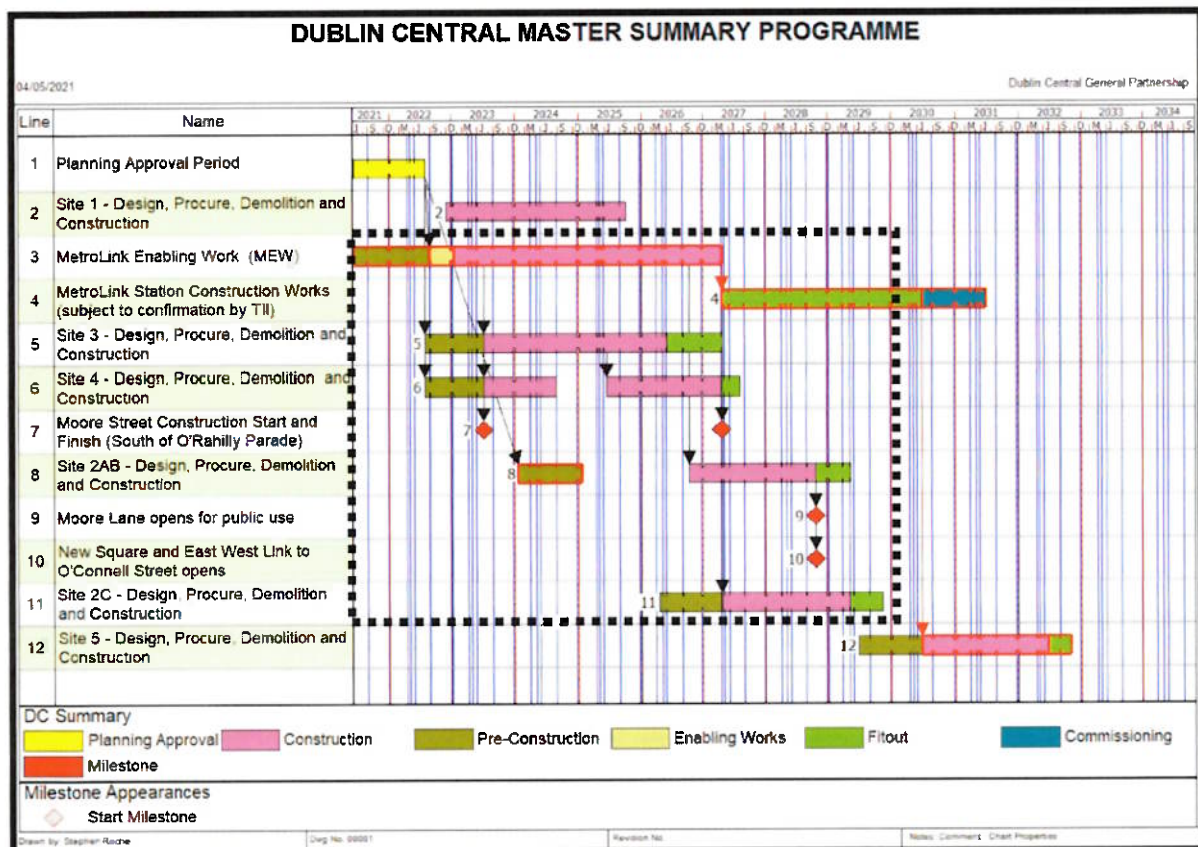


Figure 1: Dublin Central Masterplan Summary Programme – Relationship in terms of Site 5 and the development of Site 2, Site 3 and Site 4 highlighted (black dashed line – SLA Overlay).

In order to assist TII with the construction of the MetroLink station as well as construction of Sites 2, the construction of the building proposed in Site 5 is not expected to commence until Q4 2029 – Q2 2030. We refer the Board to the letter of support received from TII enclosed with this First Party Appeal. The letter confirms the use of Site 5 to access the station box as part of the upcoming Railway Order application for the MetroLink Project during its construction and fit out and is fully supportive of the duration of permission sought (15 years).

3.3 Considerations to be Borne in Mind in Determining Appropriate Planning Duration

3.3.1 Phasing

Please refer to the Construction Stage Sequencing set out in the Masterplan Outline Construction & Demolition Management Plan, prepared by Waterman Moylan Consulting Engineers which accompanied the planning application. The Report, which highlights the interdependencies between each of the project phases, illustrates why a multi-phase project of this nature requires additional time to complete.

3.3.2 Sequencing

We refer the Board to the Masterplan Outline Construction Management & Demolition Plan, prepared by Waterman Moylan Consulting Engineers that accompanied the planning application, which illustrates the construction stage sequencing from Site 3 moving north. Under Stage 2, Site 5 will be used for temporary vehicle access and compounds for construction of Site 2 (including the MEW), Site 3 and Site 4. Construction of the proposed structures on site is due to commence at Stage 14 (Q4 2029 – Q2 2030).

Should there be any delay in progress of Site 2 (including the MEW), Site 3 and Site 4, Site 5 must continue to remain as vehicle access and compound until such time that construction works move further north through the Masterplan.

3.3.3 MetroLink Enabling Works

The forthcoming application for Site 2 will provide the MEW, which are anticipated to run in parallel to the construction programme of Site 3 and Site 4. As such, Site 3 and Site 4 are inextricably linked to the construction programme of Site 2. Any delays to the construction of the MEW, e.g. a delay in achieving an enforceable Railway Order, would have a knock on impact on the delivery of Site 5 on the basis that it would be required to act as a compound for longer than anticipated.

We refer the Board to the Supplemental Programme Statement, prepared by Certo Management Services, which sets out additional modelling of predicted timelines which supports the conviction that 15 years is the only appropriate period be allowed for the construction of Site 5, when the above constraints are considered (Monte Carlo simulations – construction industry standard approach). Note: The Statement should be read in conjunction with the Programme Report, prepared by Certo Management Services contained in Appendix A of the Masterplan Outline Construction Management & Demolition Plan, prepared by Waterman Moylan Consulting Engineers.

We refer the Board to the letter of support received from TII enclosed with this First Party Appeal. The letter confirms the use of Site 5 to access the station box as part of the upcoming Railway Order application for the MetroLink Project during its construction and fit out and is fully supportive of the duration of permission sought (15 years).

3.3.4 Protected Structures & Ministerial Consent

There are a number of Protected Structures within the Masterplan which will need to be carefully managed as part of the construction process. In addition, Site 3 and Site 4 have included for the integration and conservation of existing non-protected historic building fabric.

Particular detailed consideration has been given to Nos. 14 – 17 Moore Street (a National Monument). Ministerial Consent will be required for any works being carried out in proximity to the National Monument prior to commencement on site.

For avoidance of doubt, there are no Protected Structures or existing non-protected historic building fabric within Site 5.

3.4 Changes to Planning Legislation

This is a complex development, involving the conservation and adaptive reuse of historic structures and the redevelopment of a city block of scale, at the junction of two of the busiest shopping streets in Dublin city centre.

Although Site 5 is capable of being developed independently, without reliance on final wider road and public realm works, it is also expected to become a seamlessly integrated part of the Dublin Central Masterplan.

Section 42 of the Planning and Development Act 2000 was amended by Statutory Instrument No. 456 of 2021 and came into effect on 9 September 2021. Resulting from these changes the basis for extension on commercial, economic or technical grounds have been removed¹. Additionally planning permission cannot be extended unless substantial works are completed and the balance of the remaining works would not give rise to the requirement for Environmental Impact Assessment (EIA) / Appropriate Assessment (AA).

Therefore, an Extension of Duration (EoD) is only available for Site 5 where substantial works are carried out and EIA / AA considerations do not arise within the passage of time. Construction of the permitted proposed building and associated works are not intended to commence on Site 5 until Site 2 (including the MEW), Site 3 and Site 4 are complete. The demolition works will be carried out initially so that Site 5 used as a temporary compound (as described above).

As noted above, there is now no mechanism for an EoD of a permission should an EIA or an AA be required *"in relation to the proposed extension concerned"*. Section 42(8) of the Planning and Development Act 2000 (as amended) states that: -

*"A planning authority **shall not extend the appropriate period** under this section in relation to a permission if an **environmental impact assessment** or an **appropriate assessment would be required** in relation to the proposed extension concerned."*

[SLA emphasis in bold font]

As noted above, this Section of the Planning and Development Act 2000 (as amended) came into effect on 9 September 2021. That was some 3 months after the planning application was lodged. As such, at the time of making the decision in respect of this application, the legislative basis for seeking the period of 15 years was in place.

The current position is that the life of the planning permission for Site 5 cannot be extended unless substantial works are completed and the balance of the remaining works would not give rise to the requirement for EIA or AA. Given the nature and scale of Site 5 within the overall context of the Masterplan, screening out the need for EIA where substantial works may be completed, while not insurmountable, is by no means certain. This presents an intolerable risk for the Applicant given the complexity of what is the regeneration of an significant city centre site.

It was prudent to make the Site 5 application now in order to demonstrate how the Site 5 proposals fits in with the overall redevelopment of Dublin Central. Whilst it is not expected that a 15 year construction period will be required, demolition of Site 5 will be needed early on to accommodate construction access to the Masterplan area. Therefore the permission will be commenced early on, but actual construction of the proposed building and associated works will not commence until the other Sites are completed. As such, some reasonable flexibility on the duration of the life of the Site 5 permission is sought, beyond the more typical 5 year permission period. In creating a workable and safe construction strategy across the Dublin Central Masterplan it is considered prudent to seek and grant a 15 year permission for Site 5. This would ensure that there is sufficient buffer to absorb potential risks arising from the development of such a complex site, by way of separate concurrent permissions.

¹ Planning & Development Act 2000 (as amended) – Deleted (9.09.2021) by European Union (Planning) (Habitats, Birds and Environmental Impact) Regulations 2021 (S.I. No. 456 of 2021), reg. 2(a)(ii), in effect as per reg. 1(2).

It should also be noted that where the entirety of Site 5 is not completed within the 7 year period, there is a risk that its completion requires permission to retain and complete the work. Retention permission cannot be sought for development requiring an EIA.

The limited 7 year life of the permission for this complex development adds significantly to uncertainty, cost and viability risk to the project, and thus to its prospects of being realised.

We note the commentary by the Planning Authority in relation to the baseline scenario assessed as part of the EIAR assessed with the planning application. The EU Directive 2011/92/EU as amended by Directive 2014/52/EU (EIA Directive) requires: -

"A description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the project as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge."

Each individual environmental factor of the EIAR prepared for Site 5 has included a section on the receiving environment against which the proposed development was assessed against.

The EIAR assessed the predicted impact of the entire Dublin Central Masterplan, the proposed development and relevant cumulative development in proximity to the site. As per the requirements of the EIA Directive, consideration was given to impacts arising during both the construction and demolition phase as well as operational stage. Furthermore, where relevant, the 'do-nothing' and 'worst case' scenarios were also considered. Mitigation measures have then been included to avoid, prevent or reduce impacts where relevant.

It is respectfully submitted that the EIAR has fully considered the full implications of a 15 year duration as part of the overall assessment of the Dublin Central Masterplan.

4 CONCLUSION

We welcome the Planning Authority's support for the development of Site 5 as proposed under DCC Reg. Ref. 2863/21, and the related regeneration of a significant portion of Henry Street and Moore Street. This seeks to strike a reasonable balance between preserving the environment, including the historic environment, and the need to achieve balanced economic and social development.

We are contesting only the Planning Authority's imposition of Condition 5 which limits the life of the permission to a 7 year period, notwithstanding strong justification for the Applicant's request for a 15 year permission to be granted.

We are of the professional opinion that: -

- The proposed development (Site 5) forms part of a much larger, very significant regeneration and development project planned for an area comprising almost three entire urban blocks located between O'Connell Street Upper, Parnell Street, Moore Street and Henry Street. This presents unique logistical challenges, given the city centre context, which set it apart from typical construction projects.
- Site 5 is required to be used as a construction compound for on-going site works to facilitate the construction of Site 2 (including the MEW), Site 3 and Site 4. Construction of the permitted proposed building and associated works are not intended to commence on Site 5 until Site 2 (including the MEW), Site 3 and Site 4 are complete. The demolition works will be carried out initially so that Site 5 can be used as a temporary compound (as described above). The complex inter-relationships of the construction management between various sites within Dublin Central to deliver such a large city centre regeneration project has not been given sufficient weighting in the overall assessment of the appropriate planning permission period.
- The relationship between the construction programme of Site 5 is unavoidably linked to the construction programme of Site 2 (including the MEW), Site 3 and Site 4. The concurrent construction of Site 3, Site 4 and the works associated with Site 2 (including the MEW) requires some contingency period for slippage or unforeseen circumstances to arise within the construction programme. As such, any delays to the implementation of these has knock-on construction programme related impacts for Site 5 as it is required as vehicle access and a compound.
- While Dublin Central will deliver the MEW, many of the risk factors that could impact its delivery are out of the control of Dublin Central (e.g. a delay to getting an enforceable Railway Order).
- There have been changes to planning legislation relating to EoD. The grounds for extension on commercial, economic or technical grounds have been removed. Therefore, an EoD is only available for Site 5 where substantial works are carried out. There is no longer a mechanism to extend the duration of a permission where an EIA or AA is required for the extension required. There is a real risk that a fresh planning application would be required if the development is not completed within 7 years and, worse, that a fresh application would be made in year 5 of that period, in order to manage the risk that a fresh permission might be delayed.
- Failure to complete the permitted development within a tight 7 year period would bring unnecessary and highly concerning risk to the completion of the development. Retention permission cannot be sought for unauthorised development that requires an EIA.

We trust that the enclosed material provides sufficient grounds for the Board to amend Condition 5 of the decision to grant permission for this development proposal for a 15 year permission.

STEPHEN LITTLE & ASSOCIATES

20 July 2022

ENCL/: -

- Statutory Appeal Fee (cheque to sum of €3,000.00).
- Copy of DCC Notification of Decision to Grant Permission, dated 23 June 2022.
- Supplementary Programme Statement, prepared by Certo Management Services.
- Supporting letter from Transport Infrastructure Ireland, dated 20 July 2022.



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

An Roinn Pleanála & Forbairt Maoine

Bloc 4, Urlár 3, Oifigi na Cathrach, An Ché Adhmaid, Baile Átha Cliath 8.

Planning & Property Development Department

Dublin City Council, Block 4, Floor 3, Civic Offices, Wood Quay, Dublin 8.

t. (01) 222 2288

e. planning@dublincity.ie

28-Jun-2022



Stephen Little & Associates
26/27 Upper Pembroke Street
Dublin 2, D02X361

Application No.	2863/21
Registration Date	29-Apr-2022
Decision Date	23-Jun-2022
Decision Order No	P3687
Location	22-25 Moore Street, 13 Moore Lane, 14-15 Moore Lane, Dublin 1
Proposal	<p>PROTECTED STRUCTURE: Dublin Central GP Limited intends to apply for Permission for a period of 15 years at a site, 'Dublin Central - Site 5' (c. 0.18 Ha) at No. 22 - 25 Moore Street, 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), Dublin 1 and otherwise generally bounded by O'Rahilly Parade to the north, by Moore Lane to the east, by No. 21 Moore Street and No. 12 Moore Lane to the south and by Moore Street to the west. 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</p>

Comhairle Cathrach, An Ché Adhmaid, Bhaile Átha Cliath 8, Éire
Head Office, Civic Offices, Wood Quay, Dublin 8, Ireland

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Dublin City Council

An Roinn Pleanála & Forbairt Maóine

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Planning & Property Development Department,

Dublin City Council, Block 4, Floor 3, Civic Offices, Wood Quay, Dublin 8.

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Applicant
Application Type

O'Rahilly Parade to connect with existing drainage network on Parnell Street via Moore Street. The application site is outside the O'Connell Street Architectural Conservation Area. An Environmental Impact Assessment Report (EIAR) accompanies this application.
Dublin Central GP Limited
Permission

- If you have any queries regarding this Decision, please contact the number or email shown above

IMPORTANT NOTE:

Please be advised that a compliance submission(s) can only be submitted in pdf format and by e- mail to compliances@dublincity.ie

NOTIFICATION OF DECISION TO GRANT PERMISSION

In pursuance of its functions under the Planning & Development Acts 2000 (as amended) Dublin City Council, being the Planning Authority for the City of Dublin has by order dated 23-Jun-2022 decided to **GRANT PERMISSION** for the development described above, subject to the following condition(s).

CONDITION(S) AND REASON(S) FOR CONDITION(S)

1. Insofar as the Planning & Development Act 2000 (as amended) and the Regulations made thereunder are concerned the development shall be carried out in accordance with the plans, particulars and specifications lodged with the application, as amended by the Further Information received on 20th October 2021, and as amended by the Article 35 request received on the 9th November 2021, and Clarification of the Article 35 Significant Information request received on the 29th April 2022 as may be required by the conditions attached hereto. For the avoidance of doubt, this permission shall not be construed as approving any development shown on the plans, particulars and specifications, the nature and extent of which has not been adequately stated in the statutory public notices.

Reason: To comply with permission regulations.

2. A development contribution in the sum of €433,513.96 shall be paid to the Planning Authority as a contribution towards expenditure that was and/ or is proposed to be incurred by the Planning Authority in respect of public infrastructure

Planning, Oifigi na Cathrach, 4th Ché Adhmaid, Baile Átha Cliath 8, Bre
Head Office, Civic Offices, Wood Quay, Dublin 8, Ireland

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and facilities benefitting development in the administrative area of the Authority in accordance with Dublin City Council's Section 48 Development Contribution Scheme. The contribution is payable on commencement of development. If prior to commencement of development an indexation increase is applied to the current Development Contribution Scheme or if a new Section 48 Development Contribution Scheme is made by the City Council the amount of the contribution payable will be adjusted accordingly.

Phased payment of the contribution will be considered only with the agreement of Dublin City Council Planning Department. Applicants are advised that any phasing agreement must be finalised and signed prior to the commencement of development.

Reason: It is considered reasonable that the payment of a development contribution should be made in respect of the public infrastructure and facilities benefitting development in the administrative area of the Local Authority.

3. A development contribution in the sum of €158,308.00 shall be paid to the Planning Authority in respect of the LUAS Cross City Scheme. This contribution shall be paid prior to the commencement of development or in such a manner as may otherwise be agreed in writing with the Planning Authority.

The amount due is payable on commencement of development. Phased payment of the contribution will be considered only with the agreement of Dublin City Council Planning Department. Applicants are advised that any phasing agreement must be finalised and signed prior to the commencement of development.

Reason: It is considered reasonable that the payment of a development contribution in respect of the public infrastructure and facilities benefitting development in the Luas Cross City area as provided for on the Supplementary Development Contribution Scheme made for the area of the proposed under Section 49 of the Planning & Development Act 2000 (as amended).

4. Prior to the commencement of development, the developer shall lodge with the planning authority a cash deposit or a bond of an insurance company/bank .

(a) to secure the satisfactory maintenance, completion and any reinstatement of services/infrastructure currently in the charge of Dublin City Council, including roads, open spaces, car parking spaces, public lighting, sewers and drains.

or

(b) to secure the satisfactory completion of services until taking in charge by a Management Company or by the Local Authority of roads, footpaths, open spaces, street lighting, sewers and drains to the standard required by Dublin City Council.

Oifig na Cathrach, An Ché Adhmaid, Bhaile Átha Cliath 8. First
Floor, Civic Offices, Wood Quay, Dublin 8, Ireland



Comhairle Cathair
Baile Átha Cliath
Dublin City Council

An Roinn Pleanála & Forbairt Maoine

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The form and amount of the security shall be as agreed between the planning authority and the developer, coupled with an agreement empowering the planning authority to apply such security or part thereof.

In the event that land to be used as open space is taken in charge, the title of any such land must be transferred to Dublin City Council at the time of taking in charge.

Reason: To achieve a satisfactory completion of the development.

5. The duration of the permission shall be seven years.

Reason: To ensure the timely development of the site.

6. Prior to commencement of development the following details, including revised plans, drawings and specifications, shall be submitted to the planning authority and written agreement obtained:

a) Details, including revised drawings, showing a higher quality design response at the elevation to O'Rahilly Parade, with a revised frontage which reflects the historical importance of the street, using a higher quality of materials and appropriately sized openings to the commercial uses and a high quality of the finish to entrances to the ancillary spaces, including the ESB substation/switch room.

b) The internal layout at ground floor level shall be reconfigured to provide an entrance to café/restaurant 2 from O'Rahilly Parade.

c) The frontage to O'Rahilly Parade occupied by the refuse store shall be reduced and the layout reconfigured as required to provide for this.

d) Full details of the design of all shopfronts on the site, to include the extent of all openings to the street and the new public space, shall be submitted for agreement. This shall include details of the type of glazing to the units fronting the new public space. The shopfront to Moore Street shall be designed to preserve the scale and grain of the street, all openings to the street shall be clearly shown and the materials used shall be in keeping with the National Monument at Nos. 14-17.

e) The black-painted glass on the south elevation (public square) of the new office building shall be omitted.

f) Signage to the shopfronts shall consist of individual lettering mounted or hand painted on the fascia, with the lettering to be of a high quality material such as stainless steel, with a height not exceeding 0.4m and any illumination to consist of backlighting. Signage shall consist of the name of the premises and the street

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g) Details of a revised arrangement for the fenestration at the Moore Street elevation, to be in keeping with the fenestration along the urban block which includes Nos. 14-17 Moore Street.

Reason: In the interests of visual amenity, and to protect the architectural character, setting and integrity of the historic streets and buildings, including the Moore Street National Monument, in the vicinity of the site

7. Prior to commencement of development full details of the materials, colours and textures of all external finishes of the new build elements of the development and all surfaces within the site boundary shall be submitted to the planning authority and written agreement obtained. All materials shall be of a high quality and durable, shall be in keeping with the area and in particular with the retained structures on the site and the adjacent National Monument, and shall adhere to the principles of sustainability and energy efficiency.

Reason: In the interests of visual amenity

8. Prior to commencement of development the applicant shall submit for the written agreement of the planning authority final co-ordinated landscaping drawing of the new public space across Sites 4 and 5 to ensure the representation of the definition of Moore Lane, historic plots and boundaries where these have been removed, with particular emphasis on/respect for and representation of the historic and social significance of key locations and evacuation routes in relation to the 1916 Battlefield, and key items of external furniture such as seating/shading etc. and lighting that will have a significant impact on the presentation of the space.

Reason: To protect the character, architectural detail and integrity of the historic buildings, fabric and surfaces adjacent to the subject site

9. The developer shall submit the following details, and shall obtain the written agreement of the planning authority, prior to commencement of development including demolition works on the site:

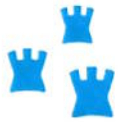
a) Details of the treatment of the boundary between the new public space and the adjoining site to the south (i.e. Site 4) in the interim period between completion of development on the two sites.

b) An updated Management Scheme, which shall provide adequate measures for the future maintenance and repair in a satisfactory manner of all communal areas including private and public spaces within the site, where not otherwise taken in

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charge by the Local Authority. The new public space between Moore Lane and No. 22 Moore Street shall be fully accessible to members of the public other than in exceptional circumstances and no gates shall be provided.

Reason: In the interests of orderly development in the context of the phased development of the site and adjoining sites.

10. The following shall apply in respect of the permitted café/restaurant units:

- i. All restaurants permitted on the site shall be seated restaurants and any takeaway or delivery element shall be ancillary.
- ii. Prior to occupation of the units details of the opening hours of the restaurants shall be submitted to the planning authority and written agreement obtained in relation to this.
- iii. Prior to operation of the units details of extraction and ventilation to the restaurants shall be submitted and written agreement obtained.

Reason: To protect the amenities of the area.

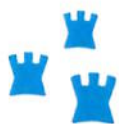
11. Any security shutters to the café/restaurant units shall be recessed behind the glazing and factory finished in a single colour to match the colour scheme of the building prior to installation. Shutters shall be of the open lattice type, and shall not be painted on site, left unpainted or used for any form of advertising.

Reason: In the interests of visual amenity.

12. Notwithstanding the provisions of the Planning & Development Regulations 2001 (as amended), no advertisement signs (including any signs installed to be visible through the windows); advertisement structures, banners, canopies, flags, or other projecting element shall be displayed or erected on the building or within the curtilage, or attached to the glazing without the prior grant of planning permission.

Reason: In the interests of visual amenity.

13. All new street and development names shall reflect local history, heritage or cultural associations. The planning authority will approve the naming in order to avoid confusion with similar names in other locations. Developers shall agree a scheme's name, which shall be in both the Irish and the English language, with the planning authority prior to commencement of development, and the name selected shall be installed on site. The developer shall submit a minimum of 2 names and



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include details of the criteria (including consultation with An Post) used to select the names as well as confirmation that due diligence was undertaken to ensure there is no duplication with existing names in the city or bordering county areas (to ensure no confusion for emergency services). It is also advised that naming proposals are supported with a brief report by a suitably qualified heritage specialist (eg Archaeologist, Historian, Conservation Architect, Archivist.)

Reason: In the interests of orderly street naming and numbering; to enhance urban legibility, and to retain local place name associations.

14. During construction works the developer shall ensure the protection of the Moore Street Markets as far as is practicable and provide support and liaise with market traders and representatives where ongoing trading is no longer possible or construction works necessitate relocation of the market.

Reason: In the interests of orderly development.

15. The developer shall comply with the following conservation requirements of the Planning Authority:

a) A conservation expert with proven and appropriate expertise shall be employed to design, manage, monitor and implement the works in the vicinity of the Protected Structures and National Monument, to the other historic buildings of interest and to ensure adequate protection of the retained historic fabric during the works. In this regard, all permitted works shall be designed to cause minimum interference to the retained building and facades structure and/or fabric.

b) All works in the vicinity of the protected structures/National Monument and historic buildings of interests shall be carried out in accordance with best conservation practice and the Architectural Heritage Protection Guidelines for Planning Authorities (2011) and Advice Series issued by the Department of the Environment, Heritage and Local Government. Any repair works shall retain the maximum amount of surviving historic fabric in situ. Items to be removed for repair off-site shall be recorded prior to removal, catalogued and numbered to allow for authentic re-instatement.

c) All existing original features, in the vicinity of the works shall be protected during the course of the refurbishment works.

d) All repair of original fabric shall be scheduled and carried out by appropriately experienced conservators of historic fabric.

e) The following methodologies/documents, evaluations, revisions and architectural details shall be submitted for the written agreement of the Planning Authority prior to the commencement of development:

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i. In relation to historic remnants of external surface finishes (landscaping), a record baseline survey drawing at an appropriate scale (such that the relevant information is legible) to be prepared to record all of the information relating to historic surface materials discovered by the executed GPR survey, and all of the visible historic fabric noted in photographic format by Courtney Deery.

ii. In particular, this shall include the historic kerbs at the rear of No. 25 Moore Street which reflect historic entrances to the buildings on Moore Lane, and visible historic cobbles on O'Rahilly Parade and Moore Lane which ideally should be retained in their original locations to reflect the architectural character and legibility of this special place, and the laneways that have survived since they were laid out in the 18th century.

iii. A record drawn and photographic survey of the historic boundary wall between Nos. 23 and 24 Moore Street and a methodology for the salvage and cleaning of the historic fabric, and confirmation of where the salvaged materials will be reused, preferably within repairs to existing buildings or in the landscaping scheme where appropriate within the masterplan site (if possible).

iv. A detailed method statement for the careful demolition adjacent to No. 21 Moore Street, to avoid unnecessary damage to the building.

Reason: To protect the architectural character and setting of the protected structures/national monument adjacent to and in the vicinity of the proposed development, and to protect the character, architectural detail and integrity of the historic buildings, fabric and surfaces adjacent to the subject site.

16. The developer shall comply with the following requirements of the Department of Housing, Local Government and Heritage:

a) Moore Street National Monument

i. Prior to commencement of development the developer shall agree in writing with the Office of Public Works and the Department of Housing, Local Government and Heritage arrangements to ensure that no damage occurs to the national monument constituted by Nos. 14 to 17 Moore Street. A copy of that agreement shall be provided to the Planning Authority in advance of commencement of development.

ii. In recognition of the significance of the Moore Street National Monument, its setting and the historic street pattern the Project Archaeologist will monitor and maintain the temporary exclusion zones around the monument and in other areas of significance. The extent of such exclusion zones will be agreed with the Planning Authority and with the Department of Housing, Local Government and Heritage in advance of the commencement of any development works.

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b) Archaeological mitigation project

i. The applicants shall employ the services of a suitably qualified archaeologist (i.e. the Project Archaeologist) to co-ordinate with the applicant's conservation team and consultants and to liaise with the Planning Authority and the Department of Housing, Local Government and Heritage throughout the course of the development.

Archaeological excavation is the preferred mitigation strategy for Site 5. Excavation must be preceded by archaeological monitoring of demolition and a phase of testing to establish the nature and extent of archaeological deposits surviving at Site 5. The archaeological testing will inform the mitigation strategy to be implemented by the Project Archaeologist for the Dublin Central Masterplan and for Site 5

ii. The applicants and the Project Archaeologist shall ensure the implementation of archaeological mitigation actions as set out in the EIAR and associated documents accompanying the application at the appropriate locations and at the appropriate time.

iii. The Project Archaeologist shall provide a schedule of works and the proposed archaeological mitigation methods to be agreed with the Planning Authority and the Department. A record of such schedules shall be maintained so as to take account of any adjustments resulting from design revisions and demolition and construction schedules.

iv. The Project Archaeologist shall oversee the proposed archaeological mitigation for Site 5 and shall ensure integration of each element or phase of that mitigation with regard to proposed or future phases of archaeological mitigation for archaeological impacts (to include shared impacts or cumulative impacts and likely impacts for Sites 4 and 5).

v. The Project Archaeologist shall inform the Planning Authority, the Department and the Office of Public Works in advance of any site investigation works, demolition or construction works with regard to the nature of such works and seek approval for archaeological mitigation.

vi. The applicants shall ensure that all necessary permissions, consents and licences (statutory and non-statutory) as required under the National Monuments Acts 1930 to 2014 or arising from the ownership by the Minister for Housing, Heritage and Local Government of any lands are in place before carrying out any development, entering on any lands or causing any interference with such lands (including any structures on such lands).

c) Archaeological monitoring, testing and excavation

i. The applicants shall engage the services of a suitably qualified archaeologist

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(holding a licence under section 26 of the National monuments Act 1930, as amended) to carry out archaeological monitoring of site investigations works, demolition phases, site preparation and pre-construction testing, and any further archaeological excavation at the site as appropriate or otherwise required. No sub-surface work shall be undertaken in the absence of the archaeologist without his/her express consent.

ii. Where archaeological material is shown to be present, avoidance, preservation in situ, preservation by record (excavation) and/or monitoring may be required and the developer shall comply with the advice of the Department of Housing, Local Government and Heritage in that regard.

iii. The archaeologist shall provide regular progress reports and shall submit written reports on completed phases of work to the Planning Authority and to the Department.

iv. No site preparation or construction work shall be carried out until after the archaeologist's reports relating to archaeological testing and monitoring have been submitted and permission to proceed has been received in writing from the Planning Authority in consultation with the Department of Housing, Local Government and Heritage

d) Archaeological Excavation

i. No construction or site preparation work may be carried out on the site until all archaeological requirements of the City Archaeologist are complied with.

ii. The developer shall retain a Project Archaeologist to co-ordinate the applicant's archaeological team and to liaise with the Planning Authority.

iii. The developer shall retain a licensed archaeologist to carry out the archaeological requirements of the City Archaeologist.

iv. The developer's archaeologist shall undertake licensed archaeological monitoring of all site investigation, demolition, piling and sub-surface works associated with the development including the breaking and removal of any floor slabs, levelling of ground etc.

v. A phase of post demolition archaeological testing shall be carried out in order to inform the nature of archaeological excavation.

vi. An archaeological method statement for impact mitigation (including temporary and enabling works) shall be provided in advance to the City Archaeologist. The method statement shall contain a detailed archaeological and historical desktop study of the subject site, to include industrial heritage. A copy of the licence application to the National Monuments Service shall also be provided.

vii. No construction or site preparation work may be carried out on the site until all archaeological requirements of the City Archaeologist are complied with.

viii. Details of the proposed construction methodology, including the phasing of any archaeological excavation, and the location of site compound, shall be agreed with the City Archaeologist prior to the commencement of main contract.

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- ix. The City Archaeologist recommends that archaeological excavation, as described below, be carried out prior to the commencement of development.
- x. The subject site in its totality (as defined by Health and Safety regulations) is to be archaeologically excavated to the level of natural subsoil. All in situ features, including post medieval, must be fully recorded prior to removal by hand excavation (unless methodology otherwise agreed) in these areas.
- xi. The archaeologist shall provide the City Archaeologist with progress updates during the ongoing excavation on a bi-weekly basis or otherwise as agreed.
- xii. All piling is to be monitored by an archaeologist.
- xiii. Removal of the existing ground slab and all ground reduction to formation level is to be monitored by an archaeologist. If archaeological deposits are encountered above the formation of the new build these are to be archaeologically excavated.
- ix. In the event of in situ articulated human remains being located during the course of this work, the archaeologist retained by the developer shall immediately notify the City Archaeologist and the National Monuments Service. Should such archaeological features be of great significance their preservation in situ shall be required. This may negate, or curtail, aspects of the development.
- x. A finds-retrieval strategy shall be developed by the licensed archaeologist and submitted for agreement with The National Monuments Service and the City Archaeologist.
- xi. An environmental sampling and analysis strategy shall be developed by an environmental specialist in consultation with the licensed archaeologist with reference to best practice environmental standards. The strategy shall be submitted for agreement with the National Monuments Service and the City Archaeologist.
- xii. The developer shall fund the post-excavation work and sufficient resources allocated to ensure that correct archaeological procedures are adhered to.
- xiii. A written and digital report (on compact disc) containing the results of the archaeological excavation and post-excavation shall be submitted on completion to this office and to the National Monuments Service.
- xiv. Following submission of the Final Report to the City Archaeologist, the archaeological paper archive shall be compiled in accordance with the procedures detailed in the Dublin City Archaeological Archive Guidelines (2008 Dublin City Council) and lodged with the Dublin City Library and Archive, Pearse Street, Dublin or with another appropriate repository to be otherwise agreed with City Archaeologist within two years of excavation completion.

Reason: To ensure the continued preservation (either in situ or by record) of places, caves, sites, features or other objects of archaeological interest, and in the interest of preserving the special character and archaeological interest of the monument and preserving or preserving by record archaeological material likely to be damaged or destroyed in the course of development.

17. The developer shall comply with the requirements set out in the Codes of Practice from the Drainage Division, the Transportation Planning Division and the Noise & Air Pollution Section.

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Reason: To ensure a satisfactory standard of development.

18. The developer shall comply with the following Environmental Health requirement:

a) The updated Construction and Demolition Waste Management Plan shall be compliant with the 'Air Quality Monitoring and Noise Control Unit's Good Practice Guide for Construction and Demolition'.

Reason: In order to ensure a satisfactory standard of development.

19. The developer shall comply with the following requirements of the Transportation Planning Division:

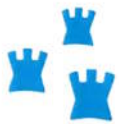
a) Prior to commencement of development, and on appointment of a contractor, a detailed Demolition and Construction Traffic Management Plans shall be submitted to and agreed in writing with the Planning Authority, with written approval from Transport Infrastructure Ireland (TII). This shall include:

i. details of intended demolition and construction practice for the development, construction phasing and programme, hours of working, noise and dust management measures, and off-site disposal of construction/demolition waste.

ii. details of arrangements for routes for all stages of demolition and construction traffic, the location of the compound for storage of plant and machinery and the location for storage of deliveries to the site for all stages.

iii. Works are proposed to be carried out in close proximity to Luas infrastructure. The applicant, developer or contractor will be required to apply for a works permit from the Luas Operator by virtue of the Light Railway (Regulation of Works) Bye-laws 2004 (S.I. number 101 of 2004) which regulates works occurring close to the Luas infrastructure in accordance with TII's 'Code of engineering practice for works on, near, or adjacent the Luas light rail system'. The developer shall be liable for all of TII's costs associated with the removal and reinstatement of Luas related building fixings and infrastructure. The permit application will require prior consultation, facilitated by the Luas operator, Transdev. Prior to commencement of development, a Construction Traffic Management Plan including access to services, shall be submitted for the written agreement of the planning authority subject to the written agreement of TII. The Construction Traffic Management Plan shall identify mitigation measures to protect operational Luas infrastructure.

The appointed contractor shall liaise with DCC Road Works Control Division during the demolition and construction period.



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b) Prior to the opening of the development, an updated Mobility Management Strategy shall be submitted to, and agreed in writing with, the planning authority for the subject site. This shall provide for incentives to encourage the use of public transport, cycling and walking. The plan shall also provide details of all public transport options and identify car club spaces, bike share and any other transport schemes outside of the development and in the vicinity of the site. The mobility strategy shall be prepared and implemented by the Management Company and operators for all units within the development.

c) Prior to commencement of the development, the developer shall contact the Environment and Transportation Department to agree in writing all works to the public road network including footpaths, vehicular entry treatments, loading/parking bays, public lighting, and any works to Moore Lane/Moore Street/O'Rahilly Parade. Materials proposed in public areas and areas to be taken in charge shall be in accordance with the document 'Construction Standards for Roads and Street Works in Dublin City Council'. All works shall be at the developer's expense.

d) Prior to the opening of the development and on appointment of the operators and Management Company for the development, an updated Service Strategy shall be submitted to, and agreed in writing with the Planning Authority. A services/facilities manager shall be appointed by the operators/management company to ensure implementation and co-ordination of all servicing and refuse deliveries and collections. Servicing access arrangements including during construction works should not have an adverse impact on Luas operation and safety.

A review of the Servicing Strategy shall be carried out within 12 months of the occupation of the proposed development and submitted to the Planning Authority for review. Any future changes and further reviews deemed necessary by the Planning Authority to the Servicing Strategy in the ongoing monitoring of the development, shall be agreed with and approved by the Planning Authority.

e) The proposed development is located in close proximity to the Luas line; the developer shall ensure there is no adverse impact on Luas operation and safety. The development shall comply with the 'Code of engineering practice for works on, near or adjacent the Luas light rail system' (available on <https://www.luas.ie/work-safety-permits.html>).

f) Cycle parking shall be secure, conveniently located and well lit. Cycle parking design shall allow both wheel and frame to be locked. Key/fob access shall be required to bicycle compounds/areas. Access to the long term bicycle parking shall be in accordance with the details submitted in the Mobility Management Plan and the Further Information response submitted on the 9th November 2021. Cycle parking shall be in situ prior to the occupation of the development.

g) No doors, save for emergency access or access to substations, shall open outwards across the public footpath/laneway.

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h) All costs incurred by Dublin City Council, including any repairs to the public road and services necessary as a result of the development, shall be at the expense of the developer.

i) The developer shall be obliged to comply with the requirements set out in the Code of Practice.

Reason: In the interests of orderly development and sustainable transportation.

20. The following requirements of the Engineering Department (Drainage Division) shall be complied with:

a) The developer shall comply with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0 (available from www.dublincity.ie Forms and Downloads).

b) Records of public surface water sewers are indicative and must be verified on site.

c) The development is to be drained on a completely separate system with surface water discharging to the public surface water system.

d) A connection from this development to the public surface water sewer network will only be granted when the developer has obtained the written permission of the Drainage Division and fulfilled all the planning requirements including the payment of any financial levies. All expense associated with carrying out the connection work are the responsibility of the developer. Developers are not permitted to connect to the public surface water network system without written permission from the Drainage Division. Any unauthorised connections shall be removed by the Drainage Division at the developer's expense. A licence will be required from the Drainage Division to allow the connection work to be carried out. Permission of the Roads Dept must also be obtained for any work in the public roadway.

e) Where pipelines are to be taken-in-charge by Dublin City Council, as-constructed drawings of all pipelines complete with CCTV surveys, to a standard specified by Drainage Division, must be submitted to Drainage Division for written sign-off. This must be submitted no later than the completion of each phase of the development works on site. Please refer to Section 5 of the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0.

f) To minimise the risk of basement flooding, all internal basement drainage must be lifted, via pumping, to a maximum depth of 1.5 metres below ground level before being discharged by gravity from the site to the public sewer.

g) Permanent discharge of groundwater to the drainage network is not permitted.

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h) Discharge of groundwater to the public drainage network may be permitted during construction subject to a trade effluent discharge license being obtained from Drainage Division Council as required by the Local Government (Water Pollution) Acts, 1977 and 1990.

i) All surface water discharge from this development must be attenuated to two litres per second.

j) The development shall incorporate Sustainable Drainage Systems in the management of surface water. The proposed green and blue roofs shall be implemented in full. Full details of the surface water management proposals shall be agreed in writing with Drainage Division prior to commencement of construction.

k) The outfall surface water manhole from this development must be constructed in accordance with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0.

l) All private drainage such as downpipes, gullies, manholes, armstrong junctions, etc. are to be located within the final site boundary. Private drains should not pass through property they do not serve.

Reason: In the interest of orderly and sustainable development.

21. The developer shall comply with the following:

a) Prior to the commencement of any works, a final and updated Construction and Demolition Waste Management Plan (based on the outline CDWMP prepared by Waterman Moylan Consulting Engineers Ltd dated May 2021) must be furnished to and approved by Dublin City Council having regard to Circular WPR 07/06 - Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects - published by the DECLG, July 2006.

b) In the event that hazardous soil, or historically deposited waste is encountered during the construction phase, the contractor must notify Dublin City Council and provide a Hazardous/Contaminated Soil Management Plan, to include estimated tonnages, description of location, any relevant mitigation, destination for disposal/treatment, in addition to information on the authorised waste collector(s).

c) Prior to the commencement of any storage of waste on-site, the applicant must consult with the Waste Regulation Unit of Dublin City Council.

d) Monthly reports regarding the management of the waste during works, must be forwarded electronically to the Waste Regulation Unit of Dublin City Council waste.regulation@dublincity.ie

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e) The works must comply with the following:

i. Waste Management Act 1996, as amended.

ii. Dublin City Council Waste Bye-Laws 2013 (Bye-Laws for the storage, presentation and collection of Household and Commercial waste) or any revision thereof.

iii. Eastern & Midlands Regional Waste Management Plan 2015-2021.

iv. Best Practice Guidelines on the Preparation of Waste Management Plans for the Construction and Demolition Projects – DECLG 2006.

v. Waste Management (Hazardous Waste) (Amendment) Regulations S.I. No 73/2000

vi. National Hazardous Waste Management Plan 2014-2020

vii. Article 27 of the European (Waste Directive) Regulations S.I. No 126 of 2011

viii. Any other relevant Waste Management related regulations

ix. Dublin City Development Plan (Current Version)

f) The requirements set out in the Bye-Laws for the Storage, Presentation and Collection of Household and Commercial Waste, 2013 or any revision thereof must be adhered to and, in particular, the requirement to segregate waste into separate fractions to facilitate the collection of dry recyclables, organic kitchen/garden waste and residual waste in line with Waste Management (Food Waste) Regulations 2009 (S.I. 508/2009), and the Waste Management (Food Waste) Amendment Regulations S.I. 190 of 2015, and the Eastern - Midlands Region Waste Management Plan 2015-2021.

g) The following are also requirements:

i. Receptacles that are designed for reuse, with the exception of in specific areas designated by a local authority as being only suitable for the collection of non-reusable receptacles such as bags, ideally of 1,100L capacity, must be used.

ii. Adequate storage space for a minimum of 1 No. 1,100 Litre receptacle.

iii. Sufficient space must be provided to accommodate the separate collection of dry recyclables and organic food/garden waste.

iv. Adequate space and height for a standard Refuse Collection Vehicle (RCV) to access site.

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v. Sufficient access and egress must be provided to enable receptacles to be moved easily from the storage area to an appropriate collection point on the public street nearby.

vi. Receptacle storage areas must not be visible from or on a public street.

vii. The receptacle storage areas should be designed so that each receptacle within the storage area is accessible to occupants/employees of the development (including people with disabilities)

viii. Suitable wastewater drainage points should be installed in the receptacle storage area for cleaning and disinfecting purposes

ix. Waste storage areas should not present any safety risks to users and should be well-lit

x. Adequate ventilation of waste storage areas so as to minimise odours and potential nuisance from vermin/flies

Reason: In order to ensure a satisfactory standard of development

22. Development shall not commence until full details and specifications of the public lighting system necessary to serve the development and access thereto have been submitted to and agreed in writing by the Planning Authority. For the avoidance of doubt, the proposed lighting system shall comply with the requirements set out in the General Specification for Public Lighting Design and Installation in Housing, Industrial and Commercial Developments (copies available from the Public Lighting Services Division). The proposed lighting system shall, if necessary, provide for the attachment of lanterns and fixtures to buildings in the development.

The agreed lighting system shall be fully implemented prior to the first occupation of the development, or if the Planning Permission relates to a phased development, prior to the first occupation of each phase.

Reason: In the interests of a properly planned and serviced development, and in the interests of public safety and convenience.

23. All mitigation and monitoring measures set out in the EIAR and contained within any other technical reports submitted with the application (including by way of additional information) shall be implemented in full except as may otherwise be required in order to comply with the conditions of this permission.

Reason: In the interests of protection of the environment

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24. (a) During the construction and demolition phases, the proposed development shall comply with British Standard 5228 'Noise Control on Construction and open sites Part 1. Code of practice for basic information and procedures for noise control.'

(b) Noise levels from the proposed development shall not be so loud, so continuous, so repeated, of such duration or pitch or occurring at such times as to give reasonable cause for annoyance to a person in any premises in the neighbourhood or to a person lawfully using any public place. In particular, the rated noise levels from the proposed development shall not constitute reasonable grounds for complaint as provided for in B.S. 4142. Method for rating industrial noise affecting mixed residential and industrial areas.

Reason: In order to ensure a satisfactory standard of development, in the interests of residential amenity.

25. The site development works and construction works shall be carried out in such a manner as to ensure that the adjoining street(s) are kept clear of debris, soil and other material and if the need arises for cleaning works to be carried out on the adjoining public roads, the said cleaning works shall be carried out at the developers expense.

Reason: To ensure that the adjoining roadways are kept in a clean and safe condition during construction works in the interests of orderly development.

26. (a) The site and building works required to implement the development shall only be carried out between the hours of:

Mondays to Fridays - 7.00am to 6.00pm

Saturday - 8.00 a.m. to 2.00pm

Sundays and Public Holidays - No activity on site.

b) Deviation from these times will only be allowed where a written request with compelling reasons for the proposed deviation has been submitted and approval has been issued by Dublin City Council. Any such approval may be subject to conditions pertaining to the particular circumstances being set by Dublin City Council.

Reason: In order to safeguard the amenities of adjoining residential occupiers.

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The applicant should note that development on foot of this **Decision to Grant** may not commence before a notification of final grant has been issued by the Planning Authority or An Bord Pleanála following consideration of an appeal.

N.B. It should be clearly understood that the granting of planning permission does not relieve the developer of the responsibility of complying with any requirements under other codes of legislation affecting the proposal and that a person shall not be entitled solely by reason of a planning permission to carry out any development.

1. A person shall not be entitled solely by reason of a grant of Planning Permission to carry out any development.
2. A grant of Planning Permission does not entitle the applicant to construct a development that would oversail, overhang or otherwise physically impinge upon an adjoining property without the permission of the adjoining property owner.
3. Any observations or submissions received by the Planning Authority in relation to this application have been noted.

Note to Applicant:

- The decision of Dublin City Council in respect of this development does not imply or infer any approval or right to connect to or discharge wastewater to the public sewer network or the right to connect to the public water supply. The Applicant shall, prior to the commencement of Development, make all necessary arrangements with and get all necessary approvals from Irish Water in relation to wastewater discharges and water connections.
- Appeals must be received by An Bord Pleanála within FOUR WEEKS beginning on 23-Jun-2022. (N.B. this is not the date on which the decision is sent or received). This is a strict statutory time limit and the Board has no discretion to accept late appeals whether they are sent by post or otherwise. The appeal **MUST BE FULLY COMPLETE** in all respects - including the appropriate fee - when lodged. It is not permissible to submit any part of it at a later date, even within the time limit.
- Refund of Fees submitted with a Planning Application. Provision is made for a partial refund of fees in the case of certain repeat applications submitted within a period of twelve months, where the full standard fee was paid in respect of the first application, and where both applications relate to developments of the same character or description and to the same site. An application for a refund must be made in writing to the Planning Authority

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and received by them within a period of 8 weeks beginning on the date of the Planning Authority's decision on the second application.

Signed on behalf of the Dublin City Council:


For Administrative Officer

Advisory Note:

Please be advised that the development types shown below can now be submitted via our online service

Domestic Extensions including vehicular access, dormers /Velux windows, solar panels

Residential developments up to & including four residential units (houses only)

Developments for a change of use with a floor area of no more than 200 sq. m

Temporary permission (e.g. accommodation for schools)

Outdoor seating / smoking areas.

Shopfronts / signage

An Bord Pleanála
64 Marlborough Street
Rotunda
Dublin 1
D01 V902

By email

Dáta | 20th July 2022

Ár dTag | Our Ref. CAP_ML_L0264

**ABP Ref: 313947-22. Dublin City Council Planning Register Reference: 2863/21
Proposed Dublin Central Development, O'Connell Street, Dublin 1**

Dear An Bord Pleanála

We refer to the First Party Appeal submitted by the applicant Dublin Central GP Limited under the above ABP reference (the **Appeal**). The Appeal is against condition 5 only which provides for a seven year duration.

The Appeal seeks to have substituted for that seven year duration a duration of 15 years.

We confirm having reviewed the Appeal documentation which makes a number of statements about the potential length of the construction programme for Site 5. As you will be aware, TII will shortly be submitting a Railway Order application for the MetroLink Project. One of the MetroLink stations will be located underneath Dublin Central GP Limited's proposed development on O'Connell Street. We confirm that the statements made in the Appeal relative to there being a requirement to continue to use "Site 5" to access the station box during its construction and fit-out are correct.

For those reasons, I wish to confirm that TII is fully supportive of the Appeal and respectfully requests that the Board grant a 15 year duration under this planning permission.

Yours faithfully



Aidan Foley

Project Director – MetroLink

Cc:

- Hugh Creegan - Deputy Chief Executive, National Transport Authority
- Nigel O'Neil – Director of Capital Programmes
- Paolo Carbone – Head of Public Transport Capital Projects



DUBLIN CENTRAL MASTERPLAN SUPPLEMENTAL PROGRAMME STATEMENT

for Dublin Central GP Ltd

18th July 2022

CERTO

Management Services

1. PURPOSE OF THIS STATEMENT

The purpose of this statement is to provide additional detail with respect to the key rationale behind the Dublin Central GP Ltd. application to Dublin City Council for a 15 year duration of planning permission for Site 5 and its continued firm belief that such a duration is imperative to the expeditious and successful delivery of the Dublin Central project.

While the Applicant welcomes the Dublin City Council decision to grant permission for Site 5 (Planning Ref: 2863/21), dated 23rd June 2022, the 7 year duration conditioned is considered to be wholly inadequate in this instance.

2. CONTEXT

GENERALLY

Dublin Central GP Ltd. lodged a planning application to Dublin City Council on 1st June 2021 for the redevelopment of Site 5 (Planning Ref: 2863/21) as a component part of its overall Dublin Central Masterplan.

The site comprises the following:

Site 5 – offices with café / restaurant at ground floor level overlooking the new square

The overall areas of the proposed development of the Overall Site are quoted in Table 1.

	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
MetroLink Enabling Works	-	555	831	-	-	-	1,386
Total	11,704	20,541	19,235	15,842	3,290	6,478	77,090

Note: the areas given for Site 1, Site 2AB and Site 2C are based on draft calculations prepared for intended applications for permission. The areas given for Sites 5 are included in the applications for permission made.

Table 1 – Schedule of Area for the Masterplan of the Overall Site.

A 15 year duration was sought, in the knowledge that 5 year durations are typical for commercial developments in the city centre and therefore a clear rationale to justify the longer duration being sought was included. This justification was included within the *Programme Report*, prepared by *Certo Management Services* contained in Appendix A of the *Masterplan Outline Construction Management & Demolition Plan*, prepared by *Waterman Moylan Consulting Engineers*, submitted as part of the Site 5 planning application (also appended herewith).

Such an extended duration is required by the requirement for Site 5 to be demolished to provide critical site access and a construction compound in order to enable the sequential and logical delivery of the Dublin Central Masterplan, most notably, Dublin Central Site 2 which includes substantive oversite development and enabling works to facilitate the future O'Connell Street MetroLink station as part of these proposals.¹

¹ The Applicant intends to lodge the Site 2 application imminently.

WHY WAS A 15 YEAR DURATION APPLIED FOR?

An extract from the *Programme Report* (May-21) is shown below in Figure 1.

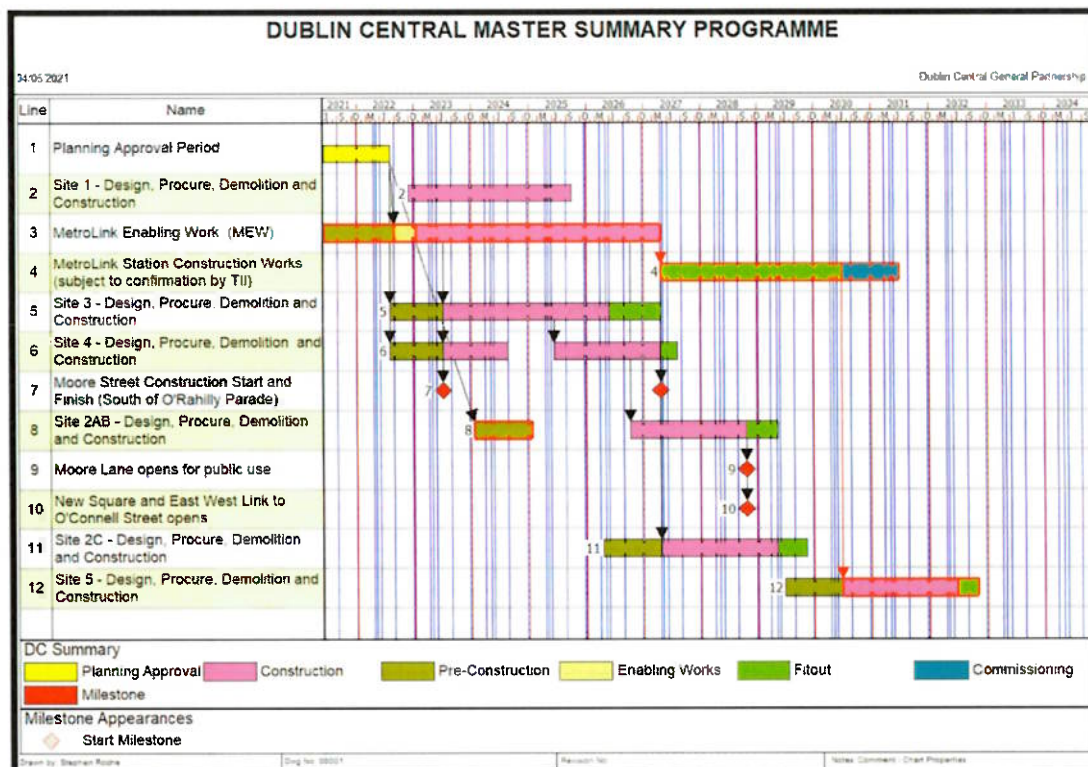


Figure 1 – Master Summary Programme (May 2021)

As can be seen in Figure 1, the works for Site 5 are timed to commence (Summer 2030) only once the oversite works in Site 2AB and 2C are completed (Autumn 2028 and Spring 2029 respectively)². It is further envisaged that the construction and fitting out of the MetroLink Station at a later date (between Summer 2027 and Summer 2030), by third parties and subject to a Railway Order, will also require access via Site 5, a process for which the Applicant has no certainty at this juncture.

At the time of writing, the *Programme Report* (May-21), concluded that TII³ would need space at street level to facilitate the construction of a future station, subject to its Railway Order. Some of the major plant and equipment may be deliverable via the tunnels, but there will always be a need for a compound to feed into Site 2 and elsewhere. The *Programme Report* provided for these additional requirements in seeking a planning approval period of 15 years.

Since writing the *Programme Report* (May-21), further detailed coordination has occurred with TII concerning its approach to fitting out of a future station and coordination of same with the Applicant's development, following the completion of the Applicant's Site 2 works.

² Subject to a separate application by the Applicant that will include enabling works for Metrolink to be undertaken on behalf of TII.

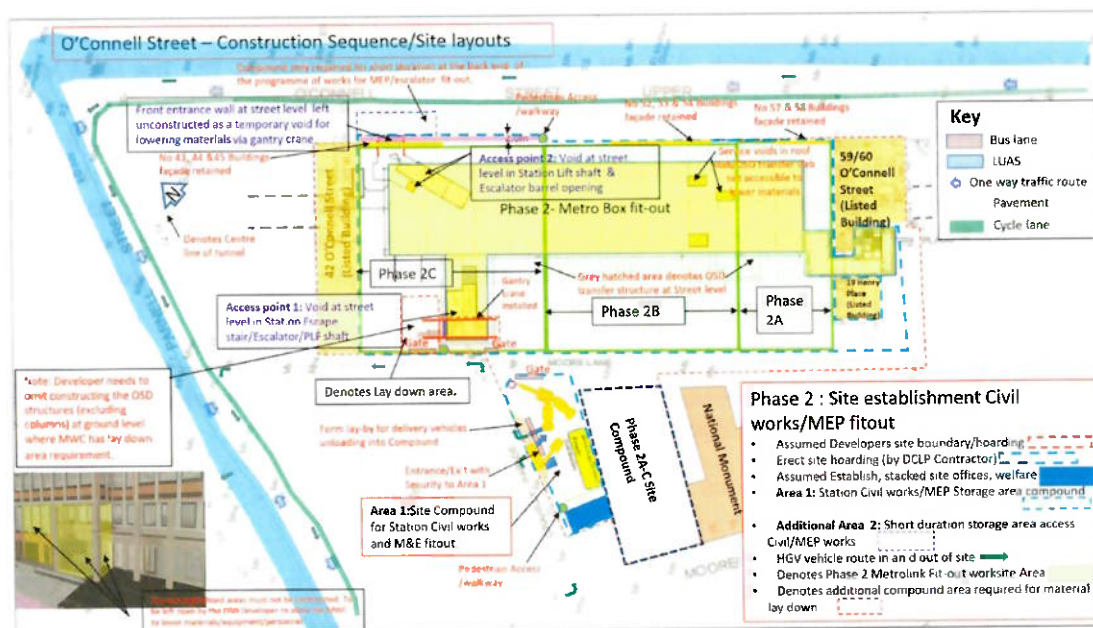
³ Transport Infrastructure Ireland.

The MetroLink Enabling Works (MEW), as its name suggests, relate only to preliminary works to facilitate a future MetroLink station, which itself will be subject to a Railway Order by TII. The MEW will be undertaken by the Applicant, subject to a separate planning application (Dublin Central Site 2 application due to be submitted imminently). The eventual construction of a station by TII, will involve substantive works including major internal civil works including the construction of mezzanine level floor slabs, railways and ancillary infrastructure, rail platforms, internal walls, lining walls, stairs and civil works for escalators and other elements followed by the mechanical and electrical installation works. It is expected that the civil works will require space to receive and handle materials and plant at grade to be then delivered to the work area below grade.

In addition, large items of M&E equipment will be delivered and handled in Area 1 as noted in Figure 2 before taking them into the building and dropping them down the access shaft referred to as Access Point 1. The items of equipment that will need to be handled include:

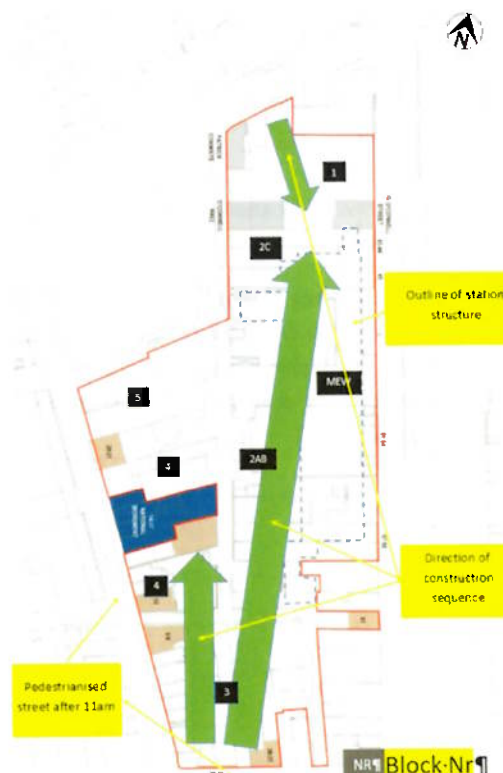
- escalators,
- ventilation fans,
- attenuators / dampers / transitions,
- VSD's / vent control equipment,
- heating, ventilation, air-conditioning (HVAC) / air handling units (AHU's),
- HV transformers,
- HV switchgear,
- traction power equipment,
- lifts,
- HV/LV switch panels,
- cabling (drums),
- ladder rack,
- pipework,
- pumps,
- communications/IT/ticketing/signalling, and
- steelwork

The strategy that TII has outlined for the logistics of delivering the station construction involves the use of Site 5 as can be seen in Figure 2 which is an extract from the TII document entitled *"METROLINK REPORT O'Connell Street Station – Review of Main Works Contractor's Works after Developer Constructed Box and Over Site Development Construction"* that was shared with Dublin Central GP Ltd. in February 2022.



This clear intention to use Site 5 to assist with the construction of the station had been anticipated when the Planning Application for Site 5 was made, and a planning duration of 15 years was requested. Site 5 will be held back to support the construction of Sites 2AB and 2C and the station.

In preparation of the Site 5 Planning Application, allowance was also made for unforeseen issues / constraints which any prudent plan would have in its programme. Delays to the construction of the MEW brought about, for example, by a delay in achieving an enforceable Railway Order (amongst others), will have a knock on impact on the delivery of Site 5, particularly as Site 5 is the final phase of the masterplan to be developed according to the Applicant's construction phasing strategy (Refer to Figure 3). Such provisions have been considered in the next section of this Statement and summarised in Figure 4 below.



The significance of Site 5 in the delivery of the Overall Site play a crucial role, as it:

- Ensures disruption to the rest of the locality is minimised
- Manages traffic distribution to and from the Overall Site
- Reduces the need to encroach onto O'Connell Street with construction activity
- enables a logical south to north construction sequence that enables a quicker release of public areas back into public use (see Figure 3)
- Helps protect the National Monument at Nos. 14-17 Moore Street by giving the necessary "breathing space" to allow construction to be managed around it
- Facilitates the approach to minimise the disruption to the Moore Street Market Traders during the works

With the grant of a seven year permission by Dublin City Council (June 2022), the key benefits outlined above which have been carefully considered within construction strategy by Dublin Central GP Ltd. (informed by detailed dialogue and co-ordination with TII) are completely undermined. This will result in greater pressure being placed on the surrounding streets and on local stakeholders.

3. MONTE CARLO SIMULATION

The above factors have been given consideration in determining the proposed planning durations on a risk-adjusted basis.

Potential constraints were assessed by applying impact and probability criteria to predict an estimate for an overall delay. Modelling the data is helpful in determining how the overall impact upon the critical path (longest duration) could be assessed considering that:

- a) Not all risks will affect the critical path of the project as they could affect works not on the critical path at the time.
- b) As risks occur, not all will affect the critical path as some will be concurrent with other more dominant risks and therefore it is the dominant risk time that will be lost, and so it is this that needs to be modelled to predict the longest path for the project.
- c) Not all risks may be realised, and some may only be partly realised.

To account for the items a) to c) above, and to more accurately predict the impact on the critical path (longest duration) the project was modelled using computer software which ran a defined number of Monte Carlo simulations to predict the probability of different outcomes given the intervention of the risk variables present. This simulation is a construction industry standard approach that is typically employed for large scale, complex development projects. This modelling helped inform the impact of risk and uncertainty when deriving the completion dates for all the various Sites, as can be seen in Figure 4 below.

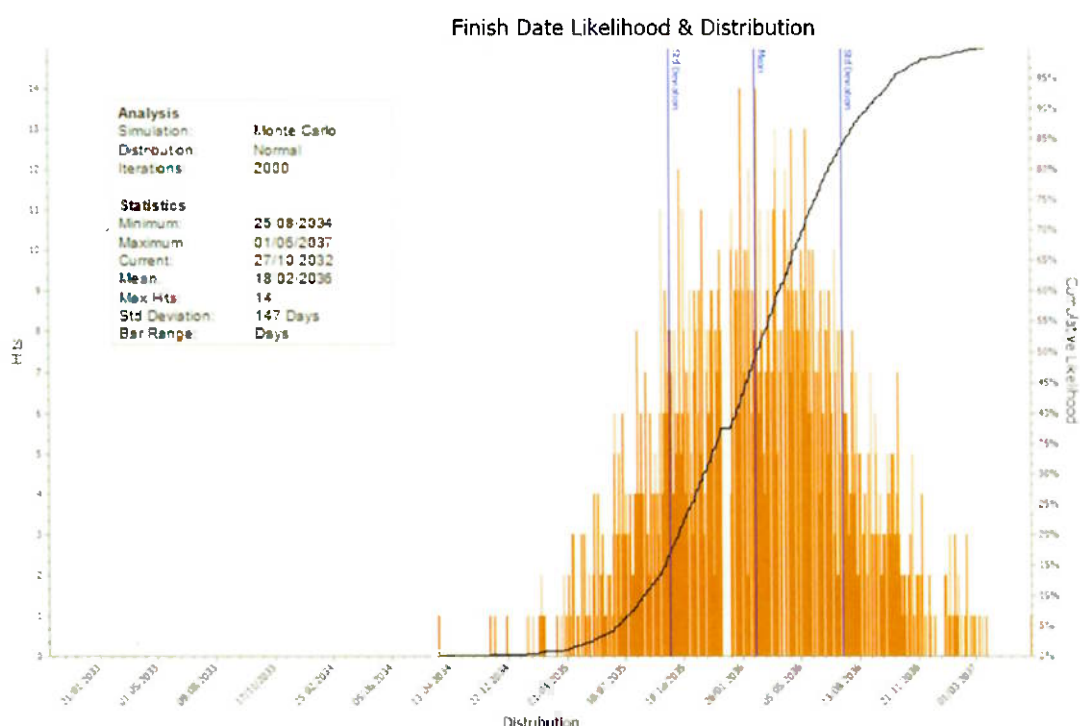


Figure 4 – Monte Carlo simulation for longest path of total project

To understand the effect on the completion dates of all the Sites, it was necessary to consider the predicted programme for any given percentile of probability and compare this to the Baseline Programme. Two different percentiles were used for this exercise to determine how sensitive the difference might be. Because this exercise is being applied to determine the correct duration of the Planning Approval period to be applied for, an extremely high percentile of probability was considered necessary and therefore the two percentile values that were used were 80% and 100%. The 80% percentile assumes that most of the predicted risk events have been realised, but not all of them to their fullest degree, whereas the 100% percentile predicts the most likely statistical outcome for the worst case situation.

The results can be seen in the Gantt Chart in Figure 5. The “Hatched Green” bars broadly show the baseline programme (shown in Figure 1) before the analysis was applied. The “Yellow” bars show the first position, i.e., the 80% percentile that the sites will be completed by the dates shown with the “Solid Dark Green” bars showing the second position, i.e., the 100% percentile.

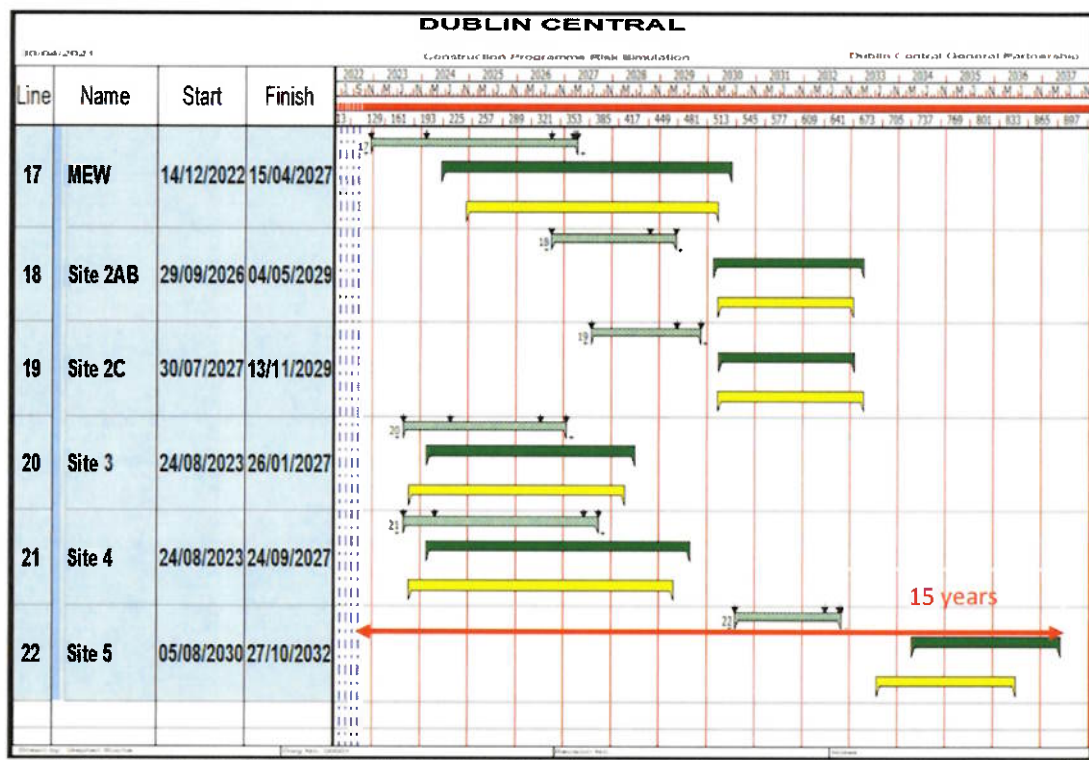


Figure 5 – Monte Carlo 80% and 100% percentile modelling results

The modelled completion date for Site 5 shows a 15 year duration is necessary.



DUBLIN CENTRAL MASTERPLAN PROGRAMME REPORT

for Dublin Central GP Ltd

25th May 2021

CERTO

Management Services

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Appendix A - Public Realm Phasing Approach - Demonstrating Availability of the Public Realm when delivering the Dublin Central Masterplan

Glossary of terms used:

Dublin Central	Name given to a proposed mixed-use development situated upon a 2.2ha site, located in Dublin 1
Overall Site	Comprises Sites 1, 2, 3, 4 & 5 in totality
Individual Sites	Individual components of the Overall Site
Advanced Works	Works that will include asbestos removal, demolition, archaeological investigations to Site 2
Enabling Works for MetroLink (MEW)	The MetroLink 'shell' of approximate dimensions 120m x 26m x 25m (length x width x depth)

1.0 INTRODUCTION

The purpose of this report is to set out the overall programme for the delivery of the inter-related sites (the 'Individual Sites') within the Dublin Central site (the 'Overall Site') and the resultant impact upon the duration required for each planning permission being sought.

The Overall Site (c. 2.2 ha) is located within a constrained, historically sensitive urban context with a variety of important stakeholders. Delivery of the project has necessitated careful planning from the outset, to ensure that it is delivered sensitively but also without undue delay.

The Overall Site encompasses almost entirely three urban blocks. The area is 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 Overall Site, as far as its junction with Henry Place.

The project, by its very nature, necessitates a phased delivery strategy to suit the constraints and complexities tied to the Overall Site. A site-by-site phasing strategy has been adopted as the optimal solution in delivering the works, which, in summary leads to the construction of the Individual Sites on a phased basis in a south to north direction.

The Individual Sites that are covered by this development are as indicated in Figure 1 below:



Figure 1: The Dublin Central Masterplan: Individual Sites.

In devising a delivery strategy, five key constraints have been considered¹:

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.

The carefully considered strategy is borne out of these key constraints, resulting in a co-dependent construction approach that provides a realistic, sequential and most importantly, deliverable, scheme.

As this report sets out, the challenge will be to deliver the Dublin Central project and related works as quickly as possible being cognisant of the constraints and risks to programme that may arise. For several of the individual sites, above normal construction programmes necessitate above normal planning permission durations being proposed.

The approval periods that are sought are as follows:²

Site 2AB	-	11 years	
Site 2C	-	11 years	
Site 3	-	7 years	} These will be constructed in tandem
Site 4	-	7 years	
Site 5	-	15 years	

This report seeks to provide a rationale as to these requested durations, bearing in mind the following:

- i) Where one commences a development that has been permitted under Section 34 of the Planning & Development Act 2000, as amended, the requirement is that it is completed within the lifetime of that permission.
- ii) Amendments to The Planning & Development Act 2000, while yet to be implemented, restrict the ability to seek an extension of duration of any permission where an EIAR was submitted with the planning application (as is the case with Dublin Central applications).

This report includes the general programme intention for Site 1 for completeness, but as noted elsewhere the date for the application is yet to be determined and hence the detail included within this report for Site 1 is subject to change.

¹ These constraints are discussed further in Section 2.0.

² The proposed programme assumes final grant of planning permission by June 2022 for each Site.

2.0 SITE CONSTRAINTS

A range of constraints are present on the Overall Site that have an impact on the proposed programme for the delivery of the Dublin Central development. The previously identified five key constraints are now discussed in more detail below:

1. Restricted access arising from the surrounding road network and the narrow existing lanes within the Overall Site.

The Overall Site is bounded to the east with O'Connell Street, a busy thoroughfare that accommodates the Luas along its central median. The street has a restricted vehicular traffic and servicing regime, relatively high footfall and is a confluence of Luas, Dublin Bus and leisure transportation (open top buses).

Constraints arising from the existing street network effectively dictate that the bulk of construction traffic must access the Overall Site, from Parnell Street, onto Moore Street, east along O'Rahilly Parade before egressing north up Moore Lane. It is preferable to have a counter-clockwise access route as far as Moore Street is concerned as the vehicles used to take muck away will be empty when using Moore Street, hence this will help to minimise dust on Moore Street.

Figures 2 and 3 below show how traffic is proposed to access and egress the Overall Site.

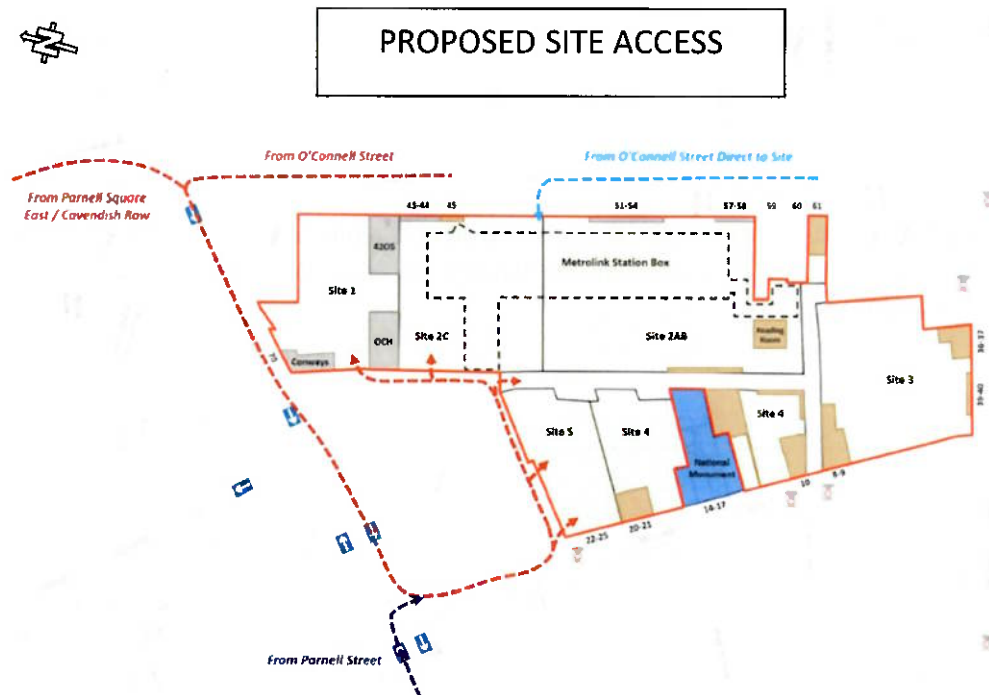


Figure 2 – Proposed site access



PROPOSED SITE EGRESS



Figure 3 – Proposed site egress

The internal laneways within the Overall Site of Moore Lane, O’Rahilly Parade and Henry Place are narrow in nature and have a number of tight corners that restrict the ability of large vehicles to manoeuvre freely and quickly around the site.

The narrowness of the existing traffic access ways dictates that some temporary junction improvement works will be required to be carried out to facilitate vehicular access – these areas are shown below with green circles in Figure 7.

Once construction activity starts it will be necessary to provide a temporary haul road as shown below on Figure 8 to take heavy traffic away from the National Monument and other retained structures, predominantly in Site 4.

2. Restricted access arising from two major pedestrianised streets flanking the Overall Site.

Henry Street, one of the city's busiest pedestrianised thoroughfares, flanks the Overall Site to the south. Henry Street is pedestrianised after 11:00 am daily (service vehicles only prior to 11:00 am daily).

Moore Street, home to the long-standing street-market flanks the Overall Site to the west and is similarly pedestrianised after 11:00am (service vehicles only prior to 11:00 am daily).

In terms of streets available for vehicular construction access, this leaves only Parnell Street and O'Connell Street as primary options to access the Overall Site.



Figure 4: Henry Street, Dublin 1

3. Protected Structures and non-protected structures proposed to be retained.

Owing to the long and varied history of the Overall Site, there are several structures of heritage significance that must be carefully managed during works. These are shown in Figures 5 and 6 below:

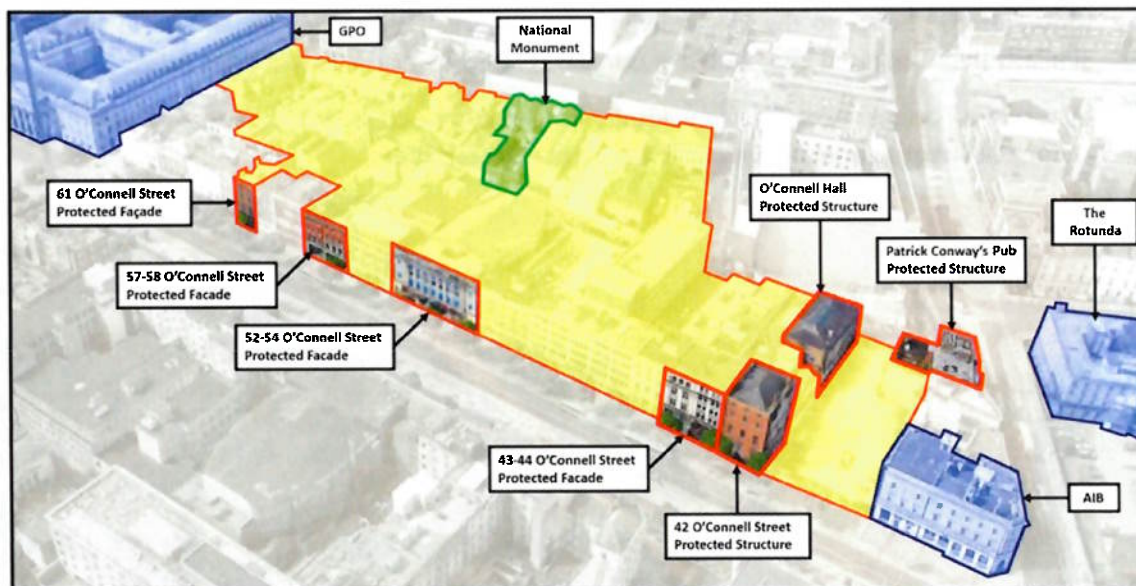


Figure 5- Protected Structures in and around the Overall Site.

Figure 6 below shows in plan form Protected Structures as well as non-protected structures anticipated to be retained, as follows:

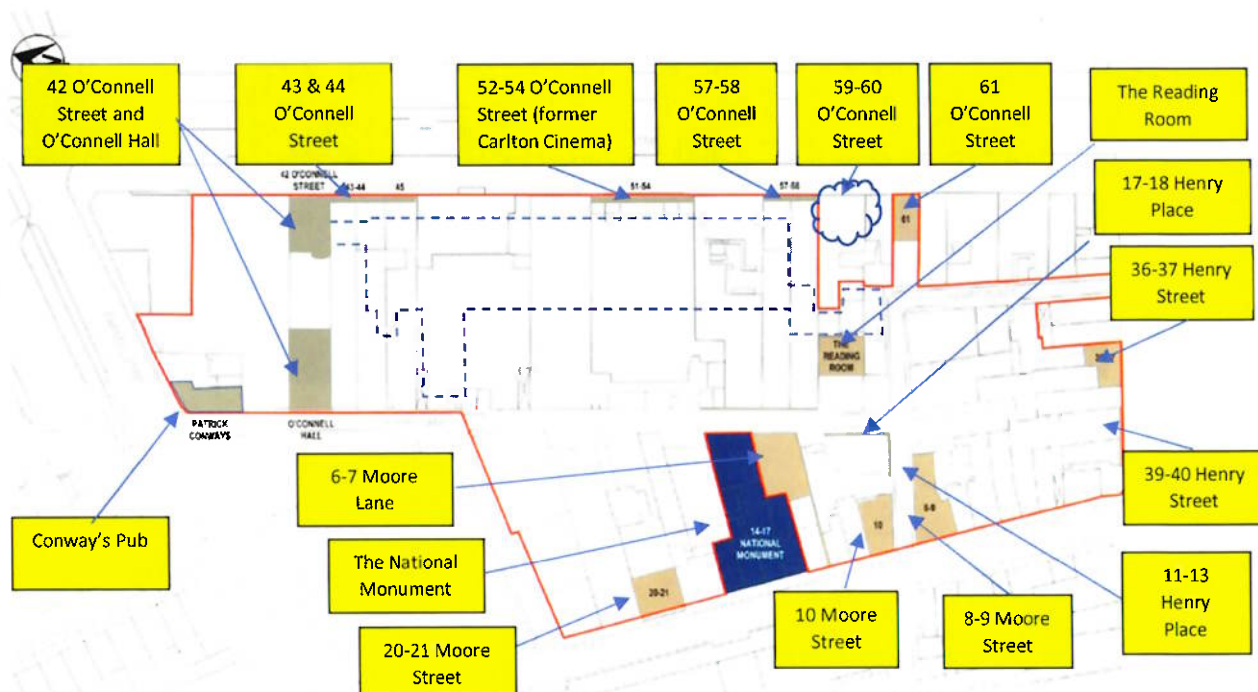


Figure 6 - Protected Structures and non-protected structures proposed to be retained.

Protected structures along O'Connell Street that are within the development lands are as follows:

- i) 42 O'Connell Street & O'Connell Hall (to the rear)
- ii) 52-54 O'Connell Street (former Carlton cinema; façade above ground floor only)
- iii) 43 & 44 O'Connell Street (façades above ground floor only)
- iv) 57-58 O'Connell Street (façades above ground floor only)
- v) 61 O'Connell Street (façades above ground floor only)
- vi) 70 Parnell Street (Conways Pub)

Non-Protected structures to be retained:

- i) 8-9 Moore Street
- ii) 10 Moore Street
- iii) 20-21 Moore Street
- iv) 17-18 Henry Place
- v) 6-7 Moore Lane
- vi) 11-13 Henry Place
- vii) 36-37 Henry Street
- viii) 39-40 Henry Street (upper floor facades only)
- ix) 'The Reading Room' located to the Rear of No. 59 O'Connell Street
- x) Buildings fronting 59/60 O'Connell Street (whilst outside of the Overall Site, they must be considered to ensure impacts are managed).
- xi) 61 O'Connell Street (whilst only the façade is protected, it is currently being assessed as to whether the building will be retained or solely the façade).

Note that works in proximity to the National Monument require Ministerial Consent.

4. Neighbours including residents and local businesses.

In addition to the many shop traders on Moore Street, Moore Street is home of the Moore Street Market. The construction approach needs to take cognisance of the market traders and other retailers to allow for continuity of trading.

An active market and retail environment necessitates that construction vehicles must move off Moore Street / O'Rahilly Parade quickly, to avoid queuing on the street, and should progress to site immediately. Site 5 has been designated as the area to be used to receive the construction traffic before it progresses to a designated workface, compound or materials storage area, see Figure 7 below:

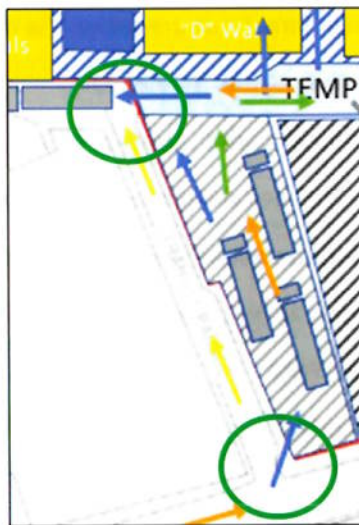


Figure 7 – Area to be used to receive construction traffic

5. The scale and nature of construction works to be undertaken.

The Dublin Central Masterplan anticipates delivering 77,090 sqm GFA in commercial and residential development. In isolation, delivering such a quantum in the context of the constraints noted above already puts significant pressure on any programme for delivery.

The 13No. months of the Advanced Works at Site 2 will consist of asbestos removal, soft strip and demolition, together with temporary works including protection of fabric proposed to be retained. This will be followed by an archaeological assessment in the normal way.

The Enabling Works for MetroLink on Site 2 that follow will require significant excavation followed by the construction of a MetroLink 'shell' of approximate dimensions 120m x 26m x 25m (length x width x depth), to be delivered within Site 2, as part of the Dublin Central GP Ltd.'s scope of works.

Unsurprisingly, the scope of the Enabling Works for MetroLink add considerably to the overall construction programme and carry additional inherent risks to programme. The Enabling Works for MetroLink must be substantially complete in order for the Sites 2AB and 2C Oversight Developments to proceed; approximately 3 and 2 years respectively after the commencement of the Enabling Works for MetroLink (on a risk adjusted basis, this timeline moves out to 6 years and 4 years, respectively).

Construction traffic volumes through the centre of the Overall Site during the above will constrain the pace of progress of Site 3 and Site 4, which will be progressed in tandem with Site 2. This constraint arises as a consequence of the single arterial road running in a north/south direction through the Overall Site (Moore Lane); acting as the sole point of access to each of the Individual Sites, as demonstrated in Figure 8.



Figure 8 – Necessary site area for construction and access / egress points.

With respect to Figure 8, the following should be noted:

- Separate contractors may be required for some/all of the Individual Sites, particularly given the variety of uses and the specialist nature of certain works. Each of these will have their own welfare and logistical needs.
- For Site 2, a considerable volume of excavated material must be disposed of offsite (estimated at 111,900m³), requiring a significant number of vehicular movements along the temporary haul road (Moore Lane).
- For Site 2, specialist construction works will necessitate significant additional space on-site for plant including a specialist compound for bentonite plant, reinforcement cages and dewatering equipment.
- The upshot of the above will lead to congestion on the Overall Site, which will in turn reduce construction efficiencies.

3.0 CONSTRUCTION SEQUENCE

In the context of Sections 1 & 2 above, the optimal construction approach can be shown graphically in Figure 9 as follows:

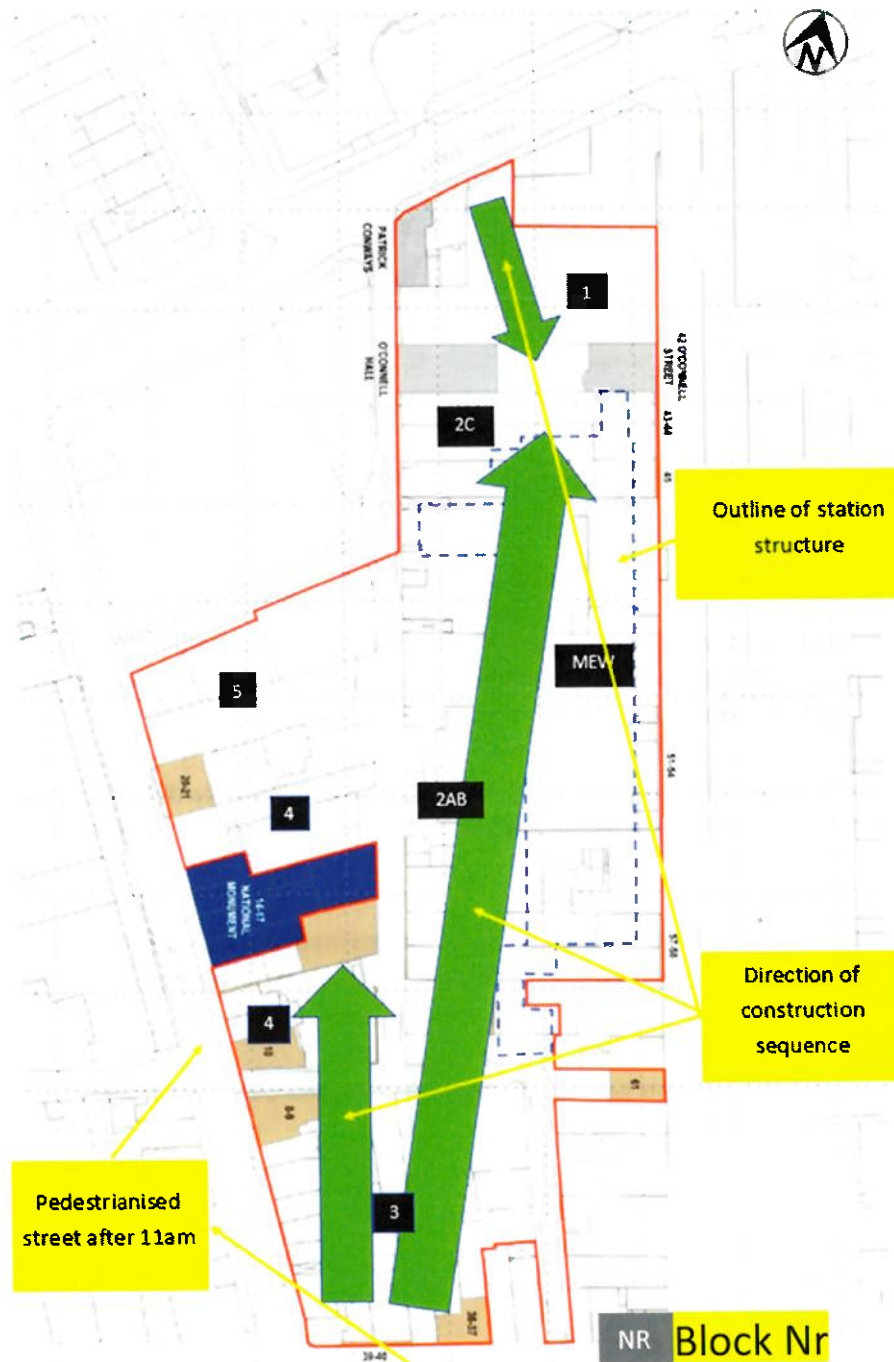


Figure 9 – Direction of construction approach.

This construction sequence proposed above reflects the following conditions:

1. The existing traffic regime whereby no vehicular traffic is allowed onto Moore Street (South of O'Rahilly Parade) or on Henry Street after 11:00 am daily.
2. In light of No. 1 above, Sites 3 and 4 are challenging access-wise and therefore must be developed first, as the direction of construction moves from south to north, with construction traffic utilising Moore Lane.
3. Site 5 should be considered the front and back "door" for all development works and so will be last to be constructed as it is the main arterial connection to the access / egress point on O'Rahilly Parade.
4. Site 2 works require a significant area to accommodate construction plant, materials and site offices.
5. The imperative to protect the National Monument at Nos. 14-17 Moore Street.
6. DCGP acknowledges that the market traders and retailers have had a long-standing contribution to the vibrancy, vitality, and uniqueness to the local area. Consequently, DCGP recognise the need to minimise disruption to the Moore Street Market Traders during the works whilst facilitating the needs of the construction process.

4.0 BASELINE PROGRAMME

The Baseline Programme that DCGP is working to for the project can be summarised in Figure 10:

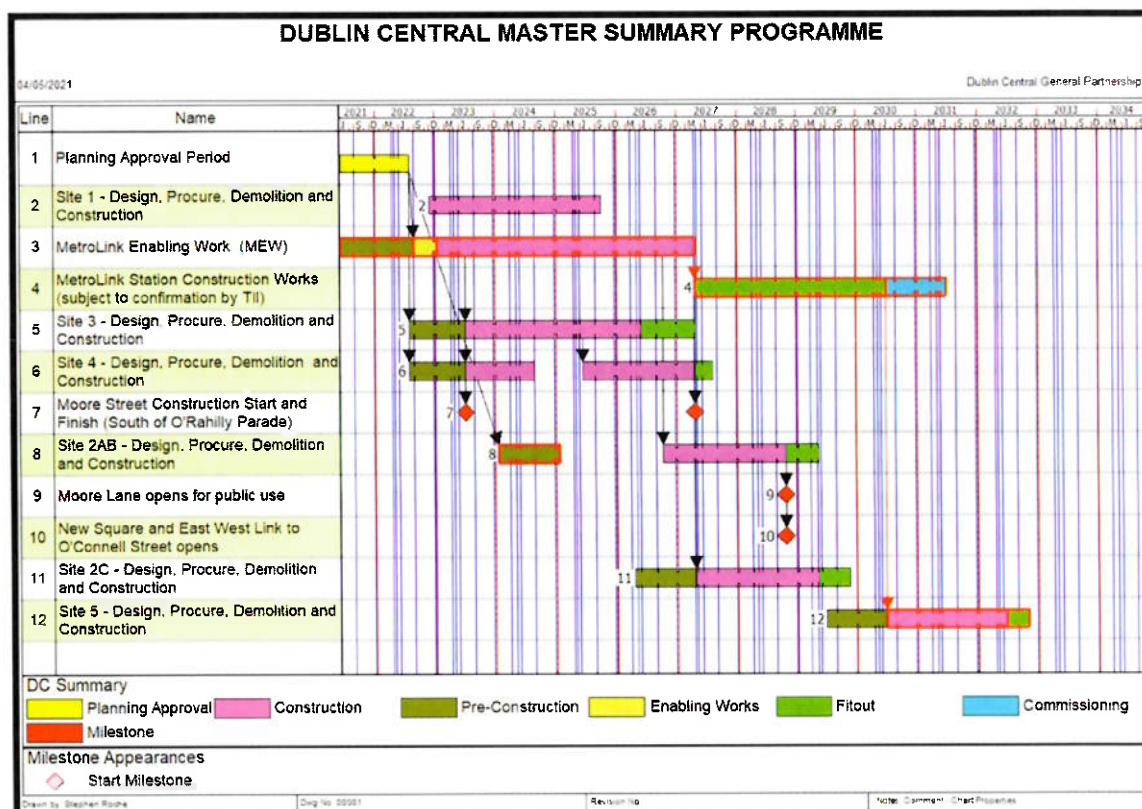


Figure 10 – Master Summary Programme

This programme assumes that Planning Applications will be submitted in three tranches as follows:

1. Sites 3, 4 and 5 as three stand-alone applications, to be submitted concurrently in May 2021.
2. Sites 2AB and Site 2C as two stand-alone applications but submitted together end of August 2021.
3. Site 1 submitted as a stand-alone application on a date yet to be determined.

5.0 KEY RISKS TO PROGRAMME

Key risks that the project is exposed to include:

- Depth of excavation that may discover unexpected issues / challenging ground conditions.
- Significant design variations that may arise from third parties.
- Challenging ground conditions.
- Delayed programme arising from caution in working adjacent to the National Monument and other Protected/retained structures.
- Contaminated ground in excess of what the ground investigation reports suggest exist.
- The high water table and all the risks associated with dewatering to enable construction.
- Archaeological finds and all the risks associated with recording etc.
- Restricted site access and egress points leading to slower progress.
- Site congestion due to significant number of contractors on site; leading to slower programme.
- Ministerial Consent requirement.

The above risk factors have all been given due consideration in determining the proposed planning durations, set out below, on a risk-adjusted basis.

6.0 SITE 2AB PROGRAMME

Proposed duration of planning permission: 11 years.

With reference to the Masterplan Summary Programme (Figure 10) as well as the constraints and risks outlined:

- Site 2AB works cannot commence until the Enabling Works for MetroLink are complete in this part of Site 2 (targeted for Q4-2026)
- Target completion date of May 2029: 7 years from receipt of Planning Approval.
- Risk adjusted duration of 11 years is being sought from the date of the Planning Approval.

7.0 SITE 2C PROGRAMME

Proposed duration of planning permission: 11 years.

With reference to the Masterplan Summary Programme (Figure 10) as well as the constraints and risks outlined:

- Site 2C works cannot commence until the advanced works for MetroLink are complete in this part of Site 2 (targeted for Q2-2027)
- Target completion date of November 2029: 7.5 years from receipt of Planning Approval.
- Risk adjusted duration of 11 years is being sought from the date of the Planning Approval.

8.0 SITE 3 PROGRAMME

Proposed duration of planning permission: 7 years.

With reference to the Masterplan Summary Programme (Figure 10) as well as the constraints and risks outlined:

- Likely to be the first phase of construction on the Overall Site (along with Site 4).
- Structurally independent of the Enabling Works for Metrolink and therefore can be progressed more quickly.
- Can be progressed independently of heavy works in Site 2 (albeit, programme likely to be impacted by scope of Site 2 works).
- Construction to commence in August 2023.
- Target completion date is April 2027 (5 years from Planning Approval)
- Risk adjusted duration of 7 years is being sought from the date of the Planning Approval.

9.0 SITE 4 PROGRAMME

Proposed duration of planning permission: 7 years

With reference to the Masterplan Summary Programme (Figure 10) as well as the constraints and risks outlined:

- Likely to be the first phase of construction on the Overall Site (along with Site 3).
- Ministerial Consent must be sought and granted.
- Structurally independent of the Enabling Works for Metrolink and therefore can be progressed more quickly.
- Construction to commence in August 2023.
- Likely to be constructed by the same contractor as for Site 3
- Target completion date is April 2027 (5 years from Planning Approval).
- Risk adjusted duration of 7 years is being sought from the date of the Planning Approval, in line with Site 3 above.

10.0 SITE 5 PROGRAMME

Proposed duration of planning permission: 15 years

With reference to the Masterplan Summary Programme (Figure 10) as well as the constraints and risks outlined:

- Demolition is required early in the Baseline programme to necessitate site access.
- Construction commencement is dependent on all the other works being substantially completed before this can commence construction.
- Construction to commence in August 2030.
- Target completion date is October 2032 (10.5 years from Planning Approval).
- Risk adjusted duration of 15 years is being sought from the date of the Planning Approval.

11.0 SITE 1 PROGRAMME

This report includes the general programme intention for Site 1 for completeness, but as noted elsewhere the date for the application is yet to be determined and hence the detail included within this report for this site is subject to change.

12.0 PHASING INTENTION FOR THE PUBLIC REALM

This section of the report provides a chronological timeline for the development of the various sites by showing a time-bar progression indicating how the site will be developed and delivered. This demonstrates when each portion of the public realm and streetscape will be completed and available for public use.

The key dates taken from the programme and delivery sequence are indicated in Figure 11 with the red highlighting indicating the key public realm delivery dates in the current indicative programme:

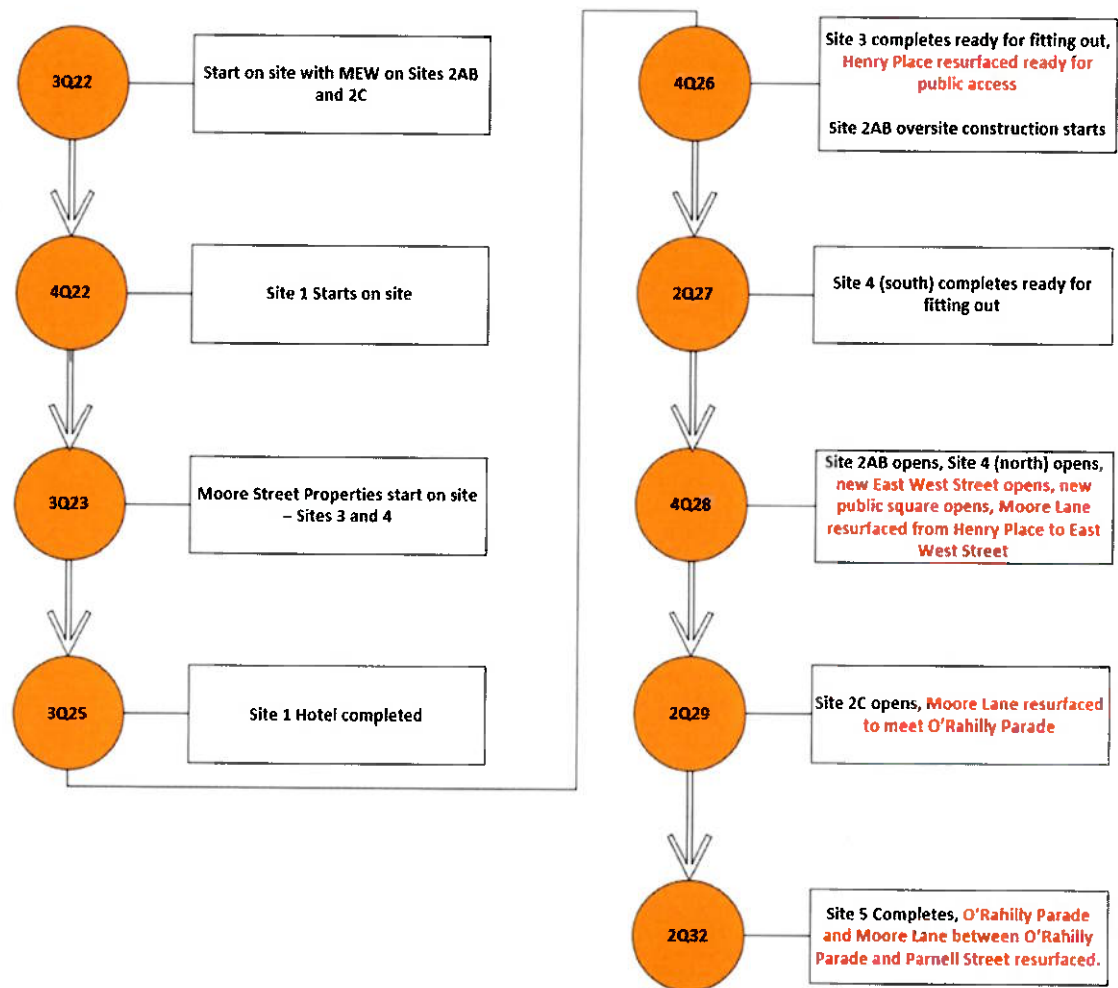


Figure 11

Appendix A gives further details.

Appendix A - Public Realm Phasing Approach - Demonstrating Availability of the Public Realm when delivering the Dublin Central Masterplan



DUBLIN CENTRAL

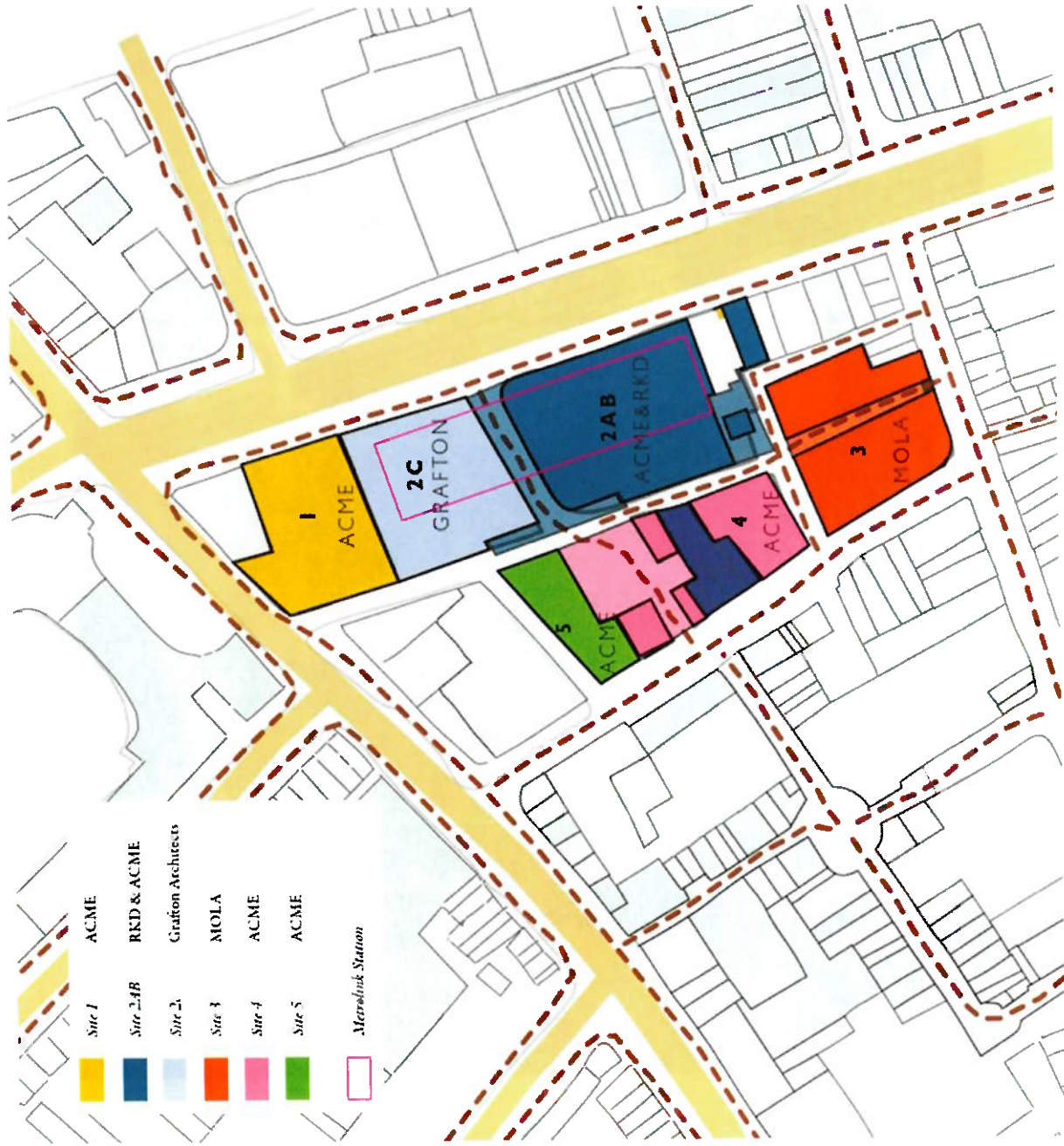
**Public Realm Phasing Approach -
Demonstrating Availability of the
Public Realm when delivering the
Dublin Central Masterplan
for Dublin Central GP Ltd**

• 25TH May 2021

DUBLIN CENTRAL – PHASING TIMESLICE DIAGRAMS

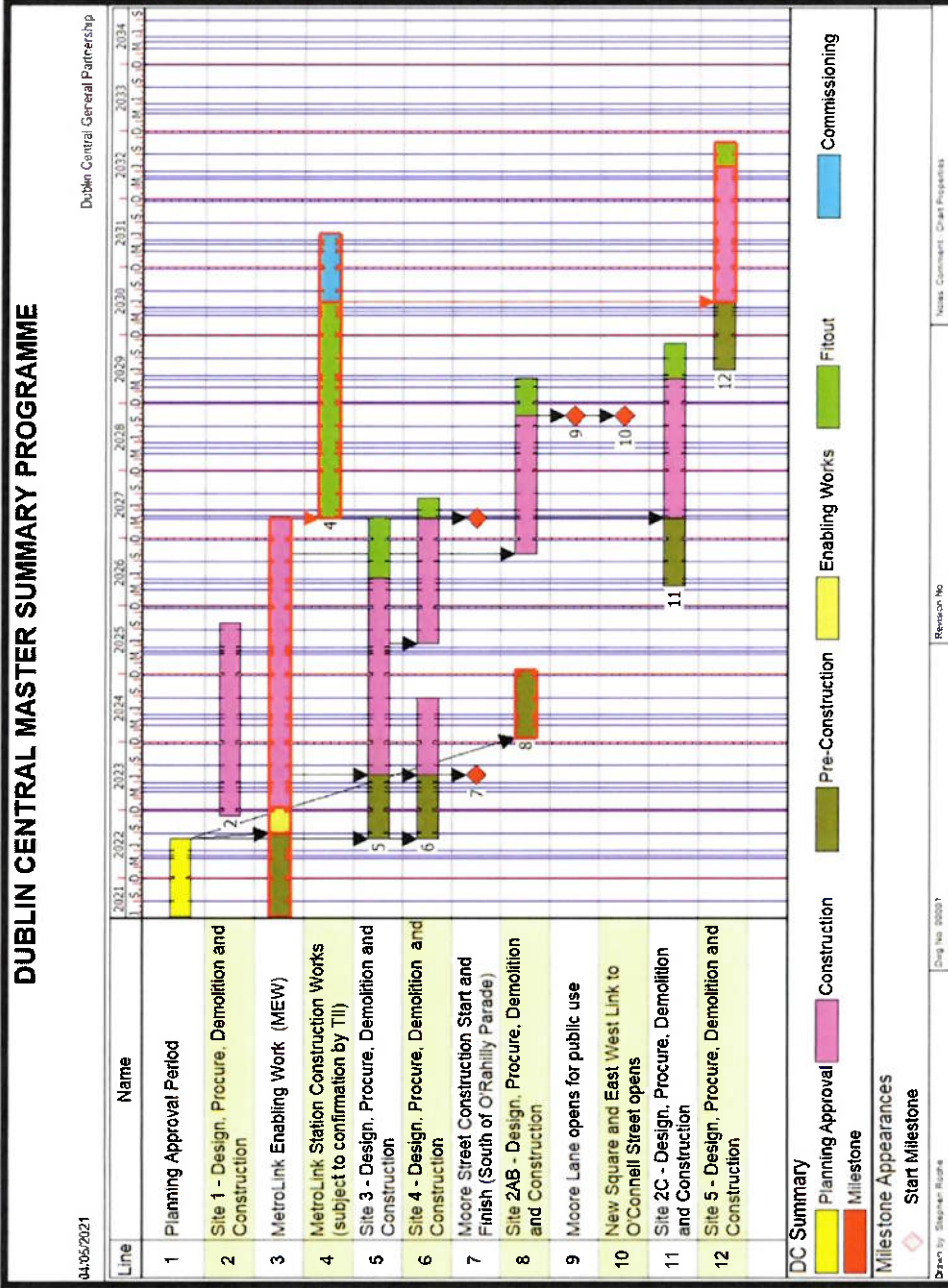
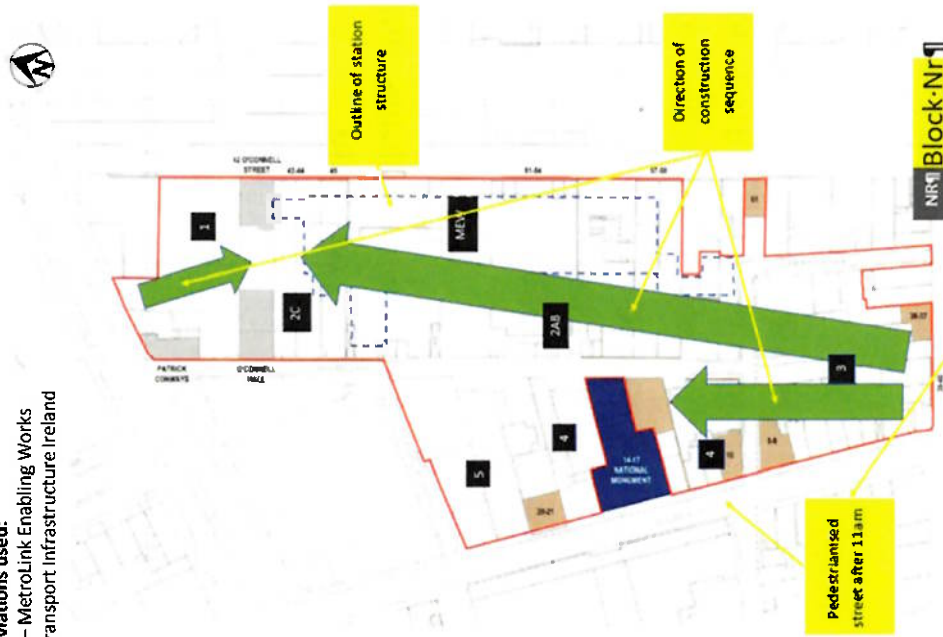
Introduction and purpose of this document

- This document has been prepared to demonstrate the approach and assumptions that have been made when compiling the programme and phasing approach for the delivery of the Dublin Central Masterplan.
- It sets out the information using a timeline bar at the bottom of each page to demonstrate the activity that is scheduled for each site during that period of time.
- Indicative hoarding positions have been shown (blue lines) to show how each of the construction areas will be delineated from each other
- The images demonstrate when areas can be opened to public use at the earliest practical time when working from a southerly to northerly construction direction (see next page).



THE CONSTRUCTION APPROACH AND MASTER PROGRAMME

Abbreviations used:
MEW – MetroLink Enabling Works
TII – Transport Infrastructure Ireland



The programme indicated above is an indicative programme showing the general intent at this stage.

TIMESLICE IMAGES APPROACH

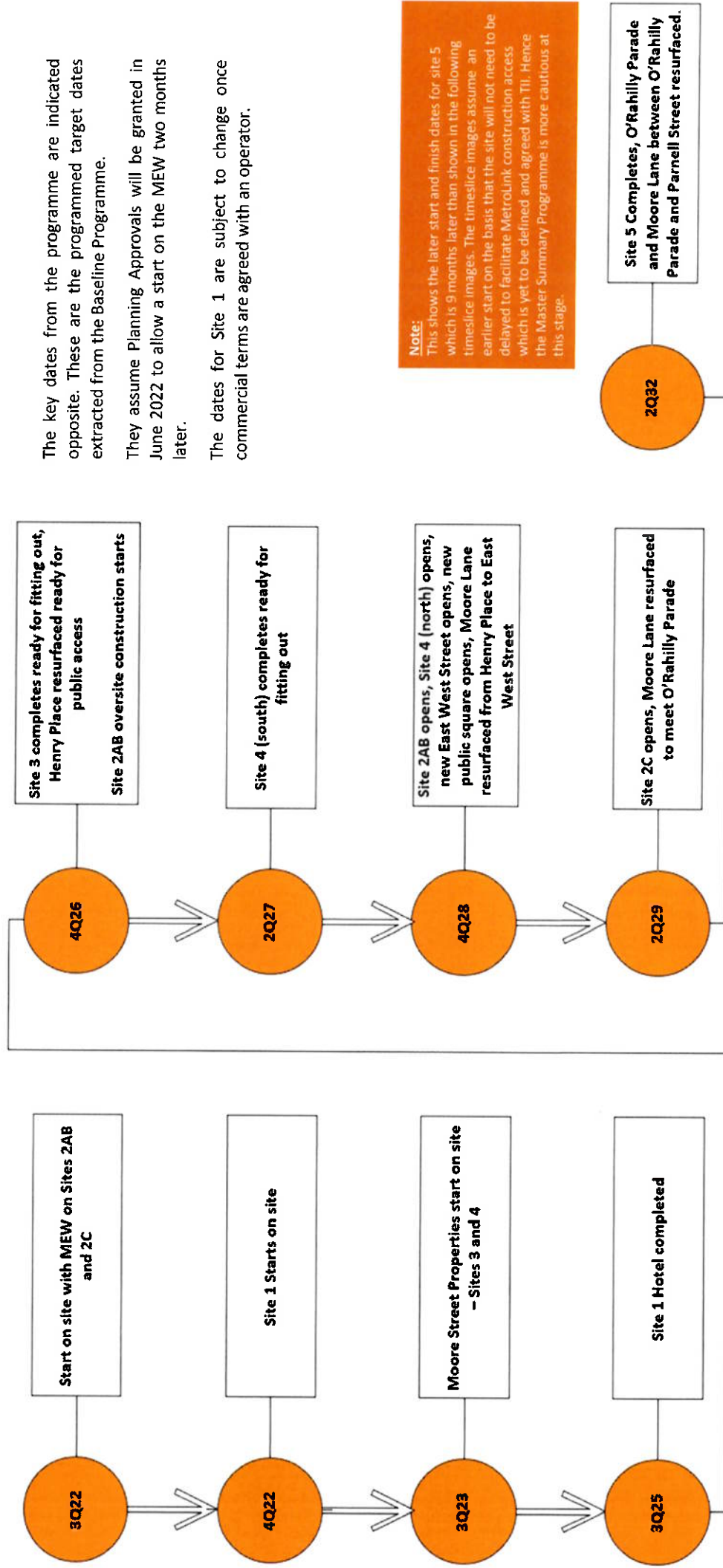
The phasing sequence will be demonstrated by using a series of timeslice images that will portray, for the period shown in the time bar at the bottom of the image, what activity will be being carried out on each portion of the site, and more importantly when the various parts of the public realm will become open and free for the public to use.

The key to the various colours that have been used in the images that follow is opposite.

Whilst the timeslice diagrams include Site 1 for completeness, the programme for these works is still provisional at this stage and likely to change. Similarly the retention of the façade to Nr 71 O'Connell Street is still being considered and will be addressed in the Site 1 Planning Application in due course.

KEY:	Area under strip out, asbestos removal, demolition, site preparation, archaeological investigation, structural strengthening works or façade retention.
	National Monument.
	Protected structure.
	Area under construction.
	Area used for site logistics / vehicle management.
	Temporary haul road.
	Buildings being fitted out internally.
	Construction and fitout work complete.
	Zone around the National Monument where any works will be subject to a permit to work regime.
	Outline of the MEW
	Temporary site hoarding

KEY DATES TAKEN FROM THE MASTER SUMMARY PROGRAMME



DUBLIN CENTRAL – INDICATIVE TIMESLICE SEQUENCE DIAGRAM NUMBER: 0

Assumes Planning
Approval Granted in
June 2022

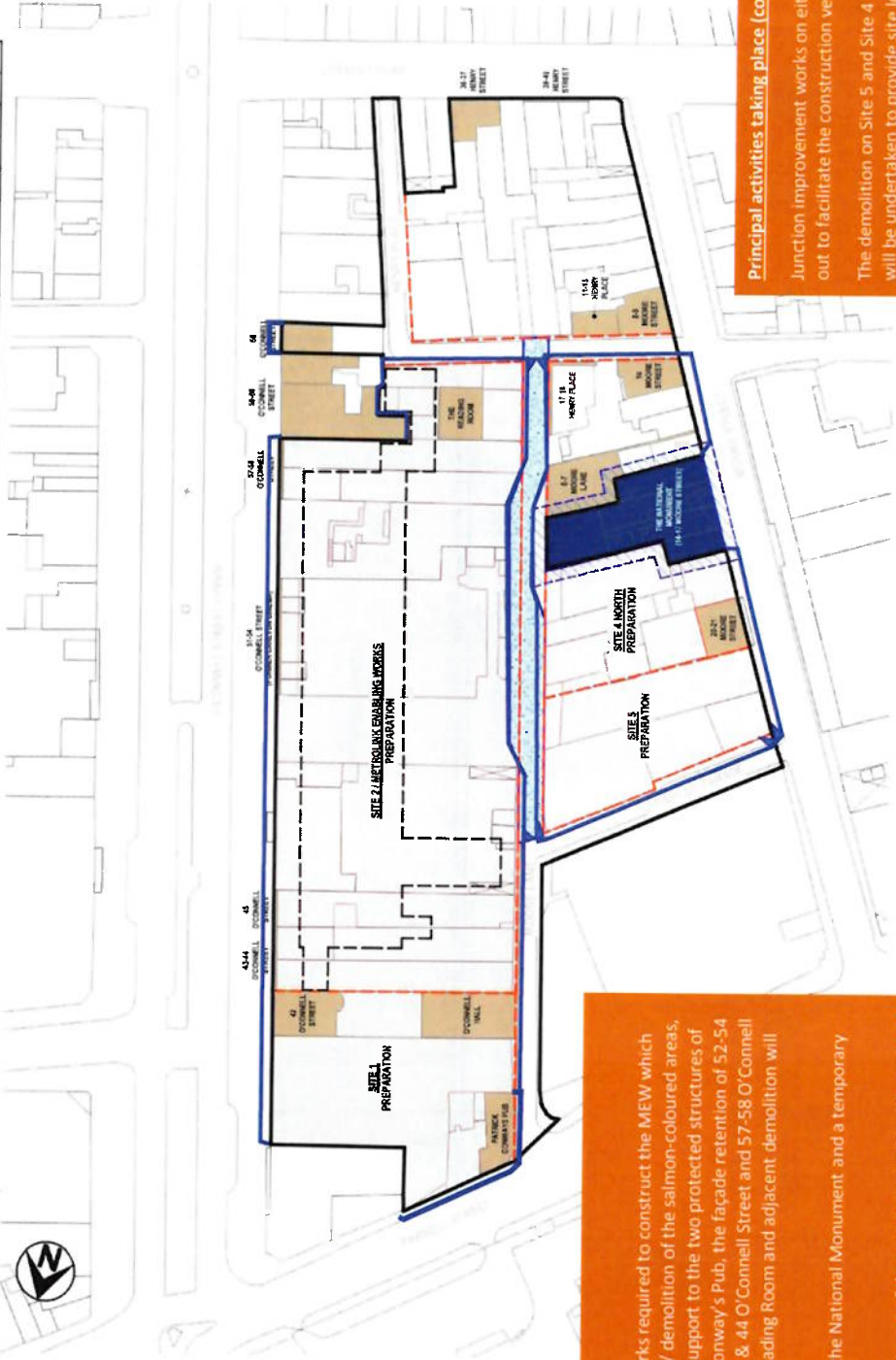


Principal activities taking place:

This image demonstrates the site as it currently exists. It shows the proximity of the National Monument together with other Protected Structures and Non-Protected structures of historical significance to be retained.

DUBLIN CENTRAL – INDICATIVE TIMESLICE SEQUENCE DIAGRAM NUMBER: 1

2022				2023				2024				2025				2026				2027				2028				2029				2030				2031			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4				



Principal activities taking place:

This image shows the initial period of the works required to construct the MEW which will involve the soft strip / asbestos removal / demolition of the salmon-coloured areas, the archaeological investigations, structural support to the two protected structures of 42 O'Connell Street and O'Connell Hall and Conway's Pub, the façade retention of 52-54 O'Connell Street (former Carlton cinema), 43 & 44 O'Connell Street and 57-58 O'Connell Street. The necessary underpinning to the Reading Room and adjacent demolition will also commence.

A protected zone will be established around the National Monument and a temporary haul road will be installed.

Site 1 works commence with the structural support of the two protected structures of 42 O'Connell Street and O'Connell Hall.

Principal activities taking place (con't):

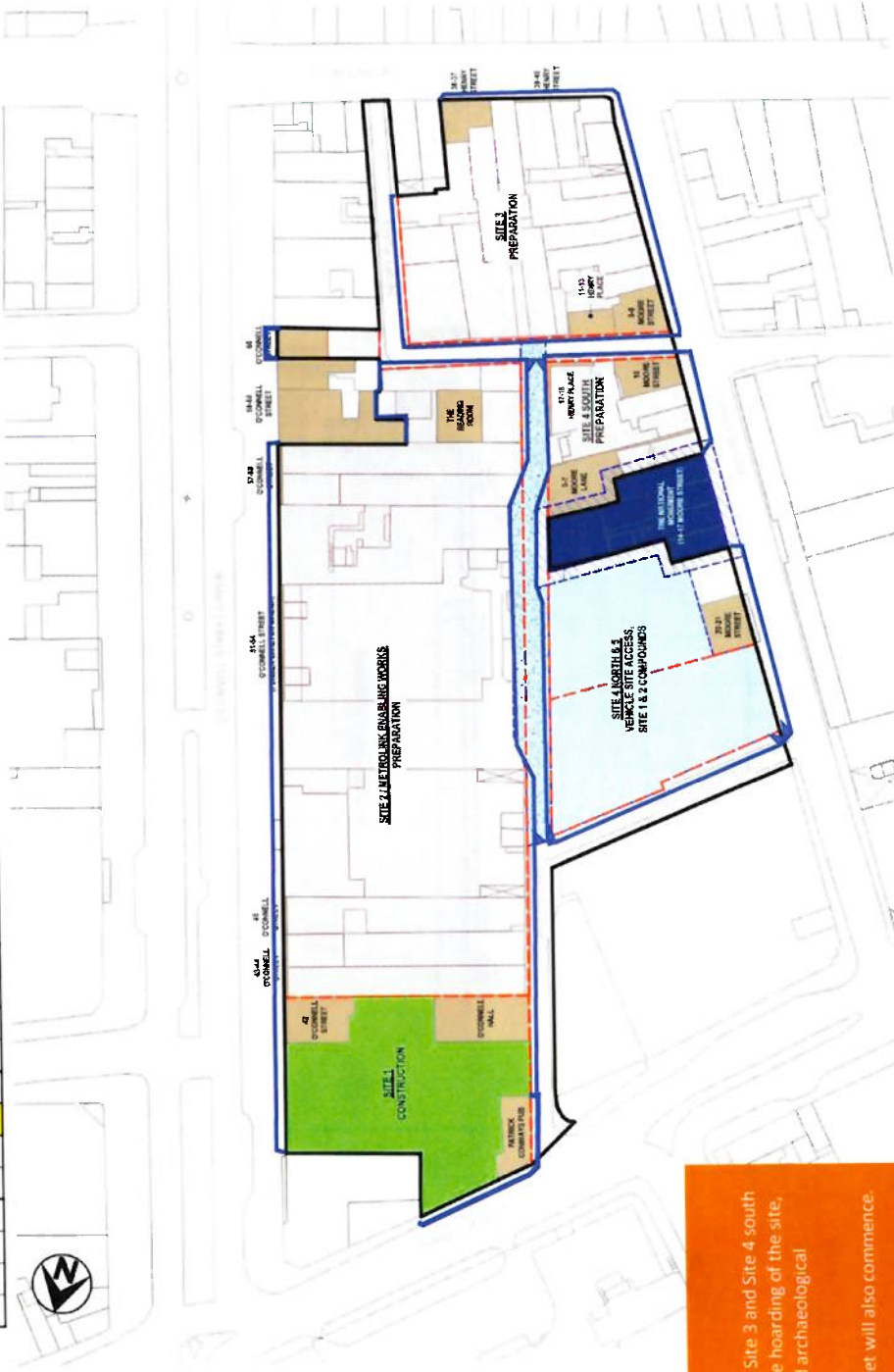
Junction improvement works on either end of O'Rahilly Parade will be carried out to facilitate the construction vehicle movements.

The demolition on Site 5 and Site 4 to the north of the National Monument will be undertaken to provide site logistics areas, with particular emphasis being on Site 5 which is necessary to manage the traffic entering the site from Moore Street and O'Rahilly Parade.

PRELIMINARY PROJECT PROGRAMME – INDICATIVE ONLY

DUBLIN CENTRAL – INDICATIVE TIMESLICE SEQUENCE DIAGRAM NUMBER: 2

2022				2023				2024				2025				2026				2027				2028				2029				2030				2031			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4



PRELIMINARY PROJECT PROGRAMME – INDICATIVE ONLY

Principal activities taking place:

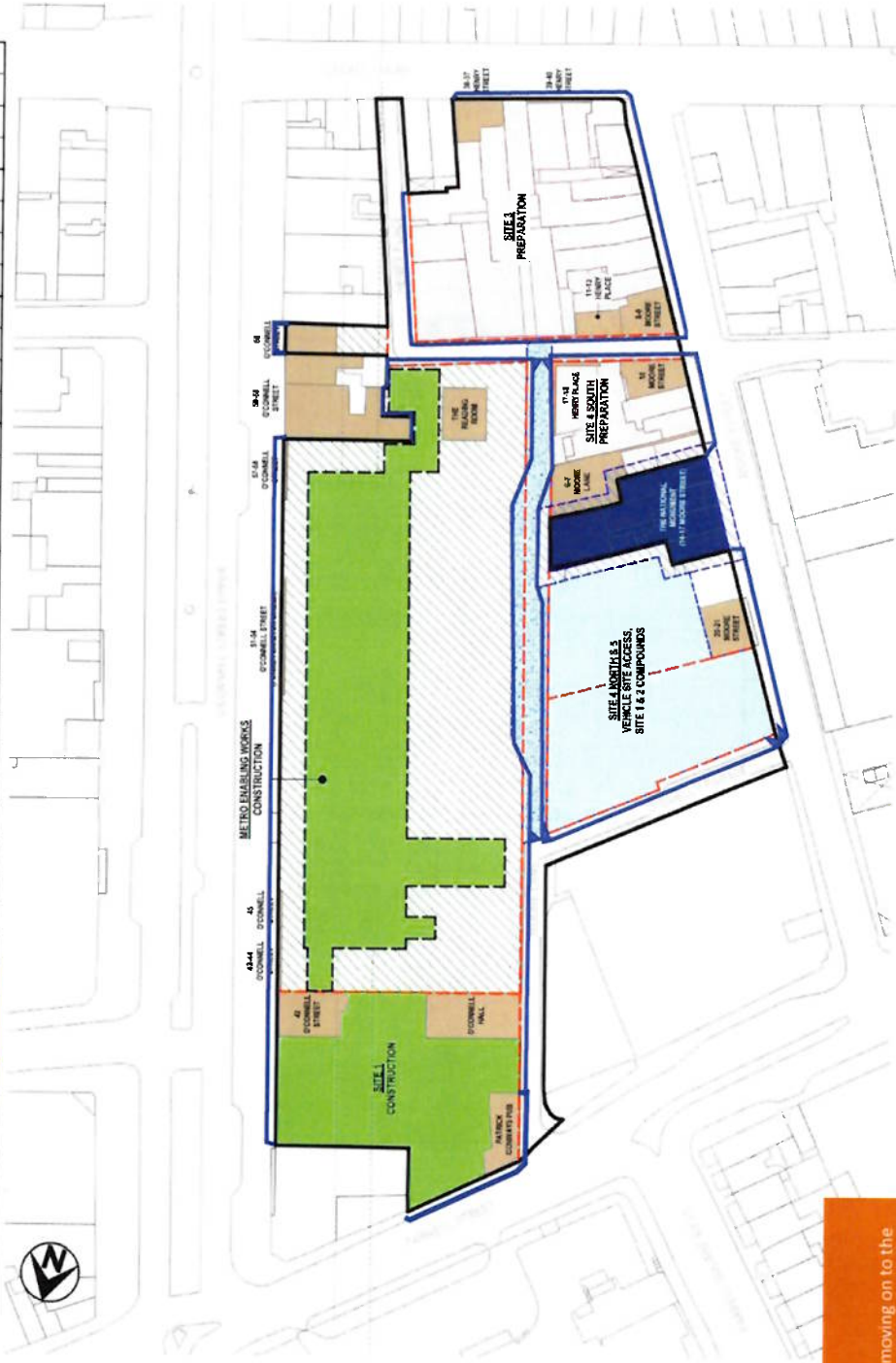
This image shows the work commencing on Site 3 and Site 4 south of the National Monument. This includes the hoarding of the site, soft strip, asbestos removal, demolition and archaeological investigations.

Facade retention works to 39-40 Henry Street will also commence.

The works to Nr 60 O'Connell Street will also commence.

Works on Site 1 will now move onto the construction phase.

DUBLIN CENTRAL – INDICATIVE TIMESLICE SEQUENCE DIAGRAM NUMBER: 3

[illegible]

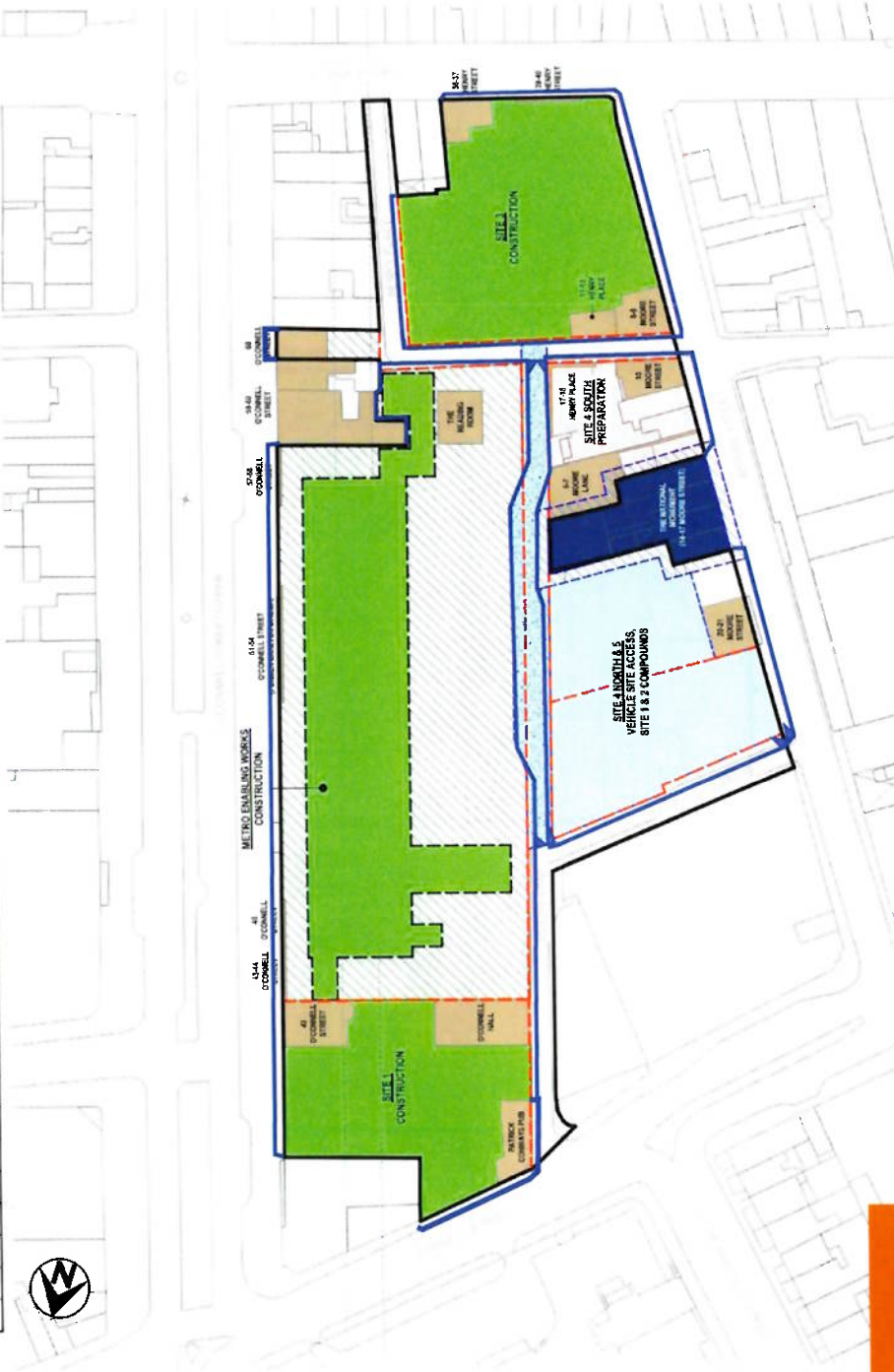
Principal activities taking place:

This image shows the work on the MEW site moving on to the construction phase, with the diaphragm walling, piling, dewatering, excavation and concrete works being carried out.

PRELIMINARY PROJECT PROGRAMME - INDICATIVE ONLY

DUBLIN CENTRAL – INDICATIVE TIMESLICE SEQUENCE DIAGRAM NUMBER: 4

2022				2023				2024				2025				2026				2027				2028				2029				2030				2031			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4



Principal activities taking place:

This image shows the work on Site 3 moving on to the construction phase.

PRELIMINARY PROJECT PROGRAMME – INDICATIVE ONLY

DUBLIN CENTRAL – INDICATIVE TIMESLICE SEQUENCE DIAGRAM NUMBER: 6

2022				2023				2024				2025				2026				2027				2028				2029				2030				2031			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4



PRELIMINARY PROJECT PROGRAMME – INDICATIVE ONLY

Principal activities taking place:
 This image shows the work on Site 1 now being principally complete, with fitting out activities now being carried out internally to complete the hotel and offices together with the ground floor retail.

DUBLIN CENTRAL – INDICATIVE TIMESLICE SEQUENCE DIAGRAM NUMBER: 7

2022				2023				2024				2025				2026				2027				2028				2029				2030				2031			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4



Principal activities taking place:

This image shows the work on Site 1 continuing with the fitting out activities internally to complete the hotel and offices together with the ground floor retail.

The other major change is the work to the MEW now starts to involve the basement construction under Sites 2AB and 2C. This demonstrates further how constrained the site is to enable the construction to be carried out.

DUBLIN CENTRAL – INDICATIVE TIMESLICE SEQUENCE DIAGRAM NUMBER: 8

2022				2023				2024				2025				2026				2027				2028				2029				2030				2031			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4



Principal activities taking place:
 This image shows that the work to the MEW beneath Site 2AB is now sufficiently advanced that works can now commence with the construction of the Site 2AB offices and retail.

PRELIMINARY PROJECT PROGRAMME – INDICATIVE ONLY

DUBLIN CENTRAL – INDICATIVE TIMESLICE SEQUENCE DIAGRAM NUMBER: 9

2022				2023				2024				2025				2026				2027				2028				2029				2030				2031			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4				



PRELIMINARY PROJECT PROGRAMME – INDICATIVE ONLY

Principal activities taking place:

This image shows that the work to Site 3 is now complete for the shell which enables the fitting out of the hotel and residential to be carried out. This is the first time that some of the public realm around Site 3 and the passageway connection from Henry Place onto O'Connell Street is opened to the public. Everything to the north of Henry Place is still a construction zone and within the site hoardings, but everything to the south is now opened for public use.

Henry Place will have been resurfaced to its completed form.

DUBLIN CENTRAL – INDICATIVE TIMESLICE SEQUENCE DIAGRAM NUMBER: 10

2022				2023				2024				2025				2026				2027				2028				2029				2030				2031			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4



PRELIMINARY PROJECT PROGRAMME – INDICATIVE ONLY

Principal activities taking place:

This image shows that the Site 4 residential areas are now completed and capable of being accessed from Henry Place. The retail on Moore Lane in Site 4 would not be opened yet.

The south of Moore Lane is available to access using a temporary tarmac surface at this stage (the final surface will be applied once the rest of Moore Lane can be surfaced with the existing setts and new materials).

DUBLIN CENTRAL – INDICATIVE TIMESLICE SEQUENCE DIAGRAM NUMBER: 11

2022				2023				2024				2025				2026				2027				2028				2029				2030				2031			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4



Principal activities taking place:

The principal change on this image is the work on Site 2C. The MEW are now complete and handed over for T11 to fit out the station, connect the tunnels etc. Site 2C now commences with its construction activity.

PRELIMINARY PROJECT PROGRAMME – INDICATIVE ONLY

DUBLIN CENTRAL – INDICATIVE TIMESLICE SEQUENCE DIAGRAM NUMBER: 12

[illegible]

Principal activities taking place:

This image shows a major milestone in the delivery of the project. At the end of 2028 Site 24B will be completed externally and will be being fitted out ready for occupation.

Site 4 north will also be completed.

The major milestone will be the resurfacing of Moore Lane and the creation of the new public square sufficient to allow the pedestrian connection across from O'Connell Street to Moore Lane at the end of 2028.

Construction of Site 2C will continue.

The major milestone will be the resurfacing of Moore Lane and the creation of the new public square sufficient to allow the pedestrian connection across from O'Connell Street to Moore Lane at the end of 2028.

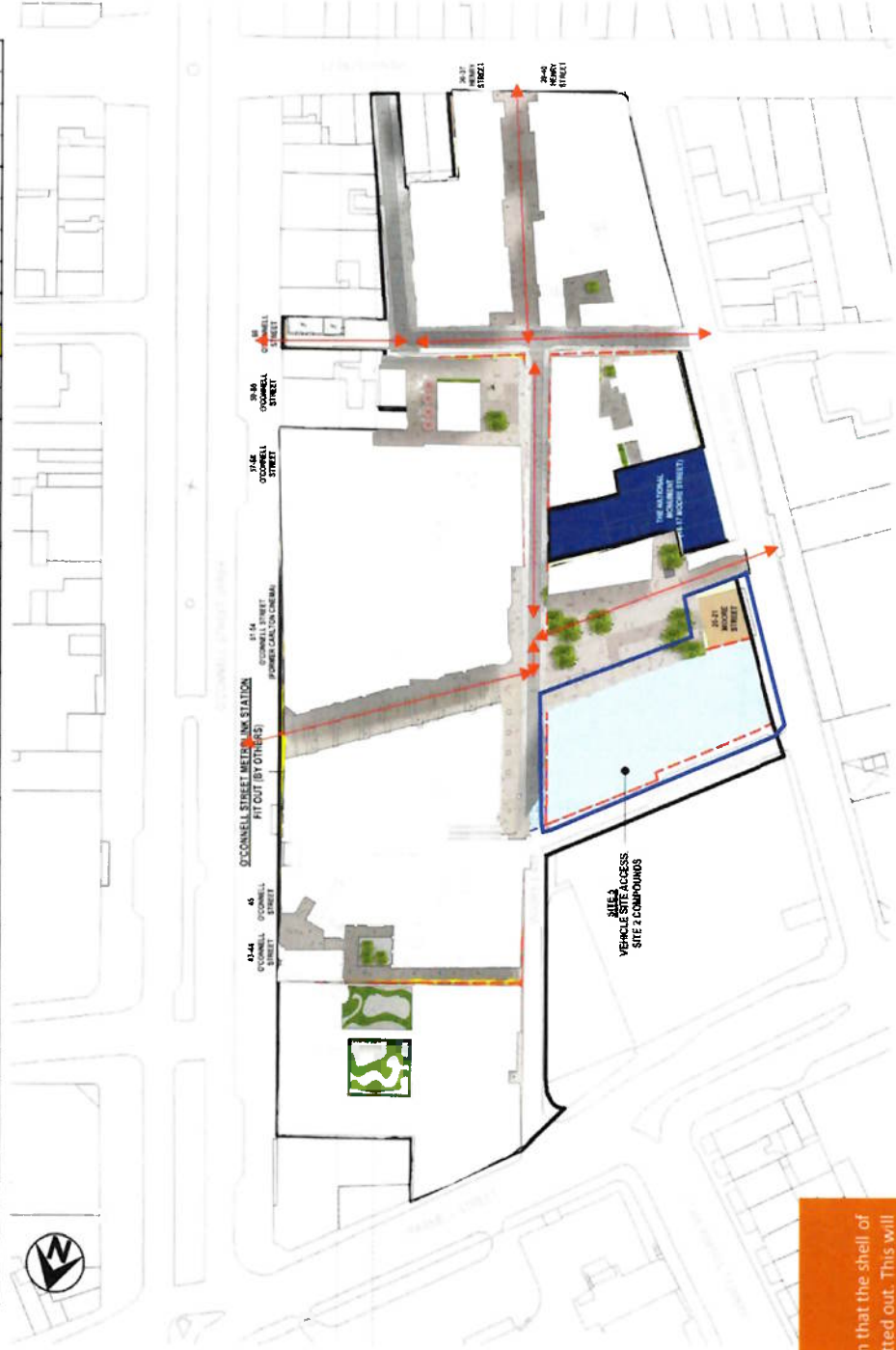
Construction of Site 2C will continue.

Construction of Site 2C will continue.

PRELIMINARY PROJECT PROGRAMME - INDICATIVE ONLY

DUBLIN CENTRAL – INDICATIVE TIMESLICE SEQUENCE DIAGRAM NUMBER: 13

2022				2023				2024				2025				2026				2027				2028				2029				2030				2031			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4				



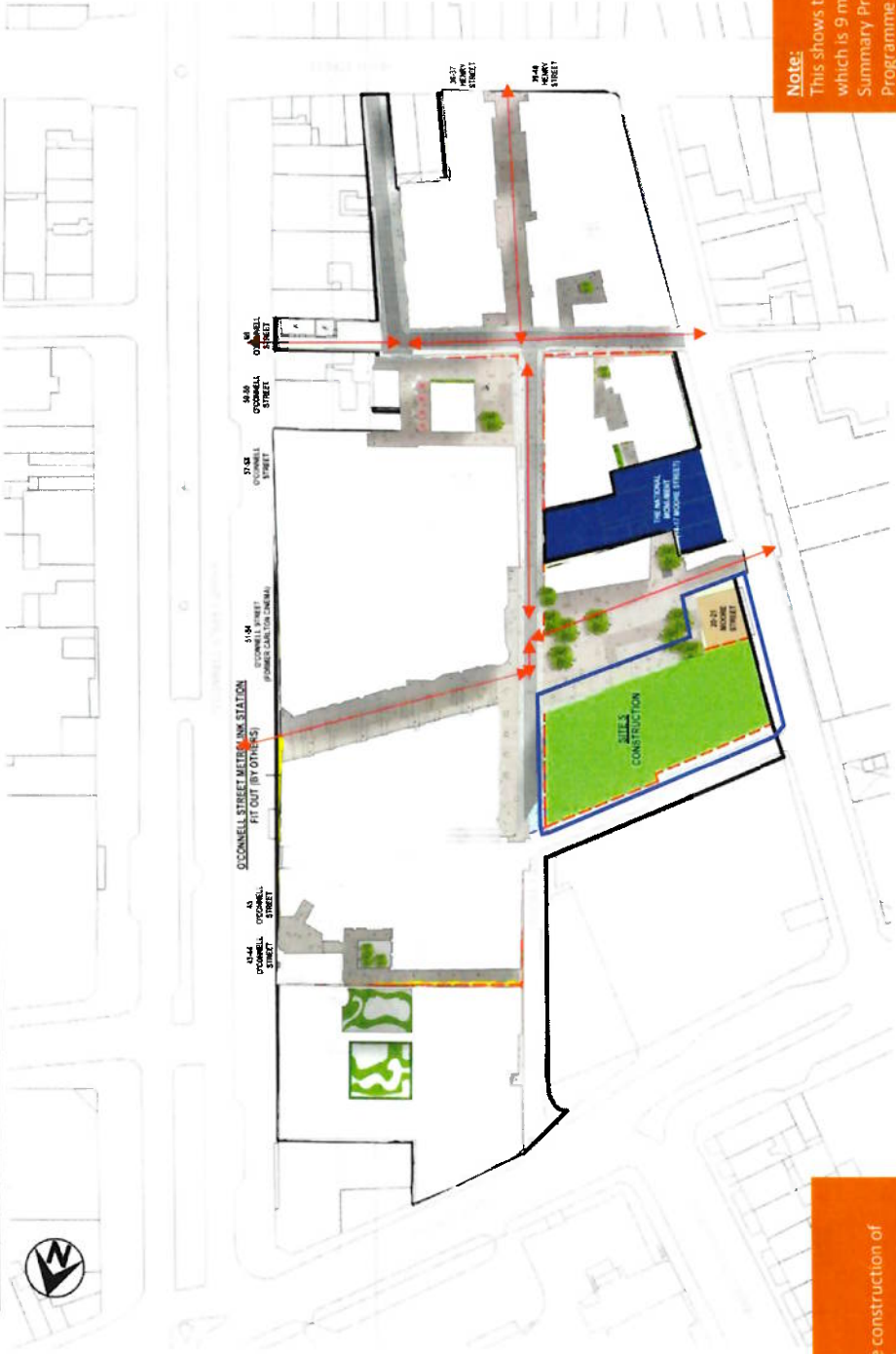
Principal activities taking place:

This image shows another major milestone in that the shell of Site 2C will now be complete and be being fitted out. This will allow the full extent of the pedestrian route between Site 2AB and 2C to be opened for public use.

PRELIMINARY PROJECT PROGRAMME – INDICATIVE ONLY

DUBLIN CENTRAL – INDICATIVE TIMESLICE SEQUENCE DIAGRAM NUMBER: 14

2022				2023				2024				2025				2026				2027				2028				2029				2030				2031			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4



Note: This shows the earliest start and finish date for site 5 which is 9 months earlier than shown in the Master Summary Programme. The Master Summary Programme assumes a later start to facilitate MetroLink construction access which is yet to be defined and agreed with TII.

Principal activities taking place:
This image shows the commencement of the construction of Site 5. The site will be discreetly hoarded off.
Site 2C will still be being fitted out.

PRELIMINARY PROJECT PROGRAMME – INDICATIVE ONLY

DUBLIN CENTRAL – INDICATIVE TIMESLICE SEQUENCE DIAGRAM NUMBER: 15

2022				2023				2024				2025				2026				2027				2028				2029				2030				2031			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4



Principal activities taking place:
 This image shows the works continuing with the construction of Site 5
 Site 2C will now be complete.

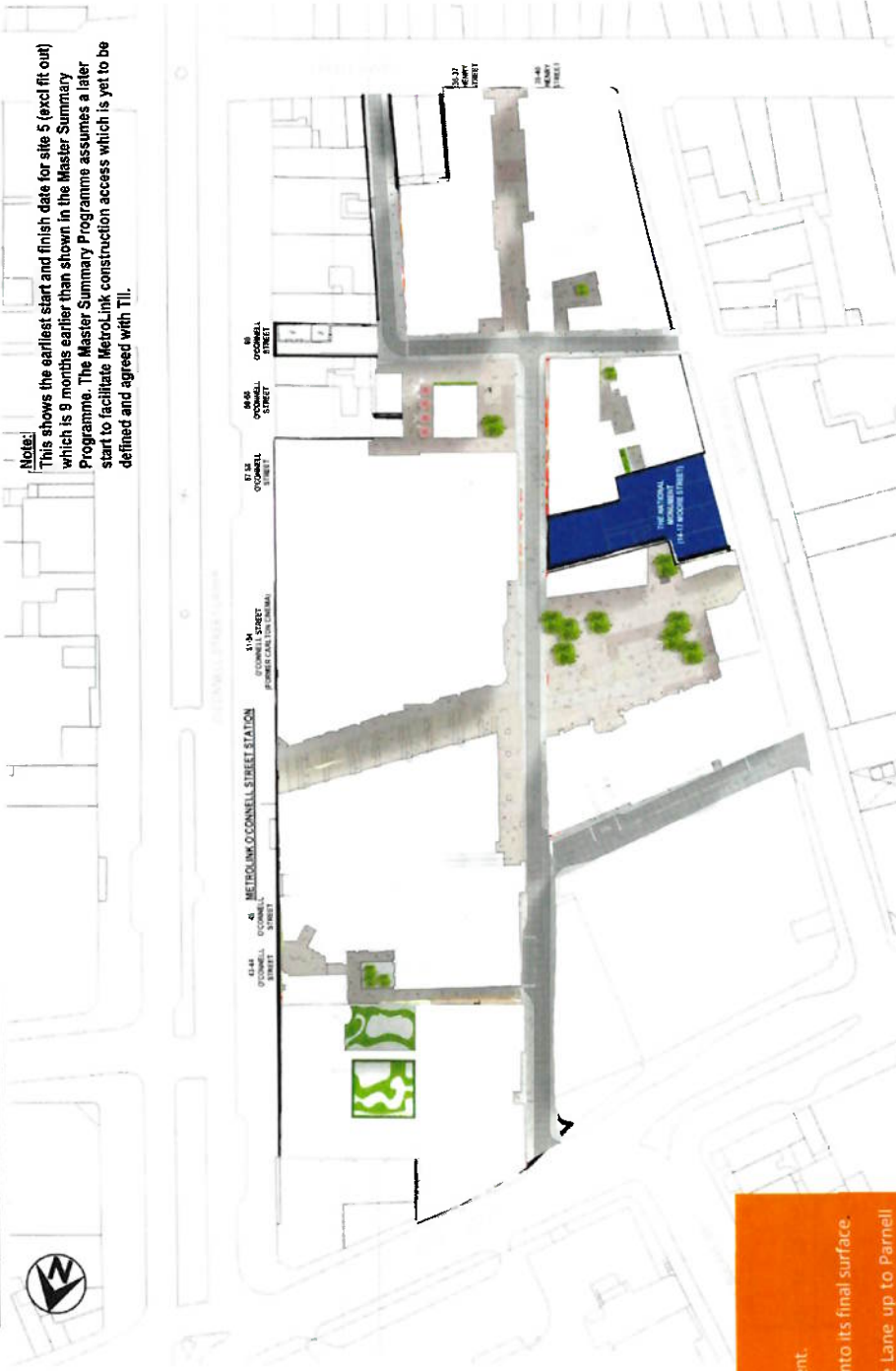
Note:
 This shows the earliest start and finish date for site 5 which is 9 months earlier than shown in the Master Summary Programme. The Master Summary Programme assumes a later start to facilitate MetroLink construction access which is yet to be defined and agreed with TII.

PRELIMINARY PROJECT PROGRAMME – INDICATIVE ONLY

DUBLIN CENTRAL – INDICATIVE TIMESLICE SEQUENCE DIAGRAM NUMBER: 16

2022				2023				2024				2025				2026				2027				2028				2029				2030				2031			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4				

Note:
This shows the earliest start and finish date for site 5 (excl fit out) which is 9 months earlier than shown in the Master Summary Programme. The Master Summary Programme assumes a later start to facilitate MetroLink construction access which is yet to be defined and agreed with TII.



Principal activities taking place:
This image shows the completed development.
O'Rahilly Parade will have been resurfaced into its final surface.
Resurfacing the northern section of Moore Lane up to Parnell Street will have been completed.

PRELIMINARY PROJECT PROGRAMME – INDICATIVE ONLY

BDP



acmic

graffon architects

HOLA

RKD

GROSS MAX

STUDIOFRACAI

M

CO

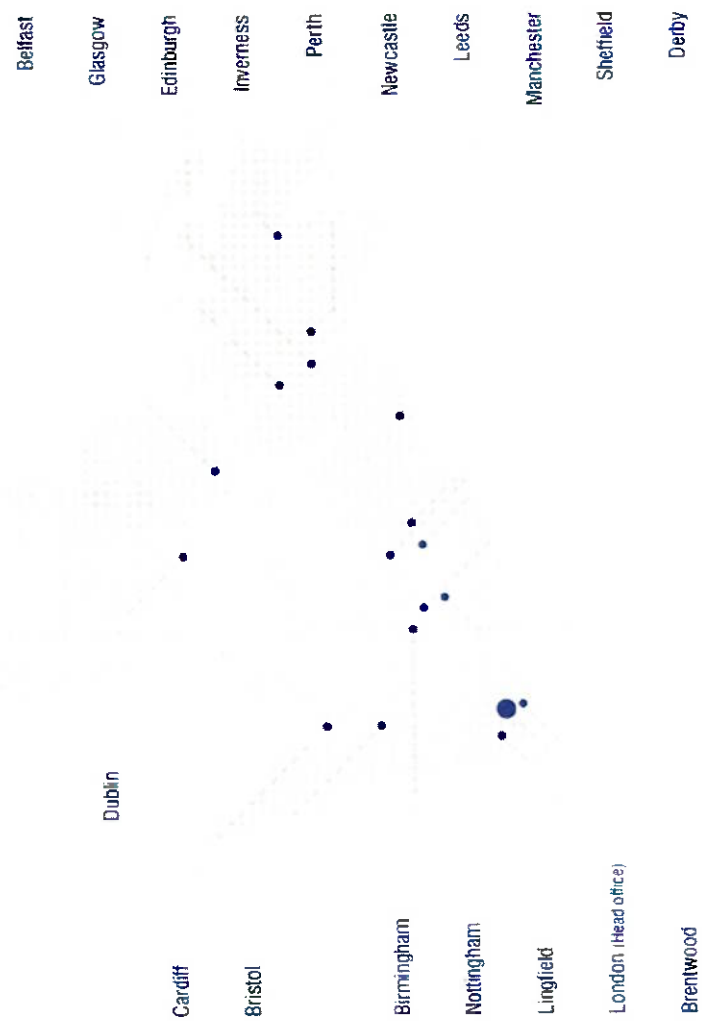
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Lineight

SLA

CERTO

UK and Ireland Office Locations



The Secretary,
An Bord Pleanála,
64 Marlborough Street,
Dublin 1

20 July 2022

Our Ref. 20035

RE: FIRST PARTY APPEAL AGAINST CONDITION

PLANNING APPLICATION FOR THE PROVISION OF A MIXED-USE SCHEME IN A SINGLE BUILDING RANGING FROM 2 – 6 STOREYS OVER SINGLE STOREY BASEMENT COMPRISING OFFICE SPACE (C. 5,753 SQ.M), 3NO. CAFES / RESTAURNATS, DELIVERY HUB AND A NEW PUBLIC PLAZA, GENERALLY BOUND BY HENRY STREET TO THE SOUTH, MOORE STREET TO THE WEST AND HENRY PLACE TO THE NORTH AND EAST. (DUBLIN CENTRAL – SITE 5)

DUBLIN CITY COUNCIL REG. REF: 2863/21

DATE OF DECISION: 23 JUNE 2022

Dear Sir / Madam,

We, Stephen Little & Associates Chartered Town Planners & Development Consultants, 26 / 27 Upper Pembroke Street, Dublin 2, D02 X361 submit this First Party Appeal to An Bord Pleanála. It is made on behalf of the Applicant / Appellant, Dublin Central GP Limited, Riverside One, Sir John Rogerson's Quay, Docklands, Dublin 2, D02 X576.

Dublin City Council issued a decision, dated 23 June 2022, to grant permission for development as generally identified above, at Dublin Central – Site 5, Dublin 1.

This First Party appeal seeks an amendment to Condition 5 (duration of the permission) by the Board, pursuant to Section 139(1)(b) of the Planning & Development Act 2000 (as amended) concerning appeals against conditions.

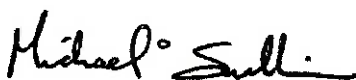
The statutory appeal fee is enclosed in the form of a cheque for €3,000.00 made payable to An Bord Pleanála.

2no. copies of the following material are enclosed in support of this First Party Appeal: -

1. Copy of DCC Notification of Decision to Grant Permission, dated 23 June 2022.
2. First Party Appeal Report, prepared by Stephen Little & Associates Chartered Town Planners & Development Consultants.
3. Supplementary Programme Statement, prepared by Certo Management Services.
4. Supporting Letter from Transport Infrastructure Ireland, dated 20 July 2022.

We trust that everything is in order and would ask that all future correspondence in relation to this planning appeal be directed to this office.

Yours faithfully,



Michael O'Sullivan
Senior Planner

STEPHEN LITTLE & ASSOCIATES

1 INTRODUCTION

We, Stephen Little & Associates Chartered Town Planners & Development Consultants, 26 / 27 Upper Pembroke Street, Dublin 2, are instructed by our Client (the Applicant / Appellant), Dublin Central GP Limited, Riverside One, Sir John Rogerson's Quay, Docklands Dublin 2, D02 X576, to make this First Party Appeal Planning.

Dublin City Council (DCC) issued a decision, dated 23 June 2022, to grant permission for the development of a mixed-use scheme in a single building ranging from 2 – 6 storeys over single storey basement comprising office space (c. 5,753 sq.m), 3no. café / restaurant units, a delivery hub and a new public plaza, generally bound by Henry Street to the south, Moore Street to the west and Henry Place to the north and east.

Condition 5 of this permission imposes a 7 (seven) year duration of the permission, notwithstanding that the application submitted on 1 June 2021 had sought a period of 15 (fifteen) years.

This First Party appeal seeks an amendment to Condition 5 by the Board, pursuant to Section 139(1)(b) of the Planning & Development Act 2000 (as amended) concerning appeals against conditions, to secure a 15 (fifteen) year permission.

The Applicant, otherwise, warmly welcomes the positive decision of DCC to grant permission in this case. The support of the Planning Authority for this project is acknowledged, having been secured on foot of extensive consultation and an iterative design approach at pre-planning and further information stages.

Having regard to Section 37(1)(d) of the Planning & Development Act 2000 (as amended), an appeal against the decision of the Planning Authority can be made on or before 5.30pm on the **20 July 2022**.

We confirm that in preparing this appeal, we have reviewed the Council's public planning file (DCC Reg. Ref. 2863/21), including the available technical reports that gave rise to the conditional decision in this particular case.

We acknowledge that a Third Party Appeal has been made against the grant of permission for Site 5 (DCC Reg. Ref. 2863/21 refers) also under ABP Ref. ABP-313947-22. A response to this Third Party Appeal will be submitted to An Bord Pleanála under separate cover.

1.1 Appeal Fee

We attach herewith a cheque in the sum of €3,000.00 made payable to An Bord Pleanála, so as to ensure that this appeal is validly received.

2 THE PROPOSED DEVELOPMENT

2.1 Brief Description of Proposed Development at Application Stage (1 June 2021)

The proposed development at Site 5 comprises a mixed-use scheme which ranges in height from two to six storeys (top floor set back) over new single storey localised basement incorporating café / restaurant and office uses.

The development is set out as follows: -

- 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 3 no. terraces at 2nd, 3rd and 5th floor respectively (c. 401 sq. m in total) addressing Moore Street and 3no. licenced restaurant / café units with takeaway / collection facility at ground floor (Unit 1 on Moore Lane & O’Rahilly Parade – 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.
 - A surface water drainage pipe will be laid between Site 5 and existing services in Parnell Street and will be laid in O’Rahilly Parade and Moore Street.

2.2 Summary of Amendment to the Proposed Development at Further Information Stage (9 November 2021)

In addressing Items 1 – 6 of the DCC Request for Further Information, design amendments were made to the proposed development included: -

- Minor adjustments to the window arrangements of Nos. 22 – 25 Moore Street.
- Additional indicative detail of café / restaurant units fit out to demonstrate the ability to accommodate bicycle storage.

For the avoidance of doubt, no changes were required to the water services (foul, surface water and water supply) or landscaping arising from the request for Further Information.

2.3 Summary of Amendments to the Proposed Development at Clarification of Further Information Stage (29 April 2022)

No amendments were made to the proposed development at Clarification of Further Information Stage.

3 GROUNDS OF APPEAL

This planning appeal argues for an amendment of Condition 5 of DCC Reg. Ref. 2863/21 decision to grant conditional permission, dated 23 June 2022.

For convenience, Condition 5 states: -

“5. The duration of the permission shall be seven years.

Reason: To ensure the timely development of the site.”

The condition is informed by the following assessment, contained in the DCC Planner’s Report: -

“While the complex nature of the redevelopment of a large scale inner city block is fully recognised by the Planning Authority, the provision of the 15 year planning consent is not considered to be acceptable and cannot be supported. In particular the site to be demolished, at the commencement of the construction programme, the site could potentially be vacant for up to 11 years. This timeframe is significantly in excess of what is usually considered appropriate and it is considered that the assessed baseline, which has been assessed as part of the submitted EIAR would likely have changes significantly in the intervening years, hence the rationale for the intended exclusion of such projects from the Extension of Duration process.”

3.1 Construction Strategy

The proposed development (Site 5) forms part of a much larger, very significant regeneration and development project planned for an area comprising almost three entire urban blocks located between O’Connell Street Upper, Parnell Street, Moore Street and Henry Street (hereafter referred to as Dublin Central). The project area is in critical need of regeneration and has been since this issue was formally identified by Dublin City Council in 1997 (almost 26 years ago) in the preparation of the O’Connell Street Integrated Area Plan.

Planning applications for Site 5 (DCC Reg. Ref. 2863/21 – Subject of this First Party Appeal), Site 4 (DCC Reg. Ref. 2862/21 – currently subject to First and Third Party Appeals – ABP Ref. ABP-312603-22) and Site 3 (DCC Reg. Ref. 2861/21 – currently subject to First and Third Party Appeals – ABP Ref. ABP-312642-22) were made concurrently to DCC. Together, Sites 3, 4 & 5 will broadly see the regeneration of the eastern side of Moore Street as far as Moore Lane and Henry Place to the east, O’ Rahilly Parade to the north and Henry Street to the south.

Whilst this planning application relates to Site 5, a Masterplan for the entire Dublin Central was prepared to provide the Planning Authority and the public generally with an indication of the wider proposals for the area (the Masterplan). As such, while separate planning applications were made for individual sites within the Masterplan there is an obvious relationship between the sites, in particular from a construction management perspective, which necessitates the request for a 15 (fifteen) year duration for the permission.

We consider, respectfully, that DCC has not given any weight to the complex inter-relationship of the construction management between the various development sites within Dublin Central, to deliver such a large city centre regeneration project. Particularly in relation to Site 5, demolition on site will take place early on and allow the site to provide essential vehicular access and construction compound for the construction and completion of Site 2, including the MetroLink Enabling Works (MEW), Site 3 and Site 4, leading to a delay in its construction.

The following sections will set out the constraints associated with the construction of Site 5 in the context of its relationship with the other sites in the wider Masterplan.

3.2 Relationship between Site 5 and Wider Masterplan

In broad terms, 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.

While Site 5 is a standalone project the overlap to cater for the predicted construction timelines of Site 2, Site 3 and Site 4 are significant. The Site 2 planning application will include the MEW to facilitate the development of the O'Connell Street MetroLink Station. Site 2 including the MEW will be subject to a separate planning application by the Applicant to Dublin City Council in Q3 2022. There is significant overlap between Site 5 and MetroLink station construction, which itself will be subject to a Railway Order by Transport Infrastructure Ireland (TII).

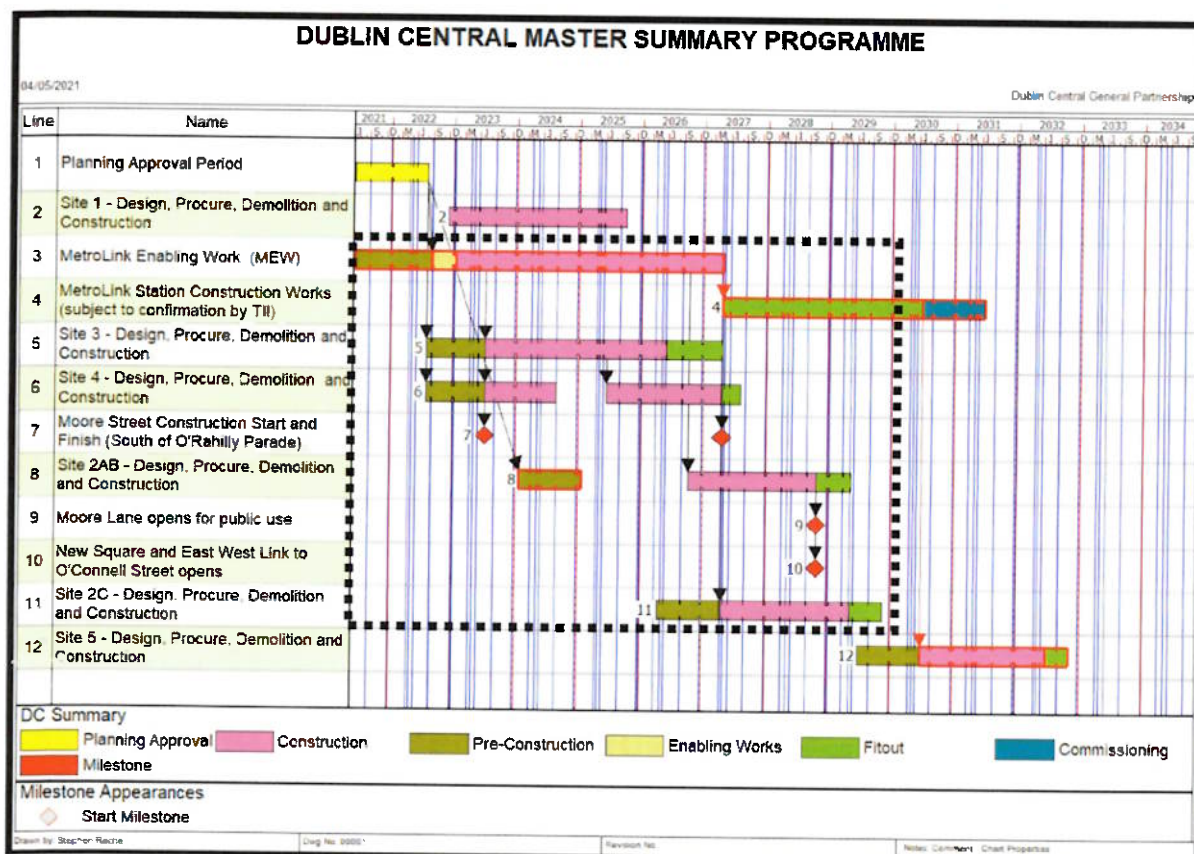


Figure 1: Dublin Central Masterplan Summary Programme – Relationship in terms of Site 5 and the development of Site 2, Site 3 and Site 4 highlighted (black dashed line – SLA Overlay).

In order to assist TII with the construction of the MetroLink station as well as construction of Sites 2, the construction of the building proposed in Site 5 is not expected to commence until Q4 2029 – Q2 2030. We refer the Board to the letter of support received from TII enclosed with this First Party Appeal. The letter confirms the use of Site 5 to access the station box as part of the upcoming Railway Order application for the MetroLink Project during its construction and fit out and is fully supportive of the duration of permission sought (15 years).

3.3 Considerations to be Borne in Mind in Determining Appropriate Planning Duration

3.3.1 Phasing

Please refer to the Construction Stage Sequencing set out in the Masterplan Outline Construction & Demolition Management Plan, prepared by Waterman Moylan Consulting Engineers which accompanied the planning application. The Report, which highlights the interdependencies between each of the project phases, illustrates why a multi-phase project of this nature requires additional time to complete.

3.3.2 Sequencing

We refer the Board to the Masterplan Outline Construction Management & Demolition Plan, prepared by Waterman Moylan Consulting Engineers that accompanied the planning application, which illustrates the construction stage sequencing from Site 3 moving north. Under Stage 2, Site 5 will be used for temporary vehicle access and compounds for construction of Site 2 (including the MEW), Site 3 and Site 4. Construction of the proposed structures on site is due to commence at Stage 14 (Q4 2029 – Q2 2030).

Should there be any delay in progress of Site 2 (including the MEW), Site 3 and Site 4, Site 5 must continue to remain as vehicle access and compound until such time that construction works move further north through the Masterplan.

3.3.3 MetroLink Enabling Works

The forthcoming application for Site 2 will provide the MEW, which are anticipated to run in parallel to the construction programme of Site 3 and Site 4. As such, Site 3 and Site 4 are inextricably linked to the construction programme of Site 2. Any delays to the construction of the MEW, e.g. a delay in achieving an enforceable Railway Order, would have a knock on impact on the delivery of Site 5 on the basis that it would be required to act as a compound for longer than anticipated.

We refer the Board to the Supplemental Programme Statement, prepared by Certo Management Services, which sets out additional modelling of predicted timelines which supports the conviction that 15 years is the only appropriate period be allowed for the construction of Site 5, when the above constraints are considered (Monte Carlo simulations – construction industry standard approach). Note: The Statement should be read in conjunction with the Programme Report, prepared by Certo Management Services contained in Appendix A of the Masterplan Outline Construction Management & Demolition Plan, prepared by Waterman Moylan Consulting Engineers.

We refer the Board to the letter of support received from TII enclosed with this First Party Appeal. The letter confirms the use of Site 5 to access the station box as part of the upcoming Railway Order application for the MetroLink Project during its construction and fit out and is fully supportive of the duration of permission sought (15 years).

3.3.4 Protected Structures & Ministerial Consent

There are a number of Protected Structures within the Masterplan which will need to be carefully managed as part of the construction process. In addition, Site 3 and Site 4 have included for the integration and conservation of existing non-protected historic building fabric.

Particular detailed consideration has been given to Nos. 14 – 17 Moore Street (a National Monument). Ministerial Consent will be required for any works being carried out in proximity to the National Monument prior to commencement on site.

For avoidance of doubt, there are no Protected Structures or existing non-protected historic building fabric within Site 5.

3.4 Changes to Planning Legislation

This is a complex development, involving the conservation and adaptive reuse of historic structures and the redevelopment of a city block of scale, at the junction of two of the busiest shopping streets in Dublin city centre.

Although Site 5 is capable of being developed independently, without reliance on final wider road and public realm works, it is also expected to become a seamlessly integrated part of the Dublin Central Masterplan.

Section 42 of the Planning and Development Act 2000 was amended by Statutory Instrument No. 456 of 2021 and came into effect on 9 September 2021. Resulting from these changes the basis for extension on commercial, economic or technical grounds have been removed¹. Additionally planning permission cannot be extended unless substantial works are completed and the balance of the remaining works would not give rise to the requirement for Environmental Impact Assessment (EIA) / Appropriate Assessment (AA).

Therefore, an Extension of Duration (EoD) is only available for Site 5 where substantial works are carried out and EIA / AA considerations do not arise within the passage of time. Construction of the permitted proposed building and associated works are not intended to commence on Site 5 until Site 2 (including the MEW), Site 3 and Site 4 are complete. The demolition works will be carried out initially so that Site 5 used as a temporary compound (as described above).

As noted above, there is now no mechanism for an EoD of a permission should an EIA or an AA be required *“in relation to the proposed extension concerned”*. Section 42(8) of the Planning and Development Act 2000 (as amended) states that: -

*“A planning authority **shall not extend the appropriate period** under this section in relation to a permission if an **environmental impact assessment** or an **appropriate assessment would be required** in relation to the proposed extension concerned.”*

[SLA emphasis in bold font]

As noted above, this Section of the Planning and Development Act 2000 (as amended) came into effect on 9 September 2021. That was some 3 months after the planning application was lodged. As such, at the time of making the decision in respect of this application, the legislative basis for seeking the period of 15 years was in place.

The current position is that the life of the planning permission for Site 5 cannot be extended unless substantial works are completed and the balance of the remaining works would not give rise to the requirement for EIA or AA. Given the nature and scale of Site 5 within the overall context of the Masterplan, screening out the need for EIA where substantial works may be completed, while not insurmountable, is by no means certain. This presents an intolerable risk for the Applicant given the complexity of what is the regeneration of a significant city centre site.

It was prudent to make the Site 5 application now in order to demonstrate how the Site 5 proposals fits in with the overall redevelopment of Dublin Central. Whilst it is not expected that a 15 year construction period will be required, demolition of Site 5 will be needed early on to accommodate construction access to the Masterplan area. Therefore the permission will be commenced early on, but actual construction of the proposed building and associated works will not commence until the other Sites are completed. As such, some reasonable flexibility on the duration of the life of the Site 5 permission is sought, beyond the more typical 5 year permission period. In creating a workable and safe construction strategy across the Dublin Central Masterplan it is considered prudent to seek and grant a 15 year permission for Site 5. This would ensure that there is sufficient buffer to absorb potential risks arising from the development of such a complex site, by way of separate concurrent permissions.

¹ Planning & Development Act 2000 (as amended) – Deleted (9.09.2021) by European Union (Planning) (Habitats, Birds and Environmental Impact) Regulations 2021 (S.I. No. 456 of 2021), reg. 2(a)(ii), in effect as per reg. 1(2).

It should also be noted that where the entirety of Site 5 is not completed within the 7 year period, there is a risk that its completion requires permission to retain and complete the work. Retention permission cannot be sought for development requiring an EIA.

The limited 7 year life of the permission for this complex development adds significantly to uncertainty, cost and viability risk to the project, and thus to its prospects of being realised.

We note the commentary by the Planning Authority in relation to the baseline scenario assessed as part of the EIAR assessed with the planning application. The EU Directive 2011/92/EU as amended by Directive 2014/52/EU (EIA Directive) requires: -

"A description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the project as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge."

Each individual environmental factor of the EIAR prepared for Site 5 has included a section on the receiving environment against which the proposed development was assessed against.

The EIAR assessed the predicted impact of the entire Dublin Central Masterplan, the proposed development and relevant cumulative development in proximity to the site. As per the requirements of the EIA Directive, consideration was given to impacts arising during both the construction and demolition phase as well as operational stage. Furthermore, where relevant, the 'do-nothing' and 'worst case' scenarios were also considered. Mitigation measures have then been included to avoid, prevent or reduce impacts where relevant.

It is respectfully submitted that the EIAR has fully considered the full implications of a 15 year duration as part of the overall assessment of the Dublin Central Masterplan.

4 CONCLUSION

We welcome the Planning Authority's support for the development of Site 5 as proposed under DCC Reg. Ref. 2863/21, and the related regeneration of a significant portion of Henry Street and Moore Street. This seeks to strike a reasonable balance between preserving the environment, including the historic environment, and the need to achieve balanced economic and social development.

We are contesting only the Planning Authority's imposition of Condition 5 which limits the life of the permission to a 7 year period, notwithstanding strong justification for the Applicant's request for a 15 year permission to be granted.

We are of the professional opinion that: -

- The proposed development (Site 5) forms part of a much larger, very significant regeneration and development project planned for an area comprising almost three entire urban blocks located between O'Connell Street Upper, Parnell Street, Moore Street and Henry Street. This presents unique logistical challenges, given the city centre context, which set it apart from typical construction projects.
- Site 5 is required to be used as a construction compound for on-going site works to facilitate the construction of Site 2 (including the MEW), Site 3 and Site 4. Construction of the permitted proposed building and associated works are not intended to commence on Site 5 until Site 2 (including the MEW), Site 3 and Site 4 are complete. The demolition works will be carried out initially so that Site 5 can be used as a temporary compound (as described above). The complex inter-relationships of the construction management between various sites within Dublin Central to deliver such a large city centre regeneration project has not been given sufficient weighting in the overall assessment of the appropriate planning permission period.
- The relationship between the construction programme of Site 5 is unavoidably linked to the construction programme of Site 2 (including the MEW), Site 3 and Site 4. The concurrent construction of Site 3, Site 4 and the works associated with Site 2 (including the MEW) requires some contingency period for slippage or unforeseen circumstances to arise within the construction programme. As such, any delays to the implementation of these has knock-on construction programme related impacts for Site 5 as it is required as vehicle access and a compound.
- While Dublin Central will deliver the MEW, many of the risk factors that could impact its delivery are out of the control of Dublin Central (e.g. a delay to getting an enforceable Railway Order).
- There have been changes to planning legislation relating to EoD. The grounds for extension on commercial, economic or technical grounds have been removed. Therefore, an EoD is only available for Site 5 where substantial works are carried out. There is no longer a mechanism to extend the duration of a permission where an EIA or AA is required for the extension required. There is a real risk that a fresh planning application would be required if the development is not completed within 7 years and, worse, that a fresh application would be made in year 5 of that period, in order to manage the risk that a fresh permission might be delayed.
- Failure to complete the permitted development within a tight 7 year period would bring unnecessary and highly concerning risk to the completion of the development. Retention permission cannot be sought for unauthorised development that requires an EIA.

We trust that the enclosed material provides sufficient grounds for the Board to amend Condition 5 of the decision to grant permission for this development proposal for a 15 year permission.

STEPHEN LITTLE & ASSOCIATES

20 July 2022

ENCL/: -

- Statutory Appeal Fee (cheque to sum of €3,000.00).
- Copy of DCC Notification of Decision to Grant Permission, dated 23 June 2022.
- Supplementary Programme Statement, prepared by Certo Management Services.
- Supporting letter from Transport Infrastructure Ireland, dated 20 July 2022.



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

An Roinn Pleanála & Forbairt Maoine

Bloc 4, Urlár 3, Oifigi na Cathrach, An Ché Adhmaid, Baile Átha Cliath 8.

Planning & Property Development Department,

Dublin City Council, Block 4, Floor 3, Civic Offices, Wood Quay, Dublin 8.

t. (01) 222 2288

e. planning@dublincity.ie

01 JUL 2022

28-Jun-2022

Stephen Little & Associates
26/27 Upper Pembroke Street
Dublin 2, D02X361

Application No. 2863/21
Registration Date 29-Apr-2022
Decision Date 23-Jun-2022
Decision Order No P3687
Location 22-25 Moore Street, 13 Moore Lane, 14-15 Moore Lane, Dublin 1
Proposal PROTECTED STRUCTURE: Dublin Central GP Limited intends to apply for Permission for a period of 15 years at a site, 'Dublin Central - Site 5' (c. 0.18 Ha) at No. 22 - 25 Moore Street, 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), Dublin 1 and otherwise generally bounded by O'Rahilly Parade to the north, by Moore Lane to the east, by No. 21 Moore Street and No. 12 Moore Lane to the south and by Moore Street to the west. 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

Comhairle Cathrach, Oifigi na Cathrach, An Ché Adhmaid, Baile Átha Cliath 8, Éire
Head Office - Civic Offices, Wood Quay, Dublin 8, Ireland

NOT1perm

T 01 222 2222 W www.dublincity.ie



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

An Roinn Pleanála & Forbairt Maoin

Bloc 4, Urlár 3, Oifigi na Cathrach, An Ché Adhmaid, Baile Átha Cliath 8.

Planning & Property Development Department,

Dublin City Council, Block 4, Floor 3, Civic Offices, Wood Quay, Dublin 8.

t. (01) 222 2288

e. planning@dublincity.ie

Applicant	O'Rahilly Parade to connect with existing drainage network on Parnell Street via Moore Street. The application site is outside the O'Connell Street Architectural Conservation Area. An Environmental Impact Assessment Report (EIAR) accompanies this application.
Application Type	Dublin Central GP Limited Permission

- **If you have any queries regarding this Decision, please contact the number or email shown above**

IMPORTANT NOTE:

Please be advised that a compliance submission(s) can only be submitted in pdf format and by e- mail to compliances@dublincity.ie

NOTIFICATION OF DECISION TO GRANT PERMISSION

In pursuance of its functions under the Planning & Development Acts 2000 (as amended) Dublin City Council, being the Planning Authority for the City of Dublin has by order dated 23-Jun-2022 decided to **GRANT PERMISSION** for the development described above, subject to the following condition(s).

CONDITION(S) AND REASON(S) FOR CONDITION(S)

1. Insofar as the Planning & Development Act 2000 (as amended) and the Regulations made thereunder are concerned the development shall be carried out in accordance with the plans, particulars and specifications lodged with the application, as amended by the Further Information received on 20th October 2021, and as amended by the Article 35 request received on the 9th November 2021, and Clarification of the Article 35 Significant Information request received on the 29th April 2022 as may be required by the conditions attached hereto. For the avoidance of doubt, this permission shall not be construed as approving any development shown on the plans, particulars and specifications, the nature and extent of which has not been adequately stated in the statutory public notices.

Reason: To comply with permission regulations.

2. A development contribution in the sum of €433,513.96 shall be paid to the Planning Authority as a contribution towards expenditure that was and/ or is proposed to be incurred by the Planning Authority in respect of public infrastructure

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and facilities benefitting development in the administrative area of the Authority in accordance with Dublin City Council's Section 48 Development Contribution Scheme. The contribution is payable on commencement of development. If prior to commencement of development an indexation increase is applied to the current Development Contribution Scheme or if a new Section 48 Development Contribution Scheme is made by the City Council the amount of the contribution payable will be adjusted accordingly.

Phased payment of the contribution will be considered only with the agreement of Dublin City Council Planning Department. Applicants are advised that any phasing agreement must be finalised and signed prior to the commencement of development.

Reason: It is considered reasonable that the payment of a development contribution should be made in respect of the public infrastructure and facilities benefitting development in the administrative area of the Local Authority.

3. A development contribution in the sum of €158,308.00 shall be paid to the Planning Authority in respect of the LUAS Cross City Scheme. This contribution shall be paid prior to the commencement of development or in such a manner as may otherwise be agreed in writing with the Planning Authority.

The amount due is payable on commencement of development. Phased payment of the contribution will be considered only with the agreement of Dublin City Council Planning Department. Applicants are advised that any phasing agreement must be finalised and signed prior to the commencement of development.

Reason: It is considered reasonable that the payment of a development contribution in respect of the public infrastructure and facilities benefitting development in the Luas Cross City area as provided for on the Supplementary Development Contribution Scheme made for the area of the proposed under Section 49 of the Planning & Development Act 2000 (as amended).

4. Prior to the commencement of development, the developer shall lodge with the planning authority a cash deposit or a bond of an insurance company/bank .

(a) to secure the satisfactory maintenance, completion and any reinstatement of services/infrastructure currently in the charge of Dublin City Council, including roads, open spaces, car parking spaces, public lighting, sewers and drains.

or

(b) to secure the satisfactory completion of services until taking in charge by a Management Company or by the Local Authority of roads, footpaths, open spaces, street lighting, sewers and drains to the standard required by Dublin City Council.

Glossary: Oifigí na Cathrach, An Ché Adhmaid, Bhaile Átha Cliath 8. Fine
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The form and amount of the security shall be as agreed between the planning authority and the developer, coupled with an agreement empowering the planning authority to apply such security or part thereof.

In the event that land to be used as open space is taken in charge, the title of any such land must be transferred to Dublin City Council at the time of taking in charge.

Reason: To achieve a satisfactory completion of the development.

5. The duration of the permission shall be seven years.

Reason: To ensure the timely development of the site.

6. Prior to commencement of development the following details, including revised plans, drawings and specifications, shall be submitted to the planning authority and written agreement obtained:

a) Details, including revised drawings, showing a higher quality design response at the elevation to O'Rahilly Parade, with a revised frontage which reflects the historical importance of the street, using a higher quality of materials and appropriately sized openings to the commercial uses and a high quality of the finish to entrances to the ancillary spaces, including the ESB substation/switch room.

b) The internal layout at ground floor level shall be reconfigured to provide an entrance to café/restaurant 2 from O'Rahilly Parade.

c) The frontage to O'Rahilly Parade occupied by the refuse store shall be reduced and the layout reconfigured as required to provide for this.

d) Full details of the design of all shopfronts on the site, to include the extent of all openings to the street and the new public space, shall be submitted for agreement. This shall include details of the type of glazing to the units fronting the new public space. The shopfront to Moore Street shall be designed to preserve the scale and grain of the street, all openings to the street shall be clearly shown and the materials used shall be in keeping with the National Monument at Nos. 14-17.

e) The black-painted glass on the south elevation (public square) of the new office building shall be omitted.

f) Signage to the shopfronts shall consist of individual lettering mounted or hand painted on the fascia, with the lettering to be of a high quality material such as stainless steel, with a height not exceeding 0.4m and any illumination to consist of backlighting. Signage shall consist of the name of the premises and the street

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number only.

g) Details of a revised arrangement for the fenestration at the Moore Street elevation, to be in keeping with the fenestration along the urban block which includes Nos. 14-17 Moore Street.

Reason: In the interests of visual amenity, and to protect the architectural character, setting and integrity of the historic streets and buildings, including the Moore Street National Monument, in the vicinity of the site

7. Prior to commencement of development full details of the materials, colours and textures of all external finishes of the new build elements of the development and all surfaces within the site boundary shall be submitted to the planning authority and written agreement obtained. All materials shall be of a high quality and durable, shall be in keeping with the area and in particular with the retained structures on the site and the adjacent National Monument, and shall adhere to the principles of sustainability and energy efficiency.

Reason: In the interests of visual amenity

8. Prior to commencement of development the applicant shall submit for the written agreement of the planning authority final co-ordinated landscaping drawing of the new public space across Sites 4 and 5 to ensure the representation of the definition of Moore Lane, historic plots and boundaries where these have been removed, with particular emphasis on/respect for and representation of the historic and social significance of key locations and evacuation routes in relation to the 1916 Battlefield, and key items of external furniture such as seating/shading etc. and lighting that will have a significant impact on the presentation of the space.

Reason: To protect the character, architectural detail and integrity of the historic buildings, fabric and surfaces adjacent to the subject site

9. The developer shall submit the following details, and shall obtain the written agreement of the planning authority, prior to commencement of development including demolition works on the site:

a) Details of the treatment of the boundary between the new public space and the adjoining site to the south (i.e. Site 4) in the interim period between completion of development on the two sites.

b) An updated Management Scheme, which shall provide adequate measures for the future maintenance and repair in a satisfactory manner of all communal areas including private and public spaces within the site, where not otherwise taken in

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charge by the Local Authority. The new public space between Moore Lane and No. 22 Moore Street shall be fully accessible to members of the public other than in exceptional circumstances and no gates shall be provided.

Reason: In the interests of orderly development in the context of the phased development of the site and adjoining sites.

10. The following shall apply in respect of the permitted café/restaurant units:

- i. All restaurants permitted on the site shall be seated restaurants and any takeaway or delivery element shall be ancillary.
- ii. Prior to occupation of the units details of the opening hours of the restaurants shall be submitted to the planning authority and written agreement obtained in relation to this.
- iii. Prior to operation of the units details of extraction and ventilation to the restaurants shall be submitted and written agreement obtained.

Reason: To protect the amenities of the area.

11. Any security shutters to the café/restaurant units shall be recessed behind the glazing and factory finished in a single colour to match the colour scheme of the building prior to installation. Shutters shall be of the open lattice type, and shall not be painted on site, left unpainted or used for any form of advertising.

Reason: In the interests of visual amenity.

12. Notwithstanding the provisions of the Planning & Development Regulations 2001 (as amended), no advertisement signs (including any signs installed to be visible through the windows); advertisement structures, banners, canopies, flags, or other projecting element shall be displayed or erected on the building or within the curtilage, or attached to the glazing without the prior grant of planning permission.

Reason: In the interests of visual amenity.

13. All new street and development names shall reflect local history, heritage or cultural associations. The planning authority will approve the naming in order to avoid confusion with similar names in other locations. Developers shall agree a scheme's name, which shall be in both the Irish and the English language, with the planning authority prior to commencement of development, and the name selected shall be installed on site. The developer shall submit a minimum of 2 names and



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include details of the criteria (including consultation with An Post) used to select the names as well as confirmation that due diligence was undertaken to ensure there is no duplication with existing names in the city or bordering county areas (to ensure no confusion for emergency services). It is also advised that naming proposals are supported with a brief report by a suitably qualified heritage specialist (eg Archaeologist, Historian, Conservation Architect, Archivist.)

Reason: In the interests of orderly street naming and numbering; to enhance urban legibility, and to retain local place name associations.

14. During construction works the developer shall ensure the protection of the Moore Street Markets as far as is practicable and provide support and liaise with market traders and representatives where ongoing trading is no longer possible or construction works necessitate relocation of the market.

Reason: In the interests of orderly development.

15. The developer shall comply with the following conservation requirements of the Planning Authority:

a) A conservation expert with proven and appropriate expertise shall be employed to design, manage, monitor and implement the works in the vicinity of the Protected Structures and National Monument, to the other historic buildings of interest and to ensure adequate protection of the retained historic fabric during the works. In this regard, all permitted works shall be designed to cause minimum interference to the retained building and facades structure and/or fabric.

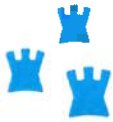
b) All works in the vicinity of the protected structures/National Monument and historic buildings of interests shall be carried out in accordance with best conservation practice and the Architectural Heritage Protection Guidelines for Planning Authorities (2011) and Advice Series issued by the Department of the Environment, Heritage and Local Government. Any repair works shall retain the maximum amount of surviving historic fabric in situ. Items to be removed for repair off-site shall be recorded prior to removal, catalogued and numbered to allow for authentic re-instatement.

c) All existing original features, in the vicinity of the works shall be protected during the course of the refurbishment works.

d) All repair of original fabric shall be scheduled and carried out by appropriately experienced conservators of historic fabric.

e) The following methodologies/documents, evaluations, revisions and architectural details shall be submitted for the written agreement of the Planning Authority prior to the commencement of development:

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i. In relation to historic remnants of external surface finishes (landscaping), a record baseline survey drawing at an appropriate scale (such that the relevant information is legible) to be prepared to record all of the information relating to historic surface materials discovered by the executed GPR survey, and all of the visible historic fabric noted in photographic format by Courtney Deery.

ii. In particular, this shall include the historic kerbs at the rear of No. 25 Moore Street which reflect historic entrances to the buildings on Moore Lane, and visible historic cobbles on O'Rahilly Parade and Moore Lane which ideally should be retained in their original locations to reflect the architectural character and legibility of this special place, and the laneways that have survived since they were laid out in the 18th century.

iii. A record drawn and photographic survey of the historic boundary wall between Nos. 23 and 24 Moore Street and a methodology for the salvage and cleaning of the historic fabric, and confirmation of where the salvaged materials will be reused, preferably within repairs to existing buildings or in the landscaping scheme where appropriate within the masterplan site (if possible).

iv. A detailed method statement for the careful demolition adjacent to No. 21 Moore Street, to avoid unnecessary damage to the building.

Reason: To protect the architectural character and setting of the protected structures/national monument adjacent to and in the vicinity of the proposed development, and to protect the character, architectural detail and integrity of the historic buildings, fabric and surfaces adjacent to the subject site.

16. The developer shall comply with the following requirements of the Department of Housing, Local Government and Heritage:

a) Moore Street National Monument

i. Prior to commencement of development the developer shall agree in writing with the Office of Public Works and the Department of Housing, Local Government and Heritage arrangements to ensure that no damage occurs to the national monument constituted by Nos. 14 to 17 Moore Street. A copy of that agreement shall be provided to the Planning Authority in advance of commencement of development.

ii. In recognition of the significance of the Moore Street National Monument, its setting and the historic street pattern the Project Archaeologist will monitor and maintain the temporary exclusion zones around the monument and in other areas of significance. The extent of such exclusion zones will be agreed with the Planning Authority and with the Department of Housing, Local Government and Heritage in advance of the commencement of any development works.

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b) Archaeological mitigation project

i. The applicants shall employ the services of a suitably qualified archaeologist (i.e. the Project Archaeologist) to co-ordinate with the applicant's conservation team and consultants and to liaise with the Planning Authority and the Department of Housing, Local Government and Heritage throughout the course of the development.

Archaeological excavation is the preferred mitigation strategy for Site 5. Excavation must be preceded by archaeological monitoring of demolition and a phase of testing to establish the nature and extent of archaeological deposits surviving at Site 5. The archaeological testing will inform the mitigation strategy to be implemented by the Project Archaeologist for the Dublin Central Masterplan and for Site 5

ii. The applicants and the Project Archaeologist shall ensure the implementation of archaeological mitigation actions as set out in the EIAR and associated documents accompanying the application at the appropriate locations and at the appropriate time.

iii. The Project Archaeologist shall provide a schedule of works and the proposed archaeological mitigation methods to be agreed with the Planning Authority and the Department. A record of such schedules shall be maintained so as to take account of any adjustments resulting from design revisions and demolition and construction schedules.

iv. The Project Archaeologist shall oversee the proposed archaeological mitigation for Site 5 and shall ensure integration of each element or phase of that mitigation with regard to proposed or future phases of archaeological mitigation for archaeological impacts (to include shared impacts or cumulative impacts and likely impacts for Sites 4 and 5).

v. The Project Archaeologist shall inform the Planning Authority, the Department and the Office of Public Works in advance of any site investigation works, demolition or construction works with regard to the nature of such works and seek approval for archaeological mitigation.

vi. The applicants shall ensure that all necessary permissions, consents and licences (statutory and non-statutory) as required under the National Monuments Acts 1930 to 2014 or arising from the ownership by the Minister for Housing, Heritage and Local Government of any lands are in place before carrying out any development, entering on any lands or causing any interference with such lands (including any structures on such lands).

c) Archaeological monitoring, testing and excavation

i. The applicants shall engage the services of a suitably qualified archaeologist

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(holding a licence under section 26 of the National monuments Act 1930, as amended) to carry out archaeological monitoring of site investigations works, demolition phases, site preparation and pre-construction testing, and any further archaeological excavation at the site as appropriate or otherwise required. No sub-surface work shall be undertaken in the absence of the archaeologist without his/her express consent.

ii. Where archaeological material is shown to be present, avoidance, preservation in situ, preservation by record (excavation) and/or monitoring may be required and the developer shall comply with the advice of the Department of Housing, Local Government and Heritage in that regard.

iii. The archaeologist shall provide regular progress reports and shall submit written reports on completed phases of work to the Planning Authority and to the Department.

iv. No site preparation or construction work shall be carried out until after the archaeologist's reports relating to archaeological testing and monitoring have been submitted and permission to proceed has been received in writing from the Planning Authority in consultation with the Department of Housing, Local Government and Heritage

d) Archaeological Excavation

i. No construction or site preparation work may be carried out on the site until all archaeological requirements of the City Archaeologist are complied with.

ii. The developer shall retain a Project Archaeologist to co-ordinate the applicant's archaeological team and to liaise with the Planning Authority.

iii. The developer shall retain a licensed archaeologist to carry out the archaeological requirements of the City Archaeologist.

iv. The developer's archaeologist shall undertake licensed archaeological monitoring of all site investigation, demolition, piling and sub-surface works associated with the development including the breaking and removal of any floor slabs, levelling of ground etc.

v. A phase of post demolition archaeological testing shall be carried out in order to inform the nature of archaeological excavation.

vi. An archaeological method statement for impact mitigation (including temporary and enabling works) shall be provided in advance to the City Archaeologist. The method statement shall contain a detailed archaeological and historical desktop study of the subject site, to include industrial heritage. A copy of the licence application to the National Monuments Service shall also be provided.

vii. No construction or site preparation work may be carried out on the site until all archaeological requirements of the City Archaeologist are complied with.

viii. Details of the proposed construction methodology, including the phasing of any archaeological excavation, and the location of site compound, shall be agreed with the City Archaeologist prior to the commencement of main contract.



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- ix. The City Archaeologist recommends that archaeological excavation, as described below, be carried out prior to the commencement of development.
- x. The subject site in its totality (as defined by Health and Safety regulations) is to be archaeologically excavated to the level of natural subsoil. All in situ features, including post medieval, must be fully recorded prior to removal by hand excavation (unless methodology otherwise agreed) in these areas.
- xi. The archaeologist shall provide the City Archaeologist with progress updates during the ongoing excavation on a bi-weekly basis or otherwise as agreed.
- xii. All piling is to be monitored by an archaeologist.
- xiii. Removal of the existing ground slab and all ground reduction to formation level is to be monitored by an archaeologist. If archaeological deposits are encountered above the formation of the new build these are to be archaeologically excavated.
- ix. In the event of in situ articulated human remains being located during the course of this work, the archaeologist retained by the developer shall immediately notify the City Archaeologist and the National Monuments Service. Should such archaeological features be of great significance their preservation in situ shall be required. This may negate, or curtail, aspects of the development.
- x. A finds-retrieval strategy shall be developed by the licensed archaeologist and submitted for agreement with The National Monuments Service and the City Archaeologist.
- xi. An environmental sampling and analysis strategy shall be developed by an environmental specialist in consultation with the licensed archaeologist with reference to best practice environmental standards. The strategy shall be submitted for agreement with the National Monuments Service and the City Archaeologist.
- xii. The developer shall fund the post-excavation work and sufficient resources allocated to ensure that correct archaeological procedures are adhered to.
- xiii. A written and digital report (on compact disc) containing the results of the archaeological excavation and post-excavation shall be submitted on completion to this office and to the National Monuments Service.
- xiv. Following submission of the Final Report to the City Archaeologist, the archaeological paper archive shall be compiled in accordance with the procedures detailed in the Dublin City Archaeological Archive Guidelines (2008 Dublin City Council) and lodged with the Dublin City Library and Archive, Pearse Street, Dublin or with another appropriate repository to be otherwise agreed with City Archaeologist within two years of excavation completion.

Reason: To ensure the continued preservation (either in situ or by record) of places, caves, sites, features or other objects of archaeological interest, and in the interest of preserving the special character and archaeological interest of the monument and preserving or preserving by record archaeological material likely to be damaged or destroyed in the course of development.

17. The developer shall comply with the requirements set out in the Codes of Practice from the Drainage Division, the Transportation Planning Division and the Noise & Air Pollution Section.

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Reason: To ensure a satisfactory standard of development.

18. The developer shall comply with the following Environmental Health requirement:

a) The updated Construction and Demolition Waste Management Plan shall be compliant with the 'Air Quality Monitoring and Noise Control Unit's Good Practice Guide for Construction and Demolition'.

Reason: In order to ensure a satisfactory standard of development.

19. The developer shall comply with the following requirements of the Transportation Planning Division:

a) Prior to commencement of development, and on appointment of a contractor, a detailed Demolition and Construction Traffic Management Plans shall be submitted to and agreed in writing with the Planning Authority, with written approval from Transport Infrastructure Ireland (TII). This shall include:

i. details of intended demolition and construction practice for the development, construction phasing and programme, hours of working, noise and dust management measures, and off-site disposal of construction/demolition waste.

ii. details of arrangements for routes for all stages of demolition and construction traffic, the location of the compound for storage of plant and machinery and the location for storage of deliveries to the site for all stages.

iii. Works are proposed to be carried out in close proximity to Luas infrastructure. The applicant, developer or contractor will be required to apply for a works permit from the Luas Operator by virtue of the Light Railway (Regulation of Works) Bye-laws 2004 (S.I. number 101 of 2004) which regulates works occurring close to the Luas infrastructure in accordance with TII's 'Code of engineering practice for works on, near, or adjacent the Luas light rail system'. The developer shall be liable for all of TII's costs associated with the removal and reinstatement of Luas related building fixings and infrastructure. The permit application will require prior consultation, facilitated by the Luas operator, Transdev. Prior to commencement of development, a Construction Traffic Management Plan including access to services, shall be submitted for the written agreement of the planning authority subject to the written agreement of TII. The Construction Traffic Management Plan shall identify mitigation measures to protect operational Luas infrastructure.

The appointed contractor shall liaise with DCC Road Works Control Division during the demolition and construction period.

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b) Prior to the opening of the development, an updated Mobility Management Strategy shall be submitted to, and agreed in writing with, the planning authority for the subject site. This shall provide for incentives to encourage the use of public transport, cycling and walking. The plan shall also provide details of all public transport options and identify car club spaces, bike share and any other transport schemes outside of the development and in the vicinity of the site. The mobility strategy shall be prepared and implemented by the Management Company and operators for all units within the development.

c) Prior to commencement of the development, the developer shall contact the Environment and Transportation Department to agree in writing all works to the public road network including footpaths, vehicular entry treatments, loading/parking bays, public lighting, and any works to Moore Lane/Moore Street/O'Rahilly Parade. Materials proposed in public areas and areas to be taken in charge shall be in accordance with the document 'Construction Standards for Roads and Street Works in Dublin City Council'. All works shall be at the developer's expense.

d) Prior to the opening of the development and on appointment of the operators and Management Company for the development, an updated Service Strategy shall be submitted to, and agreed in writing with the Planning Authority. A services/facilities manager shall be appointed by the operators/management company to ensure implementation and co-ordination of all servicing and refuse deliveries and collections. Servicing access arrangements including during construction works should not have an adverse impact on Luas operation and safety.

A review of the Servicing Strategy shall be carried out within 12 months of the occupation of the proposed development and submitted to the Planning Authority for review. Any future changes and further reviews deemed necessary by the Planning Authority to the Servicing Strategy in the ongoing monitoring of the development, shall be agreed with and approved by the Planning Authority.

e) The proposed development is located in close proximity to the Luas line; the developer shall ensure there is no adverse impact on Luas operation and safety. The development shall comply with the 'Code of engineering practice for works on, near or adjacent the Luas light rail system' (available on <https://www.luas.ie/work-safety-permits.html>).

f) Cycle parking shall be secure, conveniently located and well lit. Cycle parking design shall allow both wheel and frame to be locked. Key/fob access shall be required to bicycle compounds/areas. Access to the long term bicycle parking shall be in accordance with the details submitted in the Mobility Management Plan and the Further Information response submitted on the 9th November 2021. Cycle parking shall be in situ prior to the occupation of the development.

g) No doors, save for emergency access or access to substations, shall open outwards across the public footpath/laneway.

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h) All costs incurred by Dublin City Council, including any repairs to the public road and services necessary as a result of the development, shall be at the expense of the developer.

i) The developer shall be obliged to comply with the requirements set out in the Code of Practice.

Reason: In the interests of orderly development and sustainable transportation.

20. The following requirements of the Engineering Department (Drainage Division) shall be complied with:

a) The developer shall comply with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0 (available from www.dublincity.ie Forms and Downloads).

b) Records of public surface water sewers are indicative and must be verified on site.

c) The development is to be drained on a completely separate system with surface water discharging to the public surface water system.

d) A connection from this development to the public surface water sewer network will only be granted when the developer has obtained the written permission of the Drainage Division and fulfilled all the planning requirements including the payment of any financial levies. All expense associated with carrying out the connection work are the responsibility of the developer. Developers are not permitted to connect to the public surface water network system without written permission from the Drainage Division. Any unauthorised connections shall be removed by the Drainage Division at the developer's expense. A licence will be required from the Drainage Division to allow the connection work to be carried out. Permission of the Roads Dept must also be obtained for any work in the public roadway.

e) Where pipelines are to be taken-in-charge by Dublin City Council, as-constructed drawings of all pipelines complete with CCTV surveys, to a standard specified by Drainage Division, must be submitted to Drainage Division for written sign-off. This must be submitted no later than the completion of each phase of the development works on site. Please refer to Section 5 of the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0.

f) To minimise the risk of basement flooding, all internal basement drainage must be lifted, via pumping, to a maximum depth of 1.5 metres below ground level before being discharged by gravity from the site to the public sewer.

g) Permanent discharge of groundwater to the drainage network is not permitted.

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h) Discharge of groundwater to the public drainage network may be permitted during construction subject to a trade effluent discharge license being obtained from Drainage Division Council as required by the Local Government (Water Pollution) Acts, 1977 and 1990.

i) All surface water discharge from this development must be attenuated to two litres per second.

j) The development shall incorporate Sustainable Drainage Systems in the management of surface water. The proposed green and blue roofs shall be implemented in full. Full details of the surface water management proposals shall be agreed in writing with Drainage Division prior to commencement of construction.

k) The outfall surface water manhole from this development must be constructed in accordance with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0.

l) All private drainage such as downpipes, gullies, manholes, armstrong junctions, etc. are to be located within the final site boundary. Private drains should not pass through property they do not serve.

Reason: In the interest of orderly and sustainable development.

21. The developer shall comply with the following:

a) Prior to the commencement of any works, a final and updated Construction and Demolition Waste Management Plan (based on the outline CDWMP prepared by Waterman Moylan Consulting Engineers Ltd dated May 2021) must be furnished to and approved by Dublin City Council having regard to Circular WPR 07/06 - Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects - published by the DECLG, July 2006.

b) In the event that hazardous soil, or historically deposited waste is encountered during the construction phase, the contractor must notify Dublin City Council and provide a Hazardous/Contaminated Soil Management Plan, to include estimated tonnages, description of location, any relevant mitigation, destination for disposal/treatment, in addition to information on the authorised waste collector(s).

c) Prior to the commencement of any storage of waste on-site, the applicant must consult with the Waste Regulation Unit of Dublin City Council.

d) Monthly reports regarding the management of the waste during works, must be forwarded electronically to the Waste Regulation Unit of Dublin City Council waste.regulation@dublincity.ie

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e) The works must comply with the following:

i. Waste Management Act 1996, as amended.

ii. Dublin City Council Waste Bye-Laws 2013 (Bye-Laws for the storage, presentation and collection of Household and Commercial waste) or any revision thereof.

iii. Eastern & Midlands Regional Waste Management Plan 2015-2021.

iv. Best Practice Guidelines on the Preparation of Waste Management Plans for the Construction and Demolition Projects – DECLG 2006.

v. Waste Management (Hazardous Waste) (Amendment) Regulations S.I. No 73/2000

vi. National Hazardous Waste Management Plan 2014-2020

vii. Article 27 of the European (Waste Directive) Regulations S.I. No 126 of 2011

viii. Any other relevant Waste Management related regulations

ix. Dublin City Development Plan (Current Version)

f) The requirements set out in the Bye-Laws for the Storage, Presentation and Collection of Household and Commercial Waste, 2013 or any revision thereof must be adhered to and, in particular, the requirement to segregate waste into separate fractions to facilitate the collection of dry recyclables, organic kitchen/garden waste and residual waste in line with Waste Management (Food Waste) Regulations 2009 (S.I. 508/2009), and the Waste Management (Food Waste) Amendment Regulations S.I. 190 of 2015, and the Eastern - Midlands Region Waste Management Plan 2015-2021.

g) The following are also requirements:

i. Receptacles that are designed for reuse, with the exception of in specific areas designated by a local authority as being only suitable for the collection of non-reusable receptacles such as bags, ideally of 1,100L capacity, must be used.

ii. Adequate storage space for a minimum of 1 No. 1,100 Litre receptacle.

iii. Sufficient space must be provided to accommodate the separate collection of dry recyclables and organic food/garden waste.

iv. Adequate space and height for a standard Refuse Collection Vehicle (RCV) to access site.

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v. Sufficient access and egress must be provided to enable receptacles to be moved easily from the storage area to an appropriate collection point on the public street nearby.

vi. Receptacle storage areas must not be visible from or on a public street.

vii. The receptacle storage areas should be designed so that each receptacle within the storage area is accessible to occupants/employees of the development (including people with disabilities)

viii. Suitable wastewater drainage points should be installed in the receptacle storage area for cleaning and disinfecting purposes

ix. Waste storage areas should not present any safety risks to users and should be well-lit

x. Adequate ventilation of waste storage areas so as to minimise odours and potential nuisance from vermin/flies

Reason: In order to ensure a satisfactory standard of development

22. Development shall not commence until full details and specifications of the public lighting system necessary to serve the development and access thereto have been submitted to and agreed in writing by the Planning Authority. For the avoidance of doubt, the proposed lighting system shall comply with the requirements set out in the General Specification for Public Lighting Design and Installation in Housing, Industrial and Commercial Developments (copies available from the Public Lighting Services Division). The proposed lighting system shall, if necessary, provide for the attachment of lanterns and fixtures to buildings in the development.

The agreed lighting system shall be fully implemented prior to the first occupation of the development, or if the Planning Permission relates to a phased development, prior to the first occupation of each phase.

Reason: In the interests of a properly planned and serviced development, and in the interests of public safety and convenience.

23. All mitigation and monitoring measures set out in the EIAR and contained within any other technical reports submitted with the application (including by way of additional information) shall be implemented in full except as may otherwise be required in order to comply with the conditions of this permission.

Reason: In the interests of protection of the environment

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24. (a) During the construction and demolition phases, the proposed development shall comply with British Standard 5228 'Noise Control on Construction and open sites Part 1. Code of practice for basic information and procedures for noise control.'

(b) Noise levels from the proposed development shall not be so loud, so continuous, so repeated, of such duration or pitch or occurring at such times as to give reasonable cause for annoyance to a person in any premises in the neighbourhood or to a person lawfully using any public place. In particular, the rated noise levels from the proposed development shall not constitute reasonable grounds for complaint as provided for in B.S. 4142. Method for rating industrial noise affecting mixed residential and industrial areas.

Reason: In order to ensure a satisfactory standard of development, in the interests of residential amenity.

25. The site development works and construction works shall be carried out in such a manner as to ensure that the adjoining street(s) are kept clear of debris, soil and other material and if the need arises for cleaning works to be carried out on the adjoining public roads, the said cleaning works shall be carried out at the developers expense.

Reason: To ensure that the adjoining roadways are kept in a clean and safe condition during construction works in the interests of orderly development.

26. (a) The site and building works required to implement the development shall only be carried out between the hours of:

Mondays to Fridays - 7.00am to 6.00pm

Saturday - 8.00 a.m. to 2.00pm

Sundays and Public Holidays - No activity on site.

b) Deviation from these times will only be allowed where a written request with compelling reasons for the proposed deviation has been submitted and approval has been issued by Dublin City Council. Any such approval may be subject to conditions pertaining to the particular circumstances being set by Dublin City Council.

Reason: In order to safeguard the amenities of adjoining residential occupiers.

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The applicant should note that development on foot of this **Decision to Grant** may not commence before a notification of final grant has been issued by the Planning Authority or An Bord Pleanála following consideration of an appeal.

N.B. It should be clearly understood that the granting of planning permission does not relieve the developer of the responsibility of complying with any requirements under other codes of legislation affecting the proposal and that a person shall not be entitled solely by reason of a planning permission to carry out any development.

1. A person shall not be entitled solely by reason of a grant of Planning Permission to carry out any development.
2. A grant of Planning Permission does not entitle the applicant to construct a development that would oversail, overhang or otherwise physically impinge upon an adjoining property without the permission of the adjoining property owner.
3. Any observations or submissions received by the Planning Authority in relation to this application have been noted.

Note to Applicant:

- The decision of Dublin City Council in respect of this development does not imply or infer any approval or right to connect to or discharge wastewater to the public sewer network or the right to connect to the public water supply. The Applicant shall, prior to the commencement of Development, make all necessary arrangements with and get all necessary approvals from Irish Water in relation to wastewater discharges and water connections.
- Appeals must be received by An Bord Pleanála within FOUR WEEKS beginning on 23-Jun-2022. (N.B. this is not the date on which the decision is sent or received). This is a strict statutory time limit and the Board has no discretion to accept late appeals whether they are sent by post or otherwise. The appeal **MUST BE FULLY COMPLETE** in all respects - including the appropriate fee - when lodged. It is not permissible to submit any part of it at a later date, even within the time limit.
- Refund of Fees submitted with a Planning Application. Provision is made for a partial refund of fees in the case of certain repeat applications submitted within a period of twelve months, where the full standard fee was paid in respect of the first application, and where both applications relate to developments of the same character or description and to the same site. An application for a refund must be made in writing to the Planning Authority

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and received by them within a period of 8 weeks beginning on the date of the Planning Authority's decision on the second application.

Signed on behalf of the Dublin City Council:


For Administrative Officer

Advisory Note:

Please be advised that the development types shown below can now be submitted via our online service

Domestic Extensions including vehicular access, dormers /Velux windows, solar panels

Residential developments up to & including four residential units (houses only)

Developments for a change of use with a floor area of no more than 200 sq. m

Temporary permission (e.g. accommodation for schools)

Outdoor seating / smoking areas.

Shopfronts / signage

An Bord Pleanála
64 Marlborough Street
Rotunda
Dublin 1
D01 V902

By email

Dáta | 20th July 2022

Ár dTag | Our Ref. CAP_ML_L0264

**ABP Ref: 313947-22. Dublin City Council Planning Register Reference: 2863/21
Proposed Dublin Central Development, O'Connell Street, Dublin 1**

Dear An Bord Pleanála

We refer to the First Party Appeal submitted by the applicant Dublin Central GP Limited under the above ABP reference (the **Appeal**). The Appeal is against condition 5 only which provides for a seven year duration.

The Appeal seeks to have substituted for that seven year duration a duration of 15 years.

We confirm having reviewed the Appeal documentation which makes a number of statements about the potential length of the construction programme for Site 5. As you will be aware, TII will shortly be submitting a Railway Order application for the MetroLink Project. One of the MetroLink stations will be located underneath Dublin Central GP Limited's proposed development on O'Connell Street. We confirm that the statements made in the Appeal relative to there being a requirement to continue to use "Site 5" to access the station box during its construction and fit-out are correct.

For those reasons, I wish to confirm that TII is fully supportive of the Appeal and respectfully requests that the Board grant a 15 year duration under this planning permission.

Yours faithfully



Aidan Foley

Project Director – MetroLink

Cc:

- Hugh Creegan - Deputy Chief Executive, National Transport Authority
- Nigel O'Neil – Director of Capital Programmes
- Paolo Carbone – Head of Public Transport Capital Projects



DUBLIN CENTRAL MASTERPLAN SUPPLEMENTAL PROGRAMME STATEMENT

for Dublin Central GP Ltd

18th July 2022

CERTO

Management Services

1. PURPOSE OF THIS STATEMENT

The purpose of this statement is to provide additional detail with respect to the key rationale behind the Dublin Central GP Ltd. application to Dublin City Council for a 15 year duration of planning permission for Site 5 and its continued firm belief that such a duration is imperative to the expeditious and successful delivery of the Dublin Central project.

While the Applicant welcomes the Dublin City Council decision to grant permission for Site 5 (Planning Ref: 2863/21), dated 23rd June 2022, the 7 year duration conditioned is considered to be wholly inadequate in this instance.

2. CONTEXT

GENERALLY

Dublin Central GP Ltd. lodged a planning application to Dublin City Council on 1st June 2021 for the redevelopment of Site 5 (Planning Ref: 2863/21) as a component part of its overall Dublin Central Masterplan.

The site comprises the following:

Site 5 – offices with café / restaurant at ground floor level overlooking the new square

The overall areas of the proposed development of the Overall Site are quoted in Table 1.

	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
Metrolink Enabling Works	-	555	831	-	-	-	1,386
Total	11,704	20,541	19,235	15,842	3,290	6,478	77,090

Note: the areas given for Site 1, Site 2AB and Site 2C are based on draft calculations prepared for intended applications for permission. The areas given for Sites 5 are included in the applications for permission made.

Table 1 – Schedule of Area for the Masterplan of the Overall Site.

A 15 year duration was sought, in the knowledge that 5 year durations are typical for commercial developments in the city centre and therefore a clear rationale to justify the longer duration being sought was included. This justification was included within the *Programme Report*, prepared by *Certo Management Services* contained in Appendix A of the *Masterplan Outline Construction Management & Demolition Plan*, prepared by *Waterman Moylan Consulting Engineers*, submitted as part of the Site 5 planning application (also appended herewith).

Such an extended duration is required by the requirement for Site 5 to be demolished to provide critical site access and a construction compound in order to enable the sequential and logical delivery of the Dublin Central Masterplan, most notably, Dublin Central Site 2 which includes substantive oversite development and enabling works to facilitate the future O'Connell Street MetroLink station as part of these proposals.¹

¹ The Applicant intends to lodge the Site 2 application imminently.

WHY WAS A 15 YEAR DURATION APPLIED FOR?

An extract from the *Programme Report* (May-21) is shown below in Figure 1.

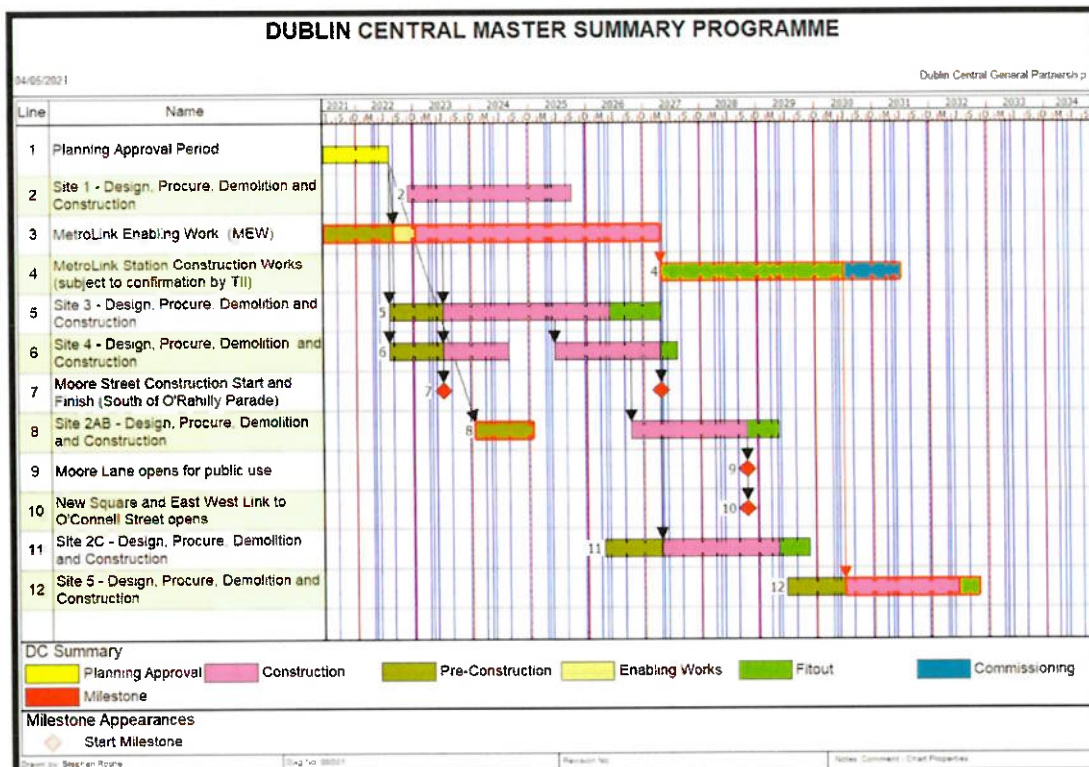


Figure 1 – Master Summary Programme (May 2021)

As can be seen in Figure 1, the works for Site 5 are timed to commence (Summer 2030) only once the oversite works in Site 2AB and 2C are completed (Autumn 2028 and Spring 2029 respectively)². It is further envisaged that the construction and fitting out of the MetroLink Station at a later date (between Summer 2027 and Summer 2030), by third parties and subject to a Railway Order, will also require access via Site 5, a process for which the Applicant has no certainty at this juncture.

At the time of writing, the *Programme Report* (May-21), concluded that TII³ would need space at street level to facilitate the construction of a future station, subject to its Railway Order. Some of the major plant and equipment may be deliverable via the tunnels, but there will always be a need for a compound to feed into Site 2 and elsewhere. The *Programme Report* provided for these additional requirements in seeking a planning approval period of 15 years.

Since writing the *Programme Report* (May-21), further detailed coordination has occurred with TII concerning its approach to fitting out of a future station and coordination of same with the Applicant's development, following the completion of the Applicant's Site 2 works.

² Subject to a separate application by the Applicant that will include enabling works for Metrolink to be undertaken on behalf of TII.

³ Transport Infrastructure Ireland.

The MetroLink Enabling Works (MEW), as its name suggests, relate only to preliminary works to facilitate a future MetroLink station, which itself will be subject to a Railway Order by TII. The MEW will be undertaken by the Applicant, subject to a separate planning application (Dublin Central Site 2 application due to be submitted imminently). The eventual construction of a station by TII, will involve substantive works including major internal civil works including the construction of mezzanine level floor slabs, railways and ancillary infrastructure, rail platforms, internal walls, lining walls, stairs and civil works for escalators and other elements followed by the mechanical and electrical installation works. It is expected that the civil works will require space to receive and handle materials and plant at grade to be then delivered to the work area below grade.

In addition, large items of M&E equipment will be delivered and handled in Area 1 as noted in Figure 2 before taking them into the building and dropping them down the access shaft referred to as Access Point 1. The items of equipment that will need to be handled include:

- escalators,
- ventilation fans,
- attenuators / dampers / transitions,
- VSD's / vent control equipment,
- heating, ventilation, air-conditioning (HVAC) / air handling units (AHU's),
- HV transformers,
- HV switchgear,
- traction power equipment,
- lifts,
- HV/LV switch panels,
- cabling (drums),
- ladder rack,
- pipework,
- pumps,
- communications/IT/ticketing/signalling, and
- steelwork

The strategy that TII has outlined for the logistics of delivering the station construction involves the use of Site 5 as can be seen in Figure 2 which is an extract from the TII document entitled *"METROLINK REPORT O'Connell Street Station – Review of Main Works Contractor's Works after Developer Constructed Box and Over Site Development Construction"* that was shared with Dublin Central GP Ltd. in February 2022.

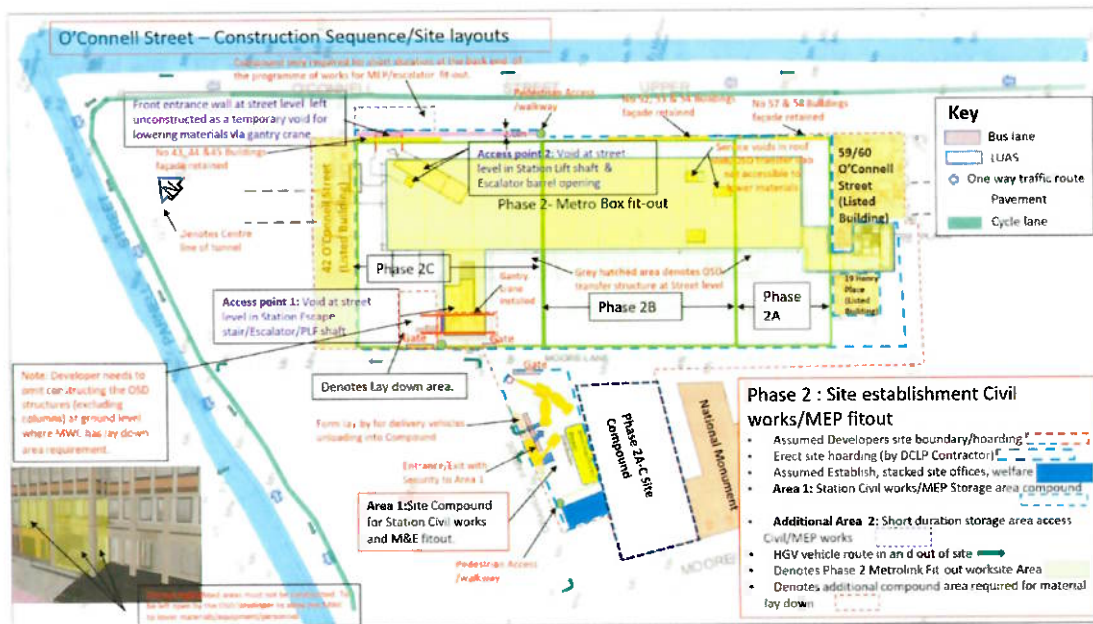


Figure 2 – Extract taken from the TII Review of Main Works Contractor's Works after Developer Constructed Box and Over Site Development Construction (included with permission from TII)

This clear intention to use Site 5 to assist with the construction of the station had been anticipated when the Planning Application for Site 5 was made, and a planning duration of 15 years was requested. Site 5 will be held back to support the construction of Sites 2AB and 2C and the station.

In preparation of the Site 5 Planning Application, allowance was also made for unforeseen issues / constraints which any prudent plan would have in its programme. Delays to the construction of the MEW brought about, for example, by a delay in achieving an enforceable Railway Order (amongst others), will have a knock on impact on the delivery of Site 5, particularly as Site 5 is the final phase of the masterplan to be developed according to the Applicant's construction phasing strategy (Refer to Figure 3). Such provisions have been considered in the next section of this Statement and summarised in Figure 4 below.

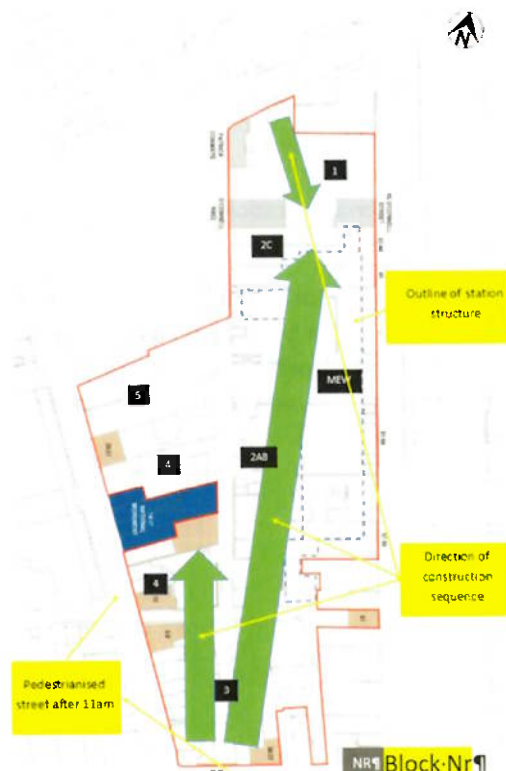


Figure 3 – Extract taken from Programme Report showing direction of construction approach

The significance of Site 5 in the delivery of the Overall Site play a crucial role, as it:

- Ensures disruption to the rest of the locality is minimised
- Manages traffic distribution to and from the Overall Site
- Reduces the need to encroach onto O'Connell Street with construction activity
- enables a logical south to north construction sequence that enables a quicker release of public areas back into public use (see Figure 3)
- Helps protect the National Monument at Nos. 14-17 Moore Street by giving the necessary "breathing space" to allow construction to be managed around it
- Facilitates the approach to minimise the disruption to the Moore Street Market Traders during the works

With the grant of a seven year permission by Dublin City Council (June 2022), the key benefits outlined above which have been carefully considered within construction strategy by Dublin Central GP Ltd. (informed by detailed dialogue and co-ordination with TII) are completely undermined. This will result in greater pressure being placed on the surrounding streets and on local stakeholders.

3. MONTE CARLO SIMULATION

The above factors have been given consideration in determining the proposed planning durations on a risk-adjusted basis.

Potential constraints were assessed by applying impact and probability criteria to predict an estimate for an overall delay. Modelling the data is helpful in determining how the overall impact upon the critical path (longest duration) could be assessed considering that:

- Not all risks will affect the critical path of the project as they could affect works not on the critical path at the time.
- As risks occur, not all will affect the critical path as some will be concurrent with other more dominant risks and therefore it is the dominant risk time that will be lost, and so it is this that needs to be modelled to predict the longest path for the project.
- Not all risks may be realised, and some may only be partly realised.

To account for the items a) to c) above, and to more accurately predict the impact on the critical path (longest duration) the project was modelled using computer software which ran a defined number of Monte Carlo simulations to predict the probability of different outcomes given the intervention of the risk variables present. This simulation is a construction industry standard approach that is typically employed for large scale, complex development projects. This modelling helped inform the impact of risk and uncertainty when deriving the completion dates for all the various Sites, as can be seen in Figure 4 below.

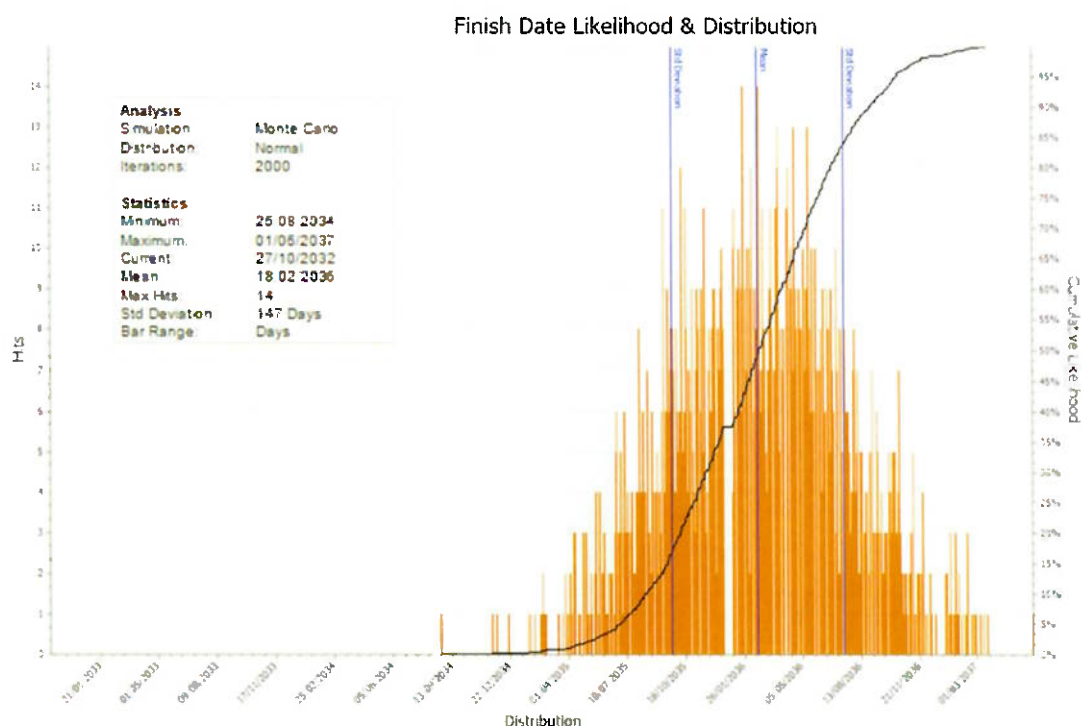


Figure 4 – Monte Carlo simulation for longest path of total project

To understand the effect on the completion dates of all the Sites, it was necessary to consider the predicted programme for any given percentile of probability and compare this to the Baseline Programme. Two different percentiles were used for this exercise to determine how sensitive the difference might be. Because this exercise is being applied to determine the correct duration of the Planning Approval period to be applied for, an extremely high percentile of probability was considered necessary and therefore the two percentile values that were used were 80% and 100%. The 80% percentile assumes that most of the predicted risk events have been realised, but not all of them to their fullest degree, whereas the 100% percentile predicts the most likely statistical outcome for the worst case situation.

The results can be seen in the Gantt Chart in Figure 5. The “Hatched Green” bars broadly show the baseline programme (shown in Figure 1) before the analysis was applied. The “Yellow” bars show the first position, i.e., the 80% percentile that the sites will be completed by the dates shown with the “Solid Dark Green” bars showing the second position, i.e., the 100% percentile.

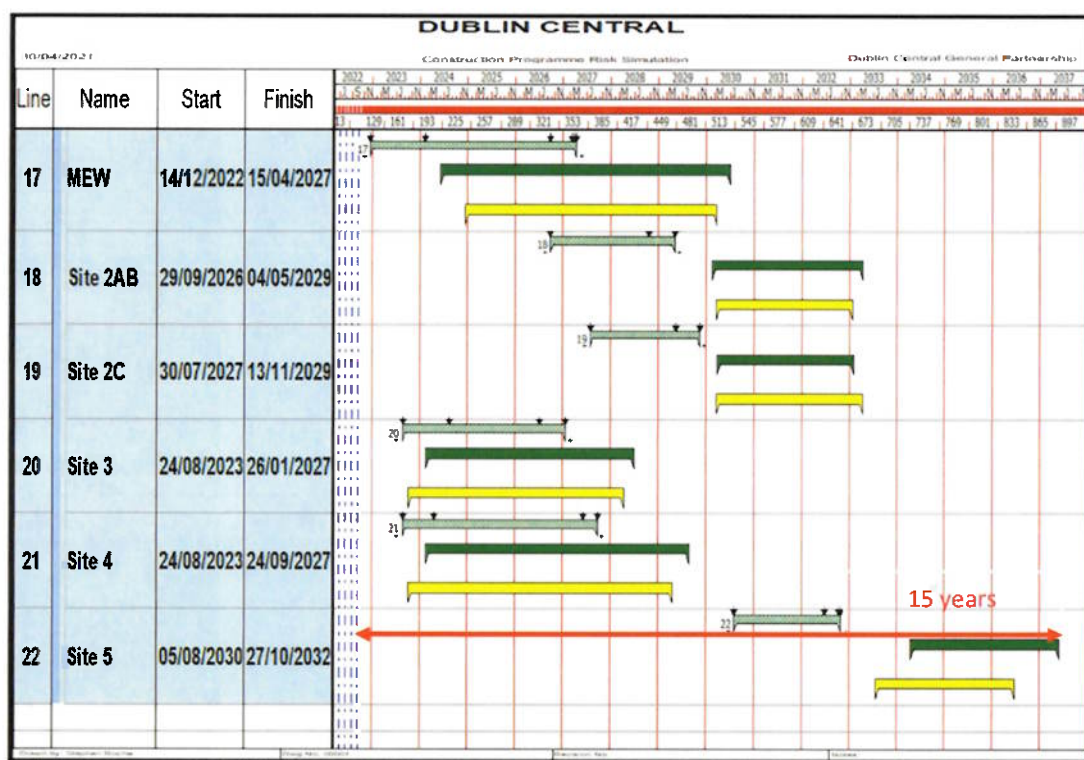
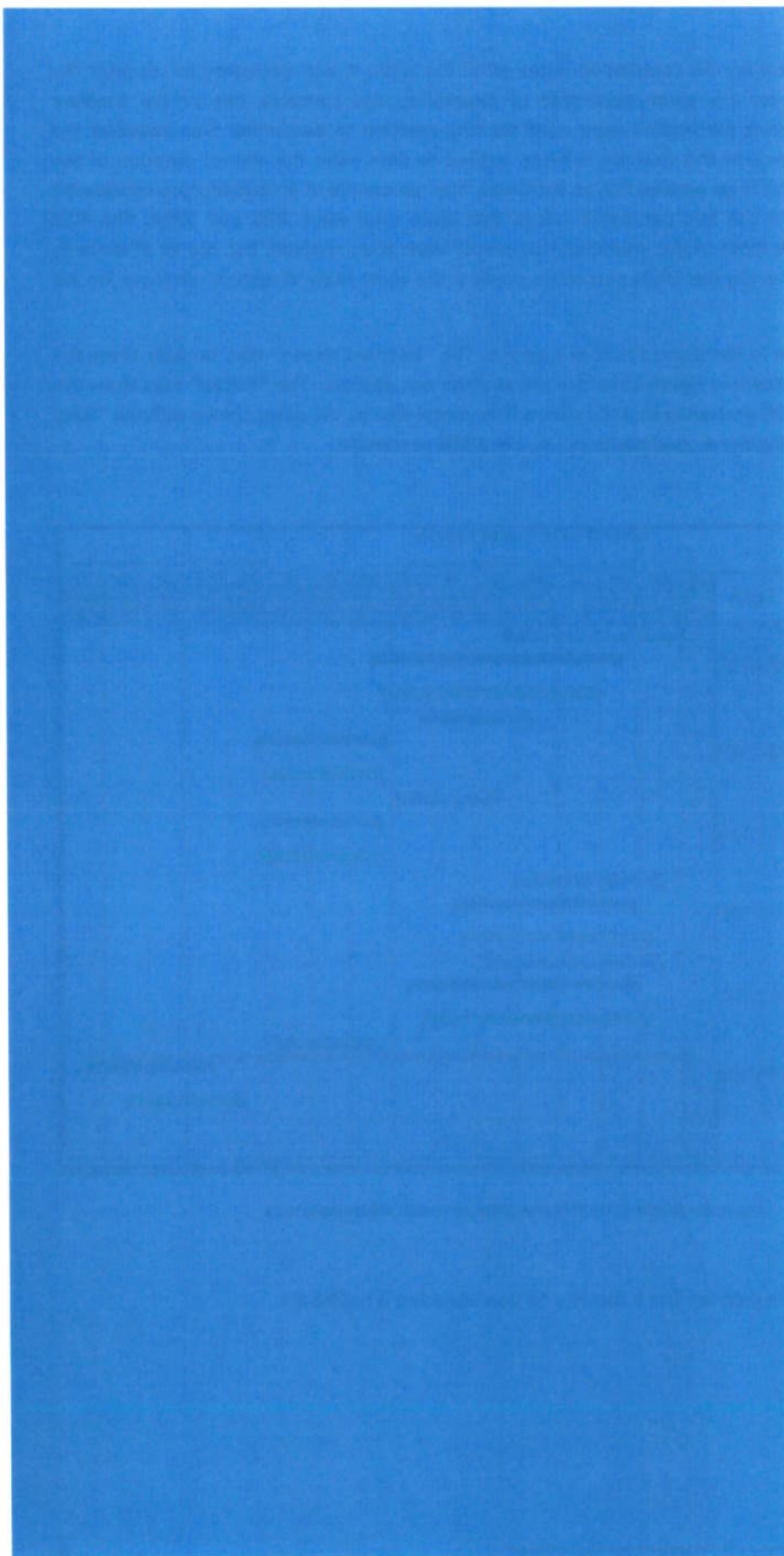


Figure 5 – Monte Carlo 80% and 100% percentile modelling results

The modelled completion date for Site 5 shows a 15 year duration is necessary.





DUBLIN CENTRAL MASTERPLAN PROGRAMME REPORT

for Dublin Central GP Ltd

25th May 2021

CERTO

Management Services

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Appendix A - Public Realm Phasing Approach - Demonstrating Availability of the Public Realm when delivering the Dublin Central Masterplan

Glossary of terms used:

Dublin Central	Name given to a proposed mixed-use development situated upon a 2.2ha site, located in Dublin 1
Overall Site	Comprises Sites 1, 2, 3, 4 & 5 in totality
Individual Sites	Individual components of the Overall Site
Advanced Works	Works that will include asbestos removal, demolition, archaeological investigations to Site 2
Enabling Works for MetroLink (MEW)	The MetroLink 'shell' of approximate dimensions 120m x 26m x 25m (length x width x depth)

1.0 INTRODUCTION

The purpose of this report is to set out the overall programme for the delivery of the inter-related sites (the 'Individual Sites') within the Dublin Central site (the 'Overall Site') and the resultant impact upon the duration required for each planning permission being sought.

The Overall Site (c. 2.2 ha) is located within a constrained, historically sensitive urban context with a variety of important stakeholders. Delivery of the project has necessitated careful planning from the outset, to ensure that it is delivered sensitively but also without undue delay.

The Overall Site encompasses almost entirely three urban blocks. The area is 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 Overall Site, as far as its junction with Henry Place.

The project, by its very nature, necessitates a phased delivery strategy to suit the constraints and complexities tied to the Overall Site. A site-by-site phasing strategy has been adopted as the optimal solution in delivering the works, which, in summary leads to the construction of the Individual Sites on a phased basis in a south to north direction.

The Individual Sites that are covered by this development are as indicated in Figure 1 below:



Figure 1: The Dublin Central Masterplan: Individual Sites.

In devising a delivery strategy, five key constraints have been considered¹:

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.

The carefully considered strategy is borne out of these key constraints, resulting in a co-dependent construction approach that provides a realistic, sequential and most importantly, deliverable, scheme.

As this report sets out, the challenge will be to deliver the Dublin Central project and related works as quickly as possible being cognisant of the constraints and risks to programme that may arise. For several of the individual sites, above normal construction programmes necessitate above normal planning permission durations being proposed.

The approval periods that are sought are as follows:²

Site 2AB	-	11 years	
Site 2C	-	11 years	
Site 3	-	7 years	} These will be constructed in tandem
Site 4	-	7 years	
Site 5	-	15 years	

This report seeks to provide a rationale as to these requested durations, bearing in mind the following:

- i) Where one commences a development that has been permitted under Section 34 of the Planning & Development Act 2000, as amended, the requirement is that it is completed within the lifetime of that permission.
- ii) Amendments to The Planning & Development Act 2000, while yet to be implemented, restrict the ability to seek an extension of duration of any permission where an EIAR was submitted with the planning application (as is the case with Dublin Central applications).

This report includes the general programme intention for Site 1 for completeness, but as noted elsewhere the date for the application is yet to be determined and hence the detail included within this report for Site 1 is subject to change.

¹ These constraints are discussed further in Section 2.0.

² The proposed programme assumes final grant of planning permission by June 2022 for each Site.

2.0 SITE CONSTRAINTS

A range of constraints are present on the Overall Site that have an impact on the proposed programme for the delivery of the Dublin Central development. The previously identified five key constraints are now discussed in more detail below:

1. Restricted access arising from the surrounding road network and the narrow existing lanes within the Overall Site.

The Overall Site is bounded to the east with O'Connell Street, a busy thoroughfare that accommodates the Luas along its central median. The street has a restricted vehicular traffic and servicing regime, relatively high footfall and is a confluence of Luas, Dublin Bus and leisure transportation (open top buses).

Constraints arising from the existing street network effectively dictate that the bulk of construction traffic must access the Overall Site, from Parnell Street, onto Moore Street, east along O'Rahilly Parade before egressing north up Moore Lane. It is preferable to have a counter-clockwise access route as far as Moore Street is concerned as the vehicles used to take muck away will be empty when using Moore Street, hence this will help to minimise dust on Moore Street.

Figures 2 and 3 below show how traffic is proposed to access and egress the Overall Site.

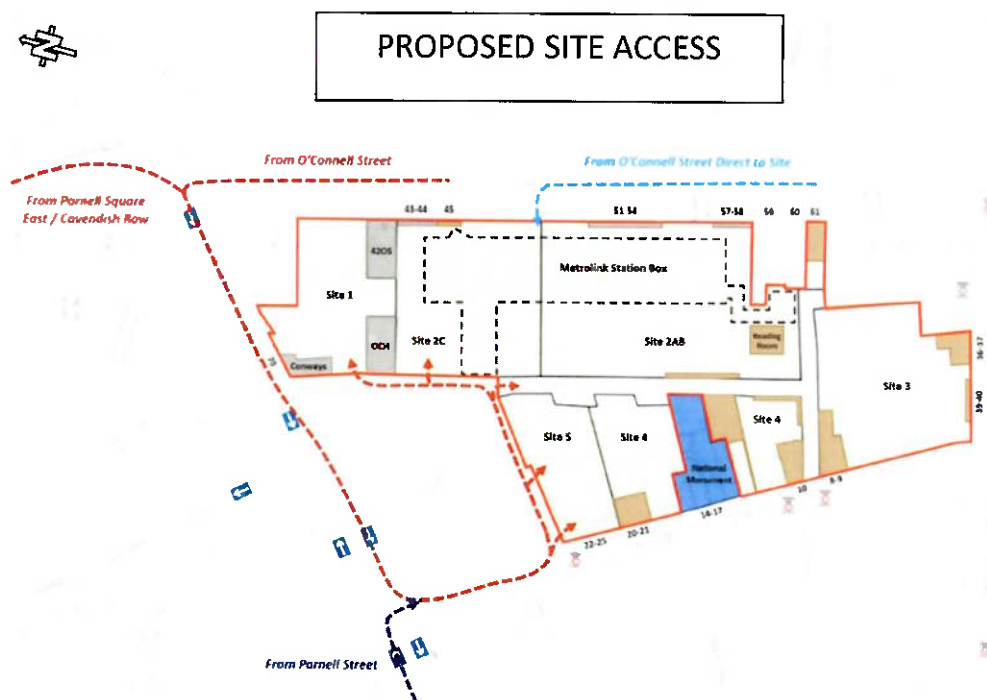
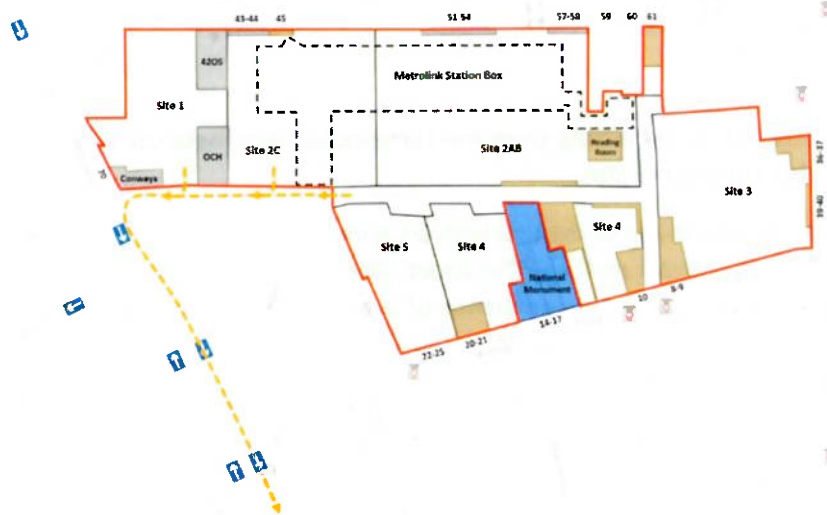


Figure 2 – Proposed site access



PROPOSED SITE EGRESS



2. Restricted access arising from two major pedestrianised streets flanking the Overall Site.

Henry Street, one of the city's busiest pedestrianised thoroughfares, flanks the Overall Site to the south. Henry Street is pedestrianised after 11:00 am daily (service vehicles only prior to 11:00 am daily).

Moore Street, home to the long-standing street-market flanks the Overall Site to the west and is similarly pedestrianised after 11:00am (service vehicles only prior to 11:00 am daily).

In terms of streets available for vehicular construction access, this leaves only Parnell Street and O'Connell Street as primary options to access the Overall Site.



Figure 4: Henry Street, Dublin 1

3. Protected Structures and non-protected structures proposed to be retained.

Owing to the long and varied history of the Overall Site, there are several structures of heritage significance that must be carefully managed during works. These are shown in Figures 5 and 6 below:

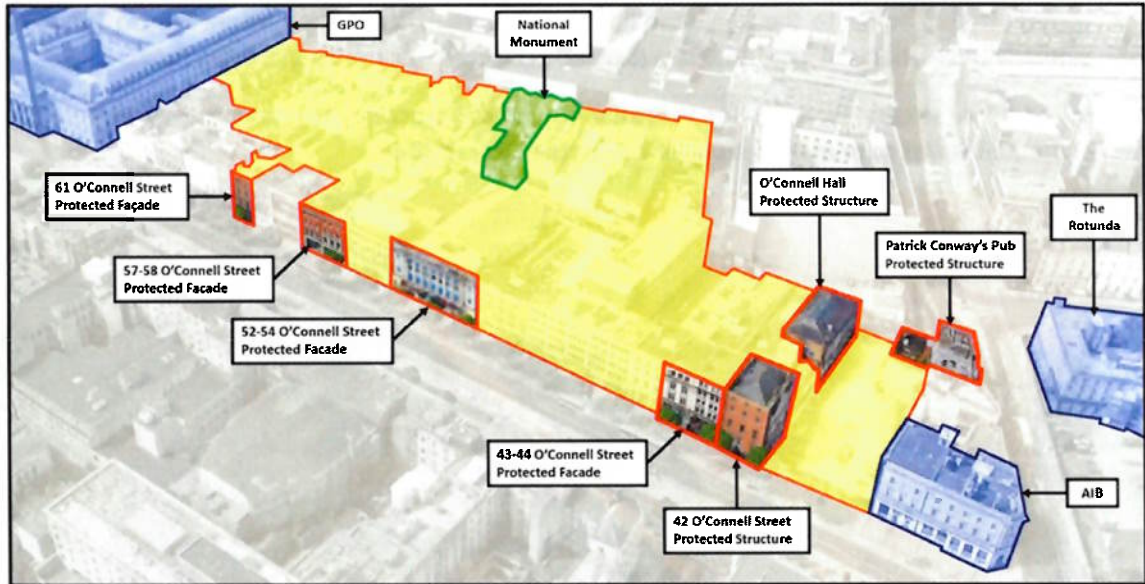


Figure 5- Protected Structures in and around the Overall Site.

Figure 6 below shows in plan form Protected Structures as well as non-protected structures anticipated to be retained, as follows:

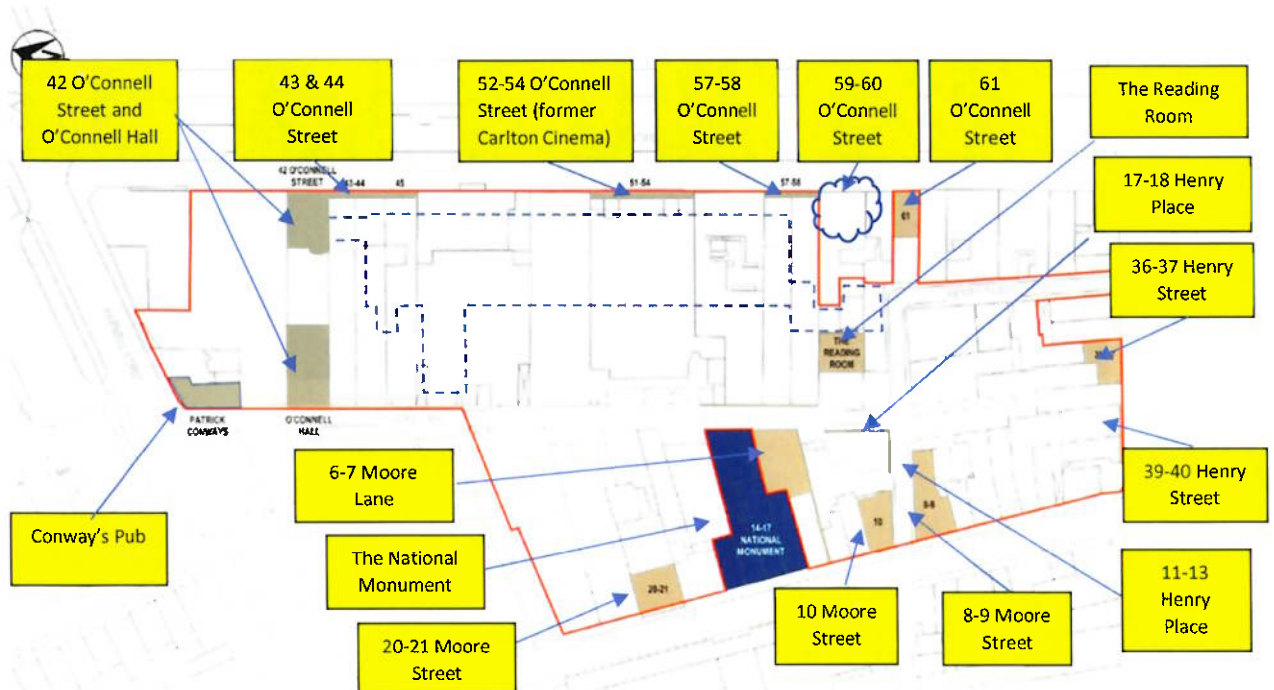


Figure 6 - Protected Structures and non-protected structures proposed to be retained.

Protected structures along O'Connell Street that are within the development lands are as follows:

- i) 42 O'Connell Street & O'Connell Hall (to the rear)
- ii) 52-54 O'Connell Street (former Carlton cinema; façade above ground floor only)
- iii) 43 & 44 O'Connell Street (façades above ground floor only)
- iv) 57-58 O'Connell Street (façades above ground floor only)
- v) 61 O'Connell Street (façades above ground floor only)
- vi) 70 Parnell Street (Conways Pub)

Non-Protected structures to be retained:

- i) 8-9 Moore Street
- ii) 10 Moore Street
- iii) 20-21 Moore Street
- iv) 17-18 Henry Place
- v) 6-7 Moore Lane
- vi) 11-13 Henry Place
- vii) 36-37 Henry Street
- viii) 39-40 Henry Street (upper floor facades only)
- ix) 'The Reading Room' located to the Rear of No. 59 O'Connell Street
- x) Buildings fronting 59/60 O'Connell Street (whilst outside of the Overall Site, they must be considered to ensure impacts are managed).
- xi) 61 O'Connell Street (whilst only the façade is protected, it is currently being assessed as to whether the building will be retained or solely the façade).

Note that works in proximity to the National Monument require Ministerial Consent.

4. Neighbours including residents and local businesses.

In addition to the many shop traders on Moore Street, Moore Street is home of the Moore Street Market. The construction approach needs to take cognisance of the market traders and other retailers to allow for continuity of trading.

An active market and retail environment necessitates that construction vehicles must move off Moore Street / O'Rahilly Parade quickly, to avoid queuing on the street, and should progress to site immediately. Site 5 has been designated as the area to be used to receive the construction traffic before it progresses to a designated workface, compound or materials storage area, see Figure 7 below:

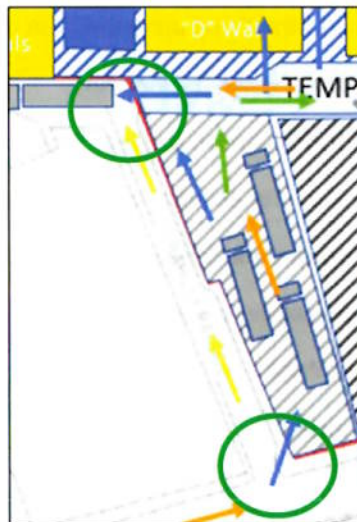


Figure 7 – Area to be used to receive construction traffic

5. The scale and nature of construction works to be undertaken.

The Dublin Central Masterplan anticipates delivering 77,090 sqm GFA in commercial and residential development. In isolation, delivering such a quantum in the context of the constraints noted above already puts significant pressure on any programme for delivery.

The 13No. months of the Advanced Works at Site 2 will consist of asbestos removal, soft strip and demolition, together with temporary works including protection of fabric proposed to be retained. This will be followed by an archaeological assessment in the normal way.

The Enabling Works for MetroLink on Site 2 that follow will require significant excavation followed by the construction of a MetroLink 'shell' of approximate dimensions 120m x 26m x 25m (length x width x depth), to be delivered within Site 2, as part of the Dublin Central GP Ltd.'s scope of works.

Unsurprisingly, the scope of the Enabling Works for MetroLink add considerably to the overall construction programme and carry additional inherent risks to programme. The Enabling Works for MetroLink must be substantially complete in order for the Sites 2AB and 2C Oversight Developments to proceed; approximately 3 and 2 years respectively after the commencement of the Enabling Works for MetroLink (on a risk adjusted basis, this timeline moves out to 6 years and 4 years, respectively).

Construction traffic volumes through the centre of the Overall Site during the above will constrain the pace of progress of Site 3 and Site 4, which will be progressed in tandem with Site 2. This constraint arises as a consequence of the single arterial road running in a north/south direction through the Overall Site (Moore Lane); acting as the sole point of access to each of the Individual Sites, as demonstrated in Figure 8.



Figure 8 – Necessary site area for construction and access / egress points.

With respect to Figure 8, the following should be noted:

- Separate contractors may be required for some/all of the Individual Sites, particularly given the variety of uses and the specialist nature of certain works. Each of these will have their own welfare and logistical needs.
- For Site 2, a considerable volume of excavated material must be disposed of offsite (estimated at 111,900m³), requiring a significant number of vehicular movements along the temporary haul road (Moore Lane).
- For Site 2, specialist construction works will necessitate significant additional space on-site for plant including a specialist compound for bentonite plant, reinforcement cages and dewatering equipment.
- The upshot of the above will lead to congestion on the Overall Site, which will in turn reduce construction efficiencies.

3.0 CONSTRUCTION SEQUENCE

In the context of Sections 1 & 2 above, the optimal construction approach can be shown graphically in Figure 9 as follows:

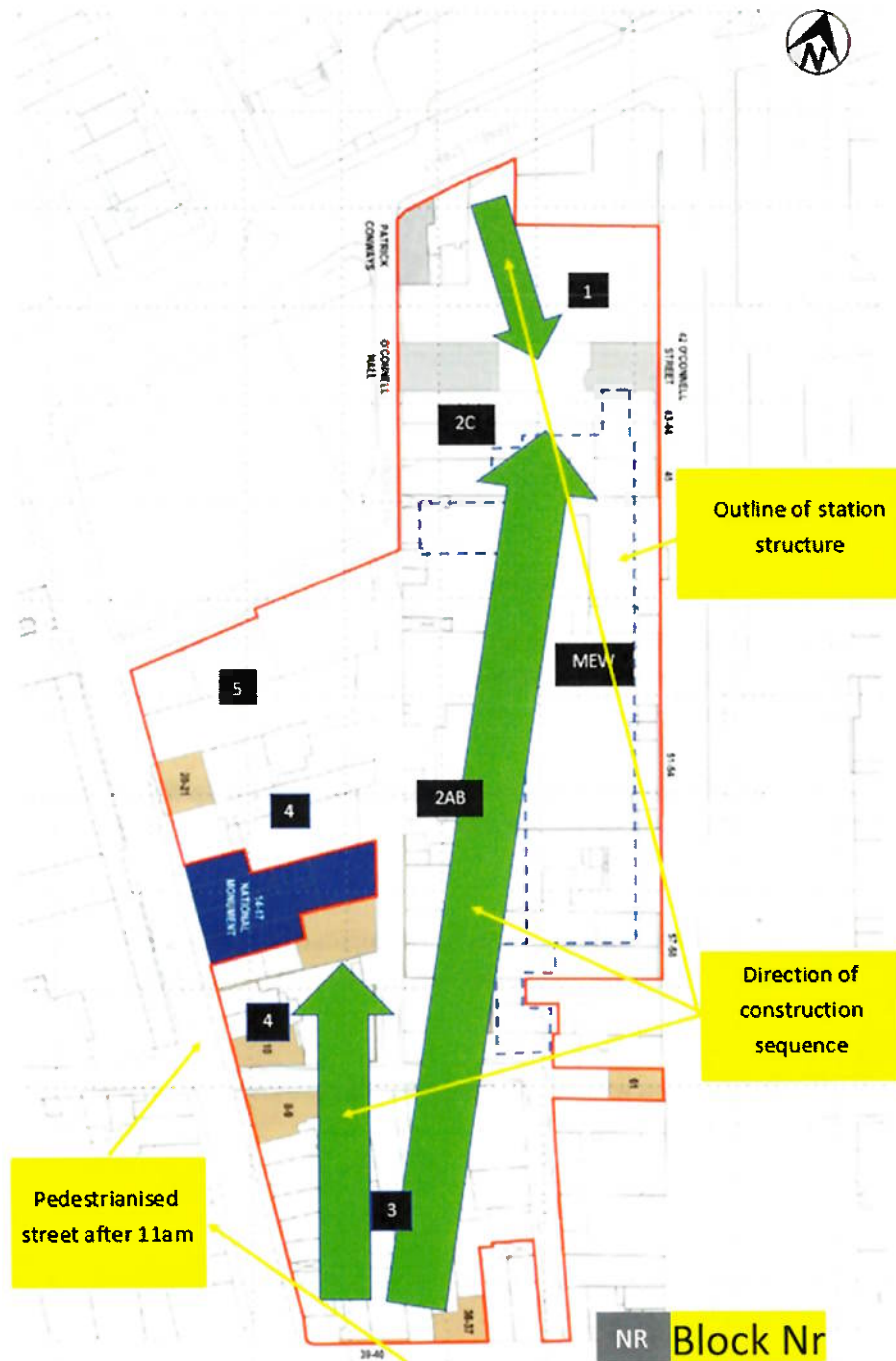


Figure 9 – Direction of construction approach.

This construction sequence proposed above reflects the following conditions:

1. The existing traffic regime whereby no vehicular traffic is allowed onto Moore Street (South of O'Rahilly Parade) or on Henry Street after 11:00 am daily.
2. In light of No. 1 above, Sites 3 and 4 are challenging access-wise and therefore must be developed first, as the direction of construction moves from south to north, with construction traffic utilising Moore Lane.
3. Site 5 should be considered the front and back "door" for all development works and so will be last to be constructed as it is the main arterial connection to the access / egress point on O'Rahilly Parade.
4. Site 2 works require a significant area to accommodate construction plant, materials and site offices.
5. The imperative to protect the National Monument at Nos. 14-17 Moore Street.
6. DCGP acknowledges that the market traders and retailers have had a long-standing contribution to the vibrancy, vitality, and uniqueness to the local area. Consequently, DCGP recognise the need to minimise disruption to the Moore Street Market Traders during the works whilst facilitating the needs of the construction process.

4.0 BASELINE PROGRAMME

The Baseline Programme that DCGP is working to for the project can be summarised in Figure 10:

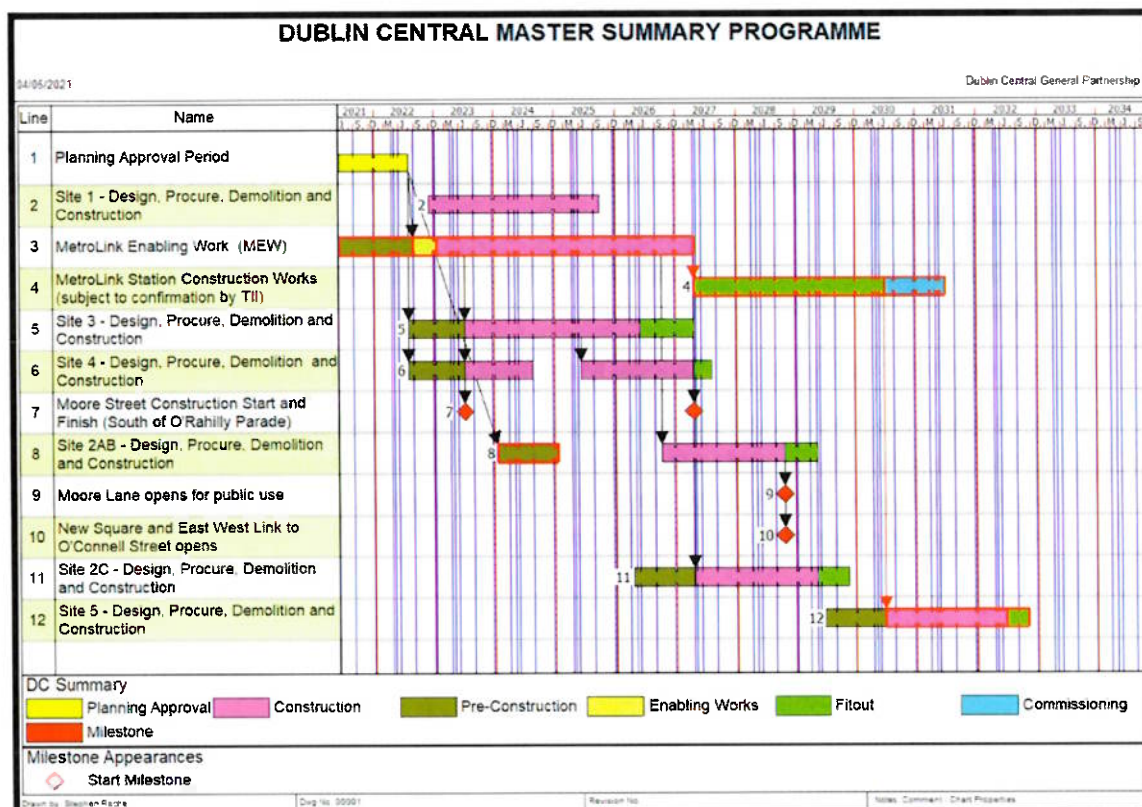


Figure 10 – Master Summary Programme

This programme assumes that Planning Applications will be submitted in three tranches as follows:

1. Sites 3, 4 and 5 as three stand-alone applications, to be submitted concurrently in May 2021.
2. Sites 2AB and Site 2C as two stand-alone applications but submitted together end of August 2021.
3. Site 1 submitted as a stand-alone application on a date yet to be determined.

5.0 KEY RISKS TO PROGRAMME

Key risks that the project is exposed to include:

- Depth of excavation that may discover unexpected issues / challenging ground conditions.
- Significant design variations that may arise from third parties.
- Challenging ground conditions.
- Delayed programme arising from caution in working adjacent to the National Monument and other Protected/retained structures.
- Contaminated ground in excess of what the ground investigation reports suggest exist.
- The high water table and all the risks associated with dewatering to enable construction.
- Archaeological finds and all the risks associated with recording etc.
- Restricted site access and egress points leading to slower progress.
- Site congestion due to significant number of contractors on site; leading to slower programme.
- Ministerial Consent requirement.

The above risk factors have all been given due consideration in determining the proposed planning durations, set out below, on a risk-adjusted basis.

6.0 SITE 2AB PROGRAMME

Proposed duration of planning permission: 11 years.

With reference to the Masterplan Summary Programme (Figure 10) as well as the constraints and risks outlined:

- Site 2AB works cannot commence until the Enabling Works for MetroLink are complete in this part of Site 2 (targeted for Q4-2026)
- Target completion date of May 2029: 7 years from receipt of Planning Approval.
- Risk adjusted duration of 11 years is being sought from the date of the Planning Approval.

7.0 SITE 2C PROGRAMME

Proposed duration of planning permission: 11 years.

With reference to the Masterplan Summary Programme (Figure 10) as well as the constraints and risks outlined:

- Site 2C works cannot commence until the advanced works for MetroLink are complete in this part of Site 2 (targeted for Q2-2027)
- Target completion date of November 2029: 7.5 years from receipt of Planning Approval.
- Risk adjusted duration of 11 years is being sought from the date of the Planning Approval.

8.0 SITE 3 PROGRAMME

Proposed duration of planning permission: 7 years.

With reference to the Masterplan Summary Programme (Figure 10) as well as the constraints and risks outlined:

- Likely to be the first phase of construction on the Overall Site (along with Site 4).
- Structurally independent of the Enabling Works for Metrolink and therefore can be progressed more quickly.
- Can be progressed independently of heavy works in Site 2 (albeit, programme likely to be impacted by scope of Site 2 works).
- Construction to commence in August 2023.
- Target completion date is April 2027 (5 years from Planning Approval)
- Risk adjusted duration of 7 years is being sought from the date of the Planning Approval.

9.0 SITE 4 PROGRAMME

Proposed duration of planning permission: 7 years

With reference to the Masterplan Summary Programme (Figure 10) as well as the constraints and risks outlined:

- Likely to be the first phase of construction on the Overall Site (along with Site 3).
- Ministerial Consent must be sought and granted.
- Structurally independent of the Enabling Works for Metrolink and therefore can be progressed more quickly.
- Construction to commence in August 2023.
- Likely to be constructed by the same contractor as for Site 3
- Target completion date is April 2027 (5 years from Planning Approval).
- Risk adjusted duration of 7 years is being sought from the date of the Planning Approval, in line with Site 3 above.

10.0 SITE 5 PROGRAMME

Proposed duration of planning permission: 15 years

With reference to the Masterplan Summary Programme (Figure 10) as well as the constraints and risks outlined:

- Demolition is required early in the Baseline programme to necessitate site access.
- Construction commencement is dependent on all the other works being substantially completed before this can commence construction.
- Construction to commence in August 2030.
- Target completion date is October 2032 (10.5 years from Planning Approval).
- Risk adjusted duration of 15 years is being sought from the date of the Planning Approval.

11.0 SITE 1 PROGRAMME

This report includes the general programme intention for Site 1 for completeness, but as noted elsewhere the date for the application is yet to be determined and hence the detail included within this report for this site is subject to change.

12.0 PHASING INTENTION FOR THE PUBLIC REALM

This section of the report provides a chronological timeline for the development of the various sites by showing a time-bar progression indicating how the site will be developed and delivered. This demonstrates when each portion of the public realm and streetscape will be completed and available for public use.

The key dates taken from the programme and delivery sequence are indicated in Figure 11 with the red highlighting indicating the key public realm delivery dates in the current indicative programme:

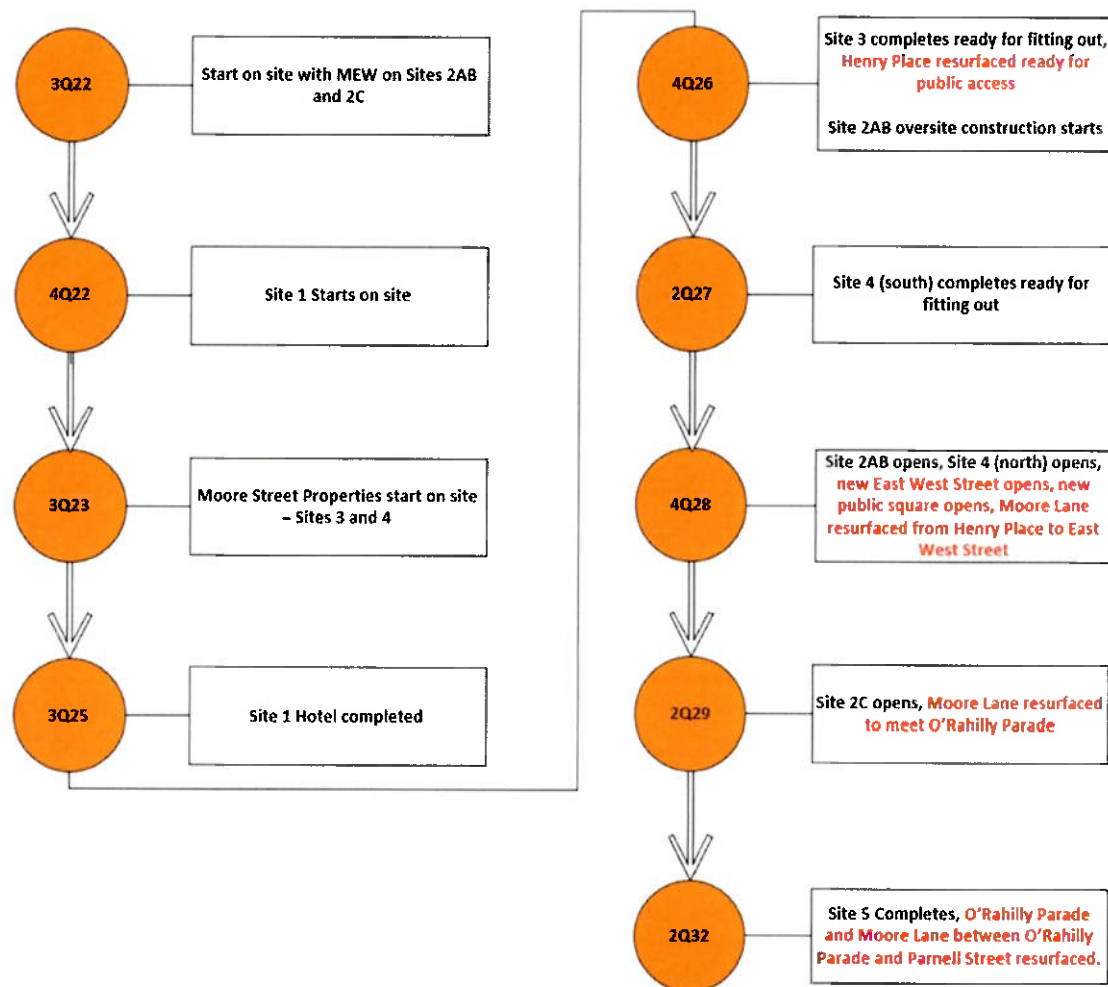


Figure 11

Appendix A gives further details.

Appendix A - Public Realm Phasing Approach - Demonstrating Availability of the Public Realm when delivering the Dublin Central Masterplan



DUBLIN CENTRAL

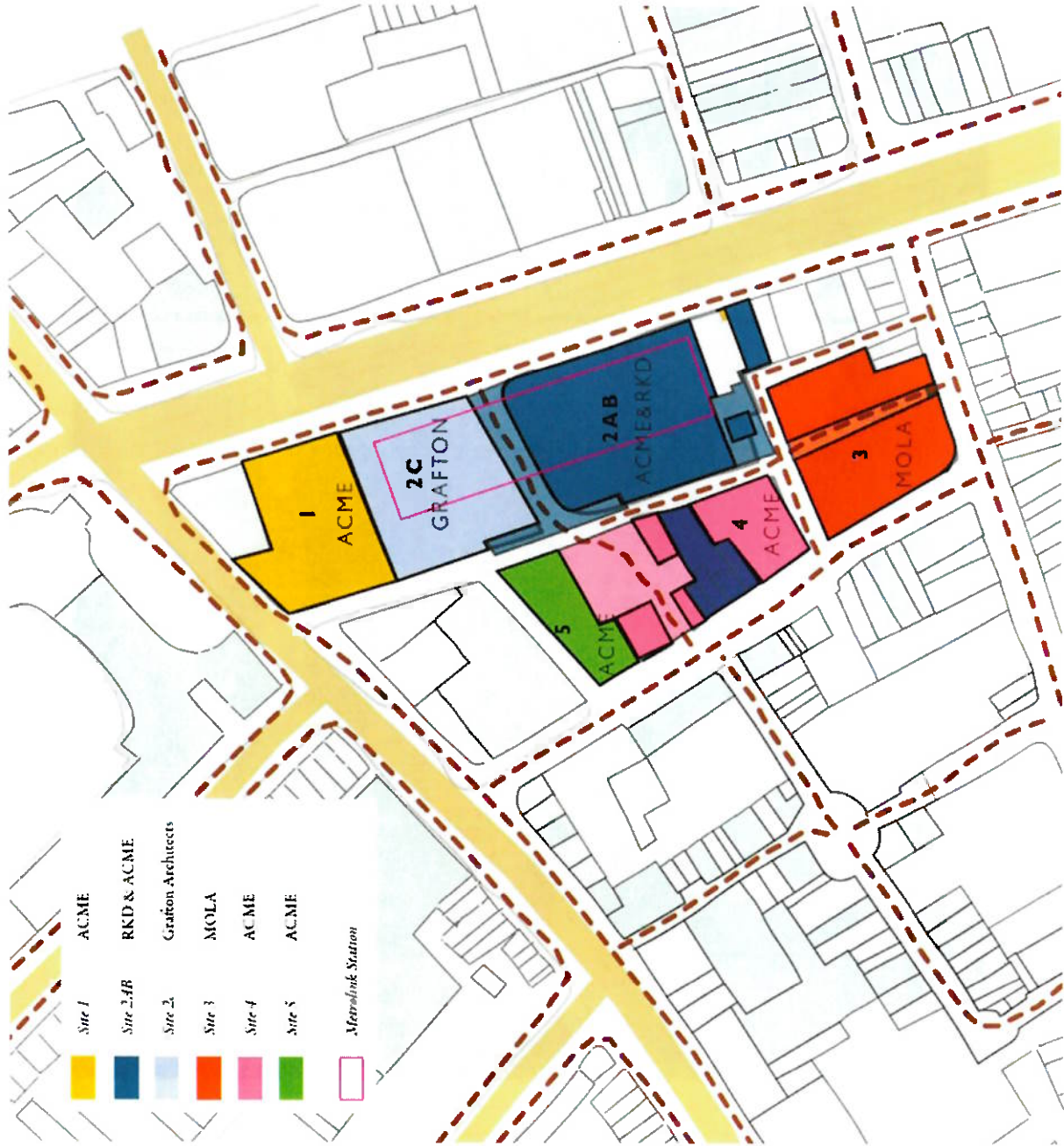
**Public Realm Phasing Approach -
Demonstrating Availability of the
Public Realm when delivering the
Dublin Central Masterplan
for Dublin Central GP Ltd**

• 25TH May 2021

DUBLIN CENTRAL – PHASING TIMESLICE DIAGRAMS

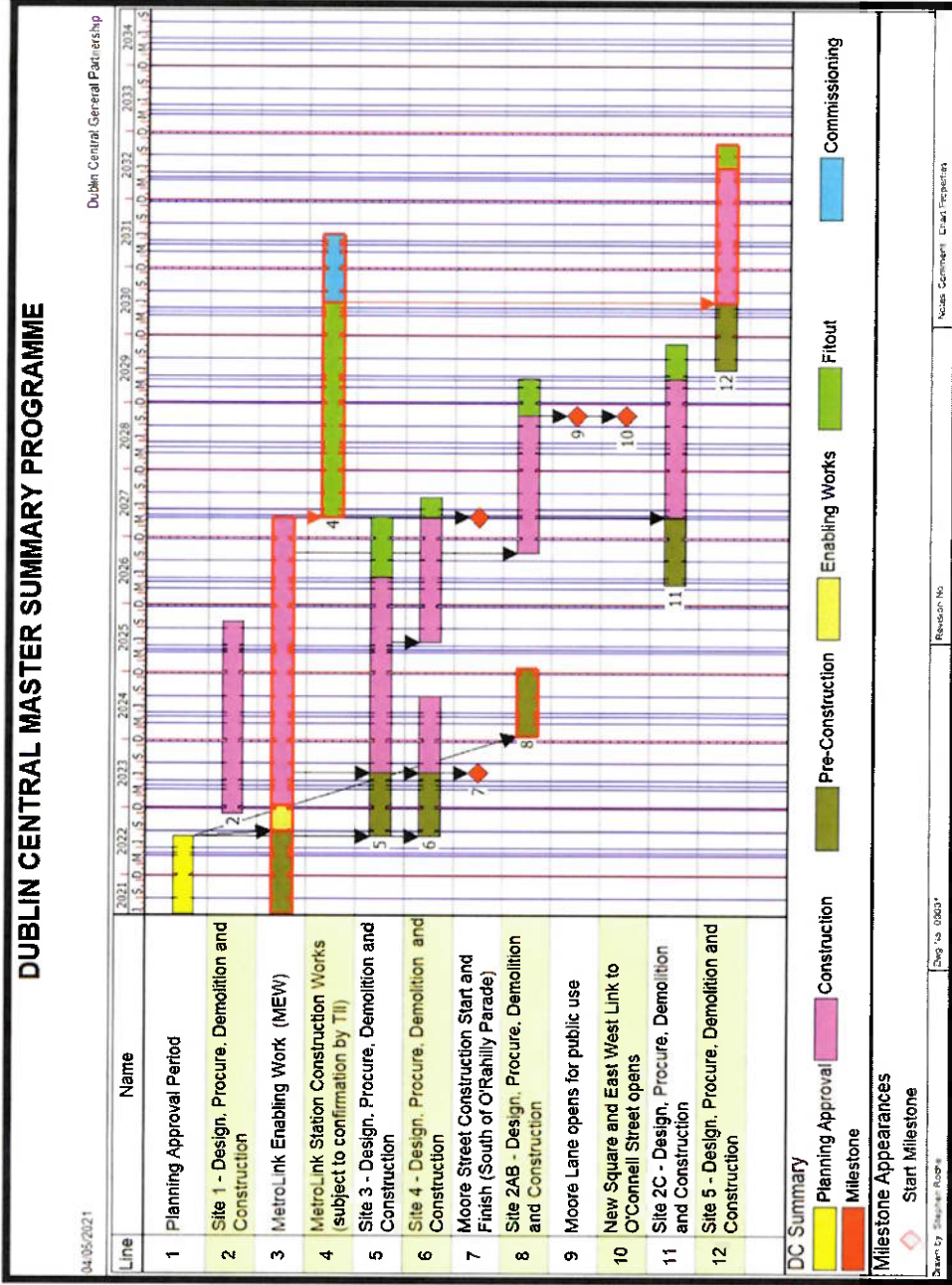
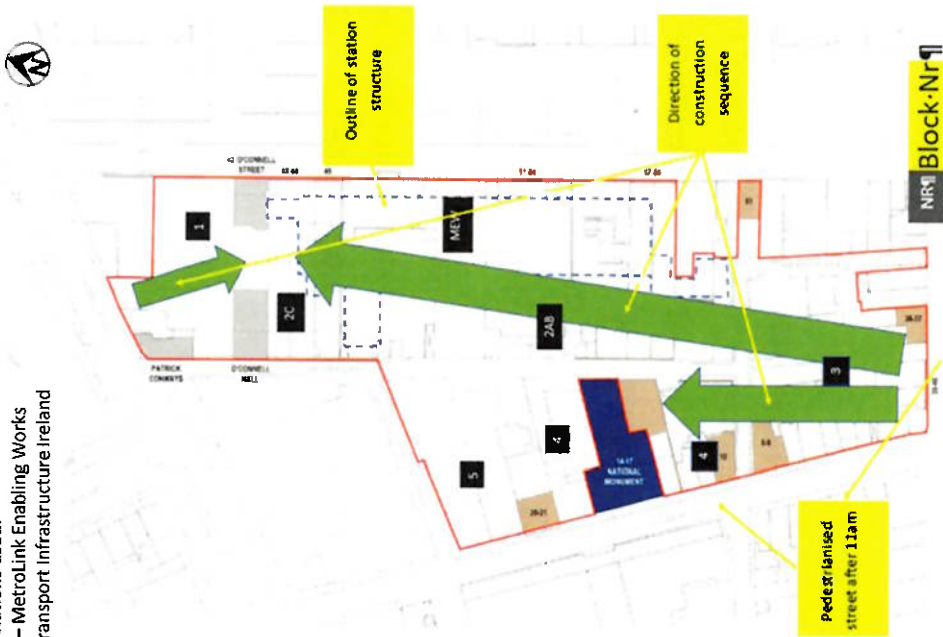
Introduction and purpose of this document

- This document has been prepared to demonstrate the approach and assumptions that have been made when compiling the programme and phasing approach for the delivery of the Dublin Central Masterplan.
- It sets out the information using a timeline bar at the bottom of each page to demonstrate the activity that is scheduled for each site during that period of time.
- Indicative hoarding positions have been shown (blue lines) to show how each of the construction areas will be delineated from each other
- The images demonstrate when areas can be opened to public use at the earliest practical time when working from a southerly to northerly construction direction (see next page).



THE CONSTRUCTION APPROACH AND MASTER PROGRAMME

Abbreviations used:
MEW – MetroLink Enabling Works
TII – Transport Infrastructure Ireland



The programme indicated above is an indicative programme showing the general intent at this stage.

TIMESLICE IMAGES APPROACH

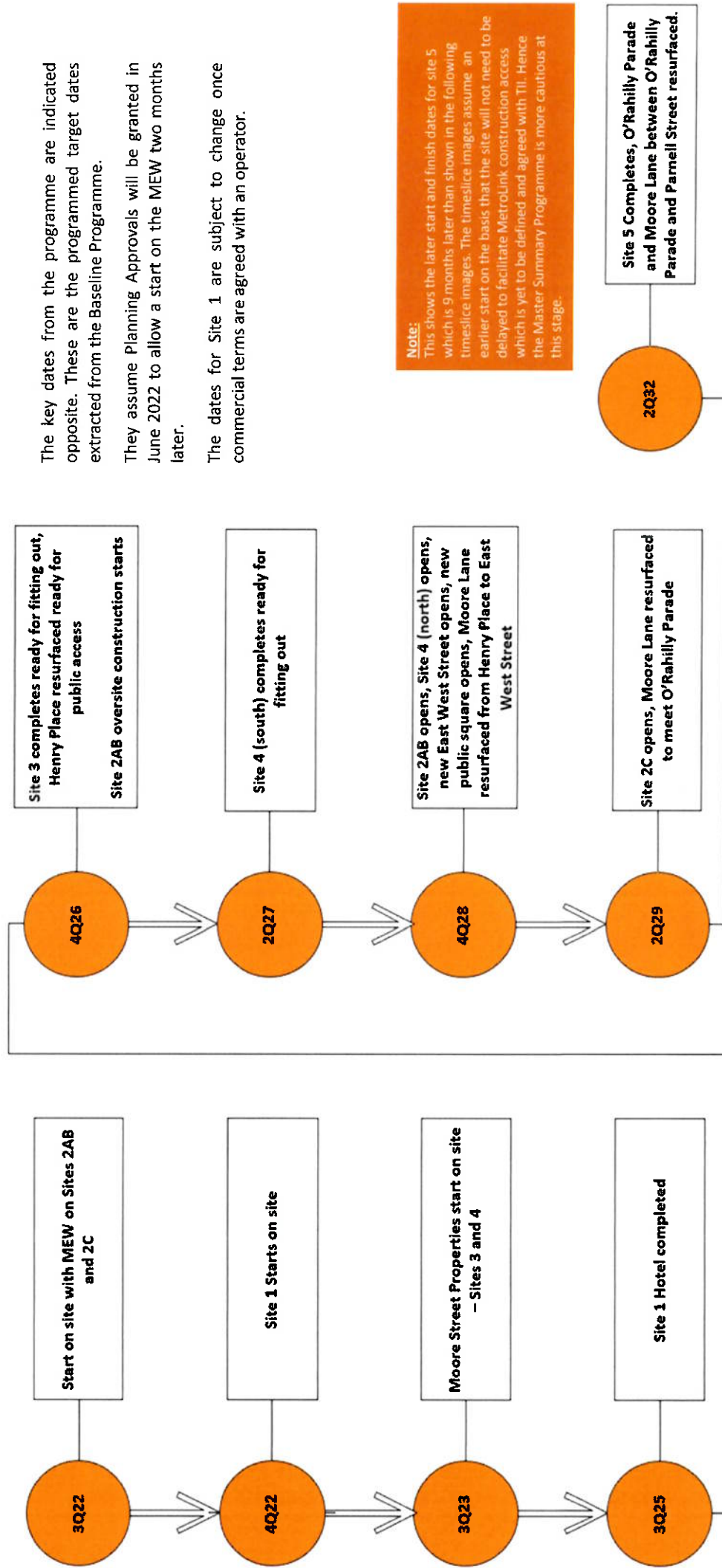
The phasing sequence will be demonstrated by using a series of timeslice images that will portray, for the period shown in the time bar at the bottom of the image, what activity will be being carried out on each portion of the site, and more importantly when the various parts of the public realm will become open and free for the public to use.

The key to the various colours that have been used in the images that follow is opposite.

Whilst the timeslice diagrams include Site 1 for completeness, the programme for these works is still provisional at this stage and likely to change. Similarly the retention of the façade to Nr 71 O'Connell Street is still being considered and will be addressed in the Site 1 Planning Application in due course.

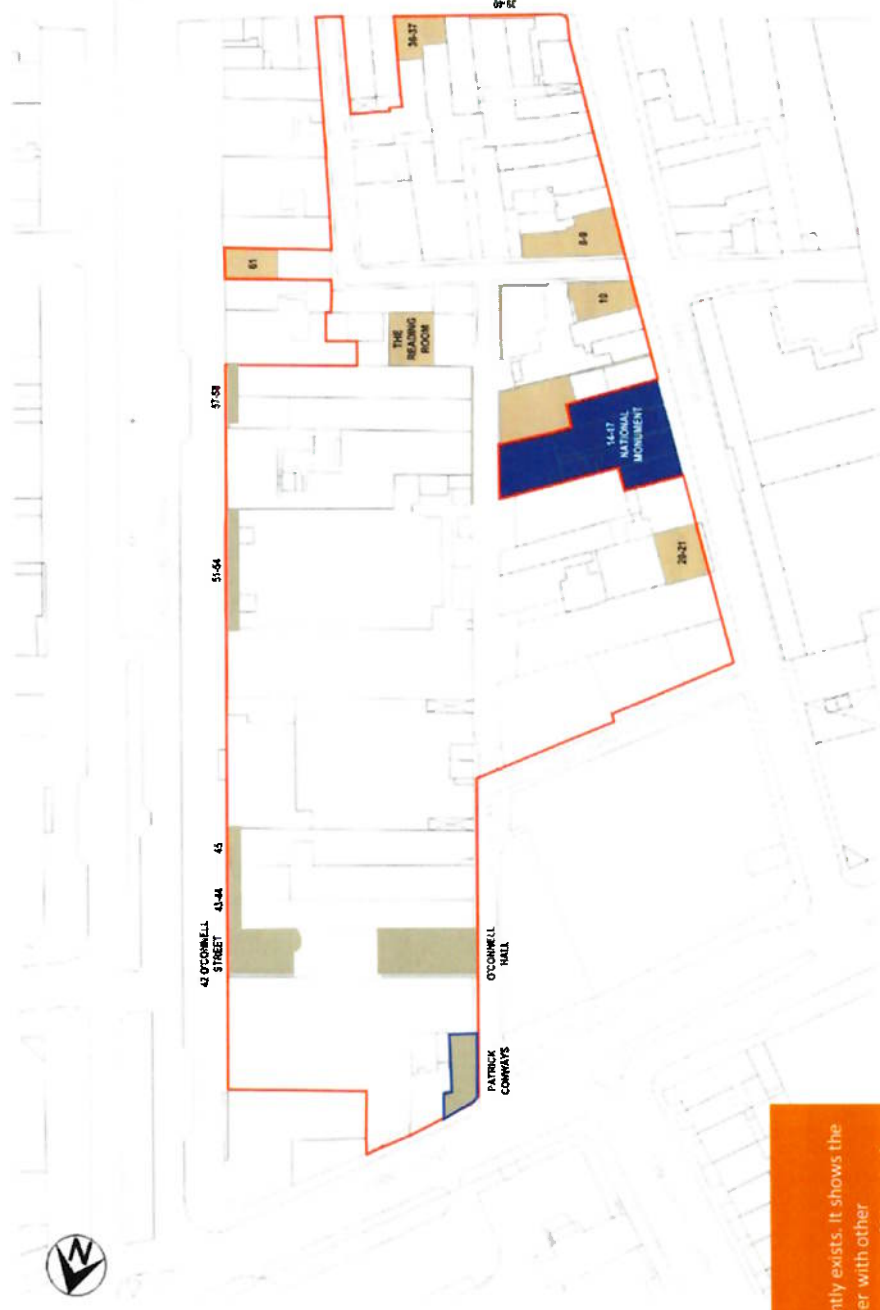
KEY:	Area under strip out, asbestos removal, demolition, site preparation, archaeological investigation, structural strengthening works or façade retention.
	National Monument.
	Protected structure.
	Area under construction.
	Area used for site logistics / vehicle management.
	Temporary haul road.
	Buildings being fitted out internally.
	Construction and fitout work complete.
	Zone around the National Monument where any works will be subject to a permit to work regime.
	Outline of the MEW
	Temporary site hoarding

KEY DATES TAKEN FROM THE MASTER SUMMARY PROGRAMME



DUBLIN CENTRAL – INDICATIVE TIMESLICE SEQUENCE DIAGRAM NUMBER: 0

Assumes Planning
Approval Granted in
June 2022

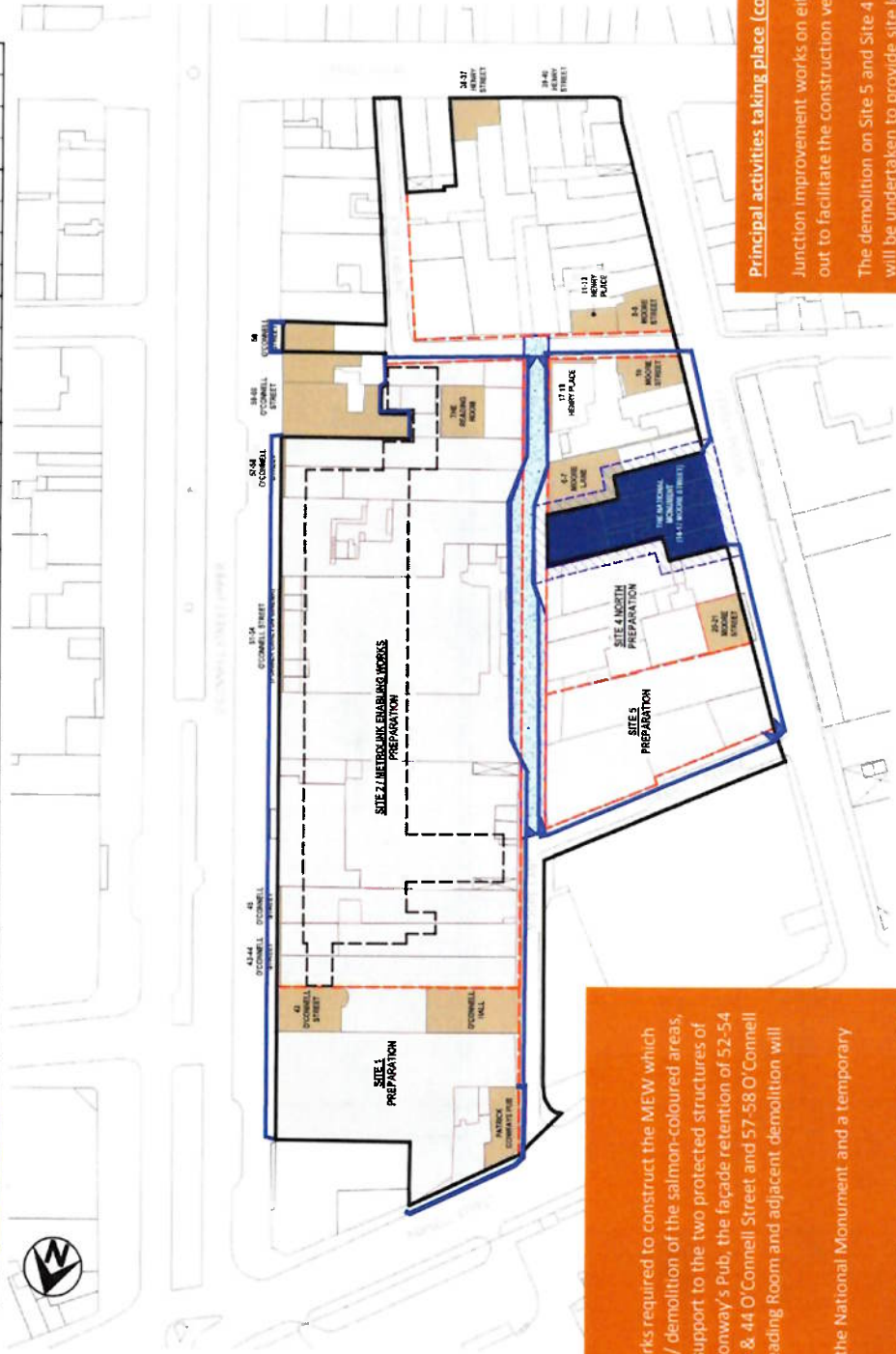


Principal activities taking place:

This image demonstrates the site as it currently exists. It shows the proximity of the National Monument together with other Protected Structures and Non-Protected structures of historical significance to be retained.

DUBLIN CENTRAL – INDICATIVE TIMESLICE SEQUENCE DIAGRAM NUMBER: 1

2022				2023				2024				2025				2026				2027				2028				2029				2030				2031			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4				



Principal activities taking place:

This image shows the initial period of the works required to construct the MEW which will involve the soft strip / asbestos removal / demolition of the salmon-coloured areas, the archaeological investigations, structural support to the two protected structures of 42 O'Connell Street and O'Connell Hall and Conway's Pub, the facade retention of 52-54 O'Connell Street (former Carlton cinema), 43 & 44 O'Connell Street and 57-58 O'Connell Street. The necessary underpinning to the Reading Room and adjacent demolition will also commence.

A protected zone will be established around the National Monument and a temporary haul road will be installed.

Site 1 works commence with the structural support of the two protected structures of 42 O'Connell Street and O'Connell Hall.

Principal activities taking place (con't):

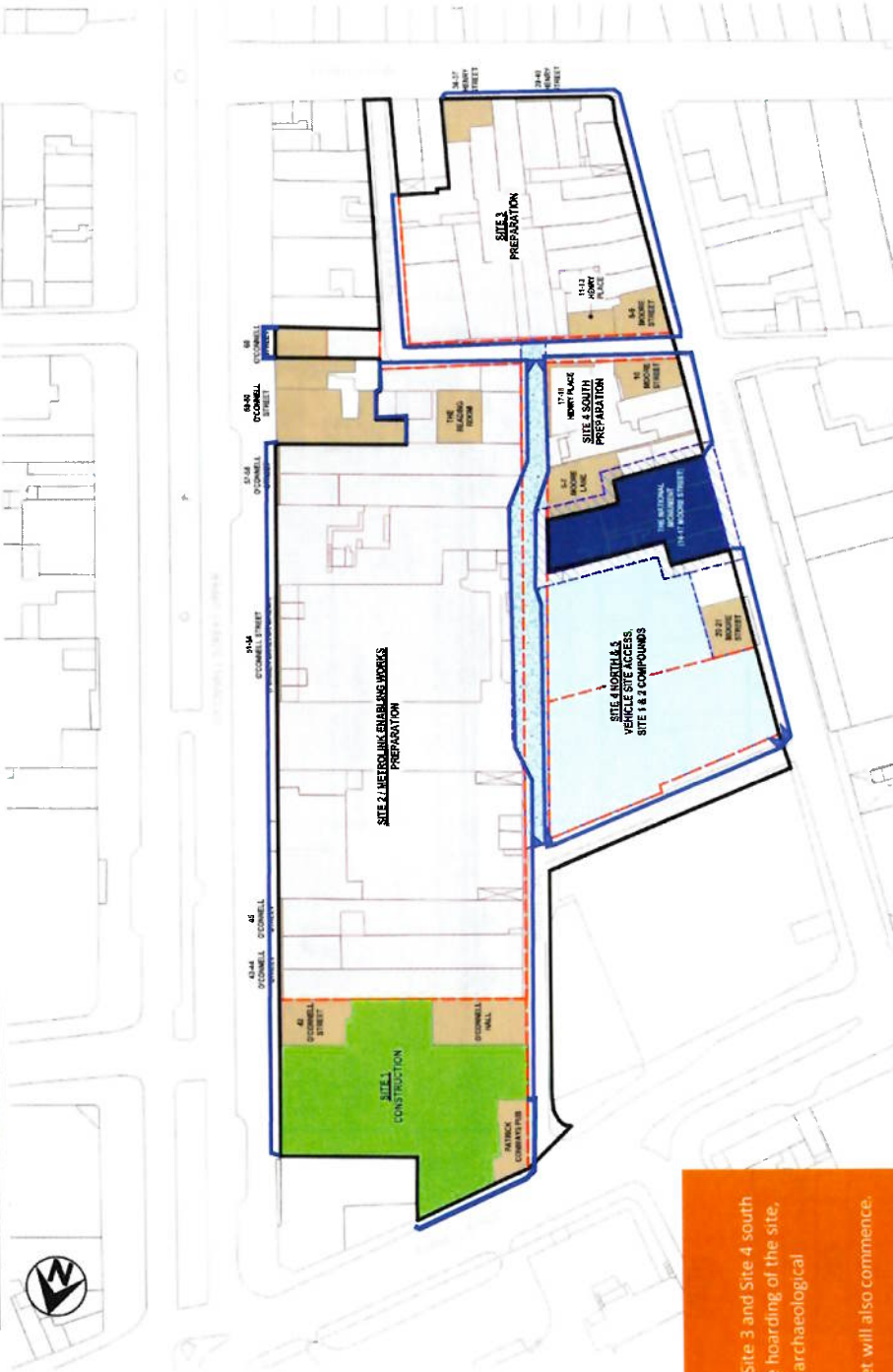
Junction improvement works on either end of O'Rahilly Parade will be carried out to facilitate the construction vehicle movements.

The demolition on Site 5 and Site 4 to the north of the National Monument will be undertaken to provide site logistics areas, with particular emphasis being on Site 5 which is necessary to manage the traffic entering the site from Moore Street and O'Rahilly Parade.

PRELIMINARY PROJECT PROGRAMME - INDICATIVE ONLY

DUBLIN CENTRAL – INDICATIVE TIMESLICE SEQUENCE DIAGRAM NUMBER: 2

2022				2023				2024				2025				2026				2027				2028				2029				2030				2031			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4



PRELIMINARY PROJECT PROGRAMME – INDICATIVE ONLY

Principal activities taking place:

This image shows the work commencing on Site 3 and Site 4 south of the National Monument. This includes the hoarding of the site, soft strip, asbestos removal, demolition and archaeological investigations.

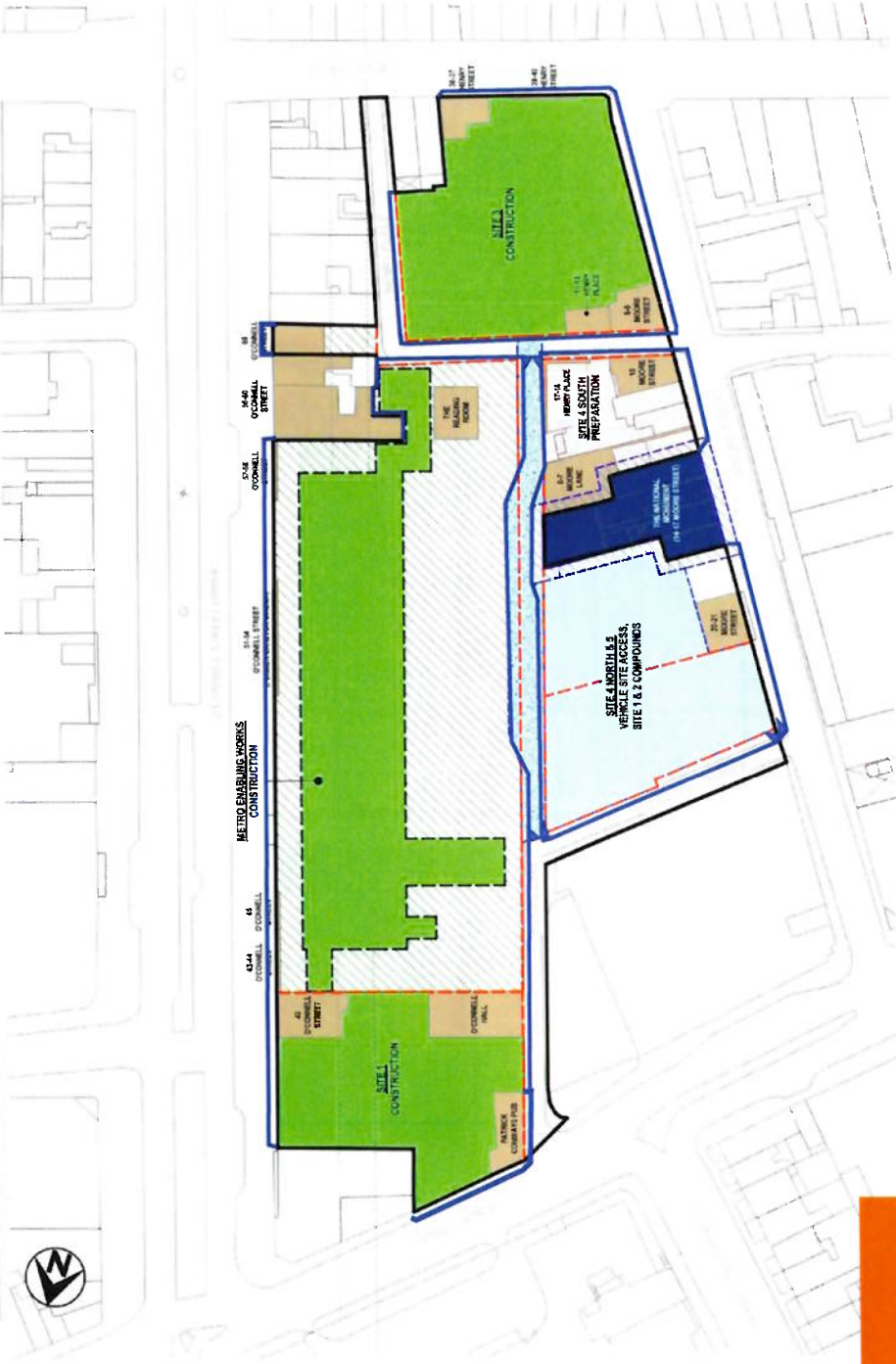
Facade retention works to 39-40 Henry Street will also commence.

The works to Nr 60 O'Connell Street will also commence.

Works on Site 1 will now move onto the construction phase.

DUBLIN CENTRAL – INDICATIVE TIMESLICE SEQUENCE DIAGRAM NUMBER: 4

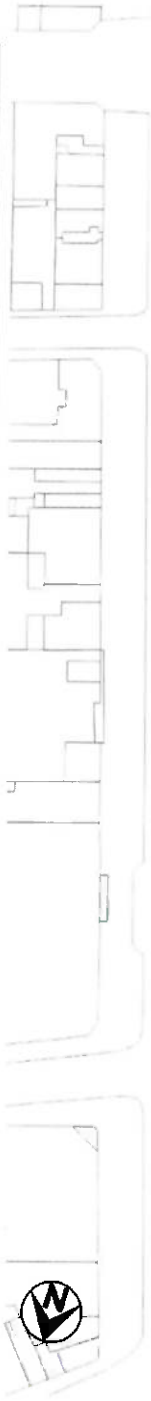
2022				2023				2024				2025				2026				2027				2028				2029				2030				2031			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4



Principal activities taking place:
 This image shows the work on Site 3 moving on to the construction phase.

PRELIMINARY PROJECT PROGRAMME – INDICATIVE ONLY

DUBLIN CENTRAL – INDICATIVE TIMESLICE SEQUENCE DIAGRAM NUMBER: 5

[illegible]

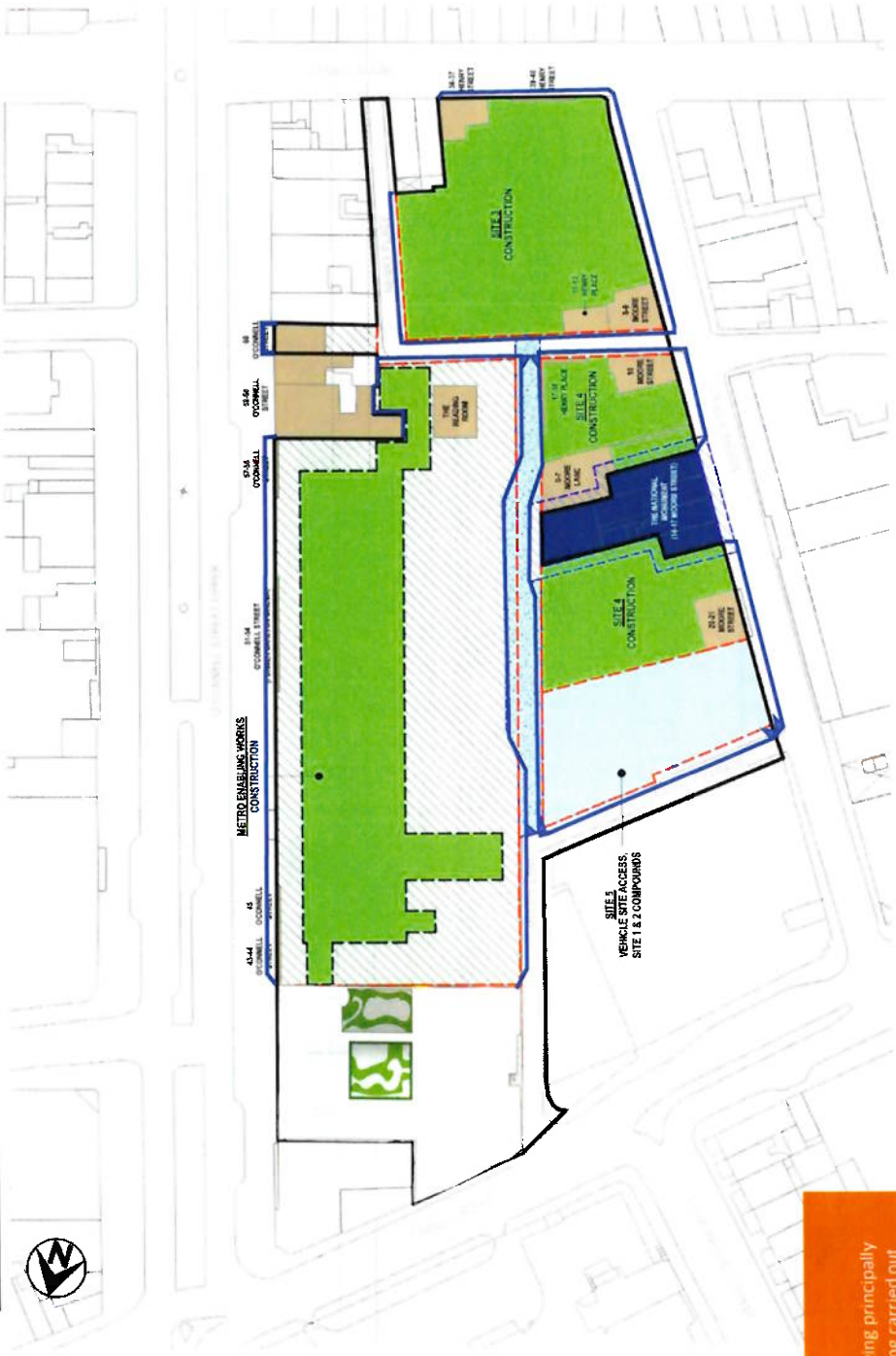
Principal activities taking place:

This image shows the work on Site 4 moving on to the construction phase.

PRELIMINARY PROJECT PROGRAMME – INDICATIVE ONLY

PRELIMINARY PROJECT PROGRAMME - INDICATIVE ONLY

DUBLIN CENTRAL – INDICATIVE TIMESLICE SEQUENCE DIAGRAM NUMBER: 6

[illegible]

Principal activities taking place:

This image shows the work on Site 1 now being principally complete, with fitting out activities now being carried out internally to complete the hotel and offices together with the ground floor retail.

PRELIMINARY PROJECT PROGRAMME – INDICATIVE ONLY

DUBLIN CENTRAL – INDICATIVE TIMESLICE SEQUENCE DIAGRAM NUMBER: 7

[illegible]

Principal activities taking place:

This image shows the work on Site 1 continuing with the fitting out activities internally to complete the hotel and offices together with the ground floor retail.

The other major change is the work to the MEW now starts to involve the basement construction under Sites 2AB and 2C. This demonstrates further how constrained the site is to enable the construction to be carried out.

PRELIMINARY PROJECT PROGRAMME – INDICATIVE ONLY

DUBLIN CENTRAL – INDICATIVE TIMESLICE SEQUENCE DIAGRAM NUMBER: 8

2022				2023				2024				2025				2026				2027				2028				2029				2030				2031			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4				



PRELIMINARY PROJECT PROGRAMME – INDICATIVE ONLY

Principal activities taking place:

This image shows that the work to the MEW beneath Site 2AB is now sufficiently advanced that works can now commence with the construction of the Site 2AB offices and retail.

DUBLIN CENTRAL – INDICATIVE TIMESLICE SEQUENCE DIAGRAM NUMBER: 9

2022				2023				2024				2025				2026				2027				2028				2029				2030				2031			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4



Principal activities taking place:

This image shows that the work to Site 3 is now complete for the shell which enables the fitting out of the hotel and residential to be carried out. This is the first time that some of the public realm around Site 3 and the passageway connection from Henry Place onto O'Connell Street is opened to the public. Everything to the north of Henry Place is still a construction zone and within the site hoardings, but everything to the south is now opened for public use.

Henry Place will have been resurfaced to its completed form.

DUBLIN CENTRAL – INDICATIVE TIMESLICE SEQUENCE DIAGRAM NUMBER: 10

2022				2023				2024				2025				2026				2027				2028				2029				2030				2031			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4								



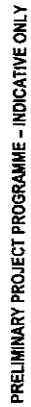
Principal activities taking place:

This image shows that the Site 4 residential areas are now completed and capable of being accessed from Henry Place. The retail on Moore Lane in Site 4 would not be opened yet.

The south of Moore Lane is available to access using a temporary tarmac surface at this stage (the final surface will be applied once the rest of Moore Lane can be surfaced with the existing setts and new materials.

PRELIMINARY PROJECT PROGRAMME – INDICATIVE ONLY

	2022				2023				2024				2025				2026				2027				2028				2029				2030				2031			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4								



DUBLIN CENTRAL – INDICATIVE TIMESLICE SEQUENCE DIAGRAM NUMBER: 12

2022				2023				2024				2025				2026				2027				2028				2029				2030				2031			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4



Principal activities taking place:

This image shows a major milestone in the delivery of the project. At the end of 2028 Site 2AB will be completed externally and will be being fitted out ready for occupation.

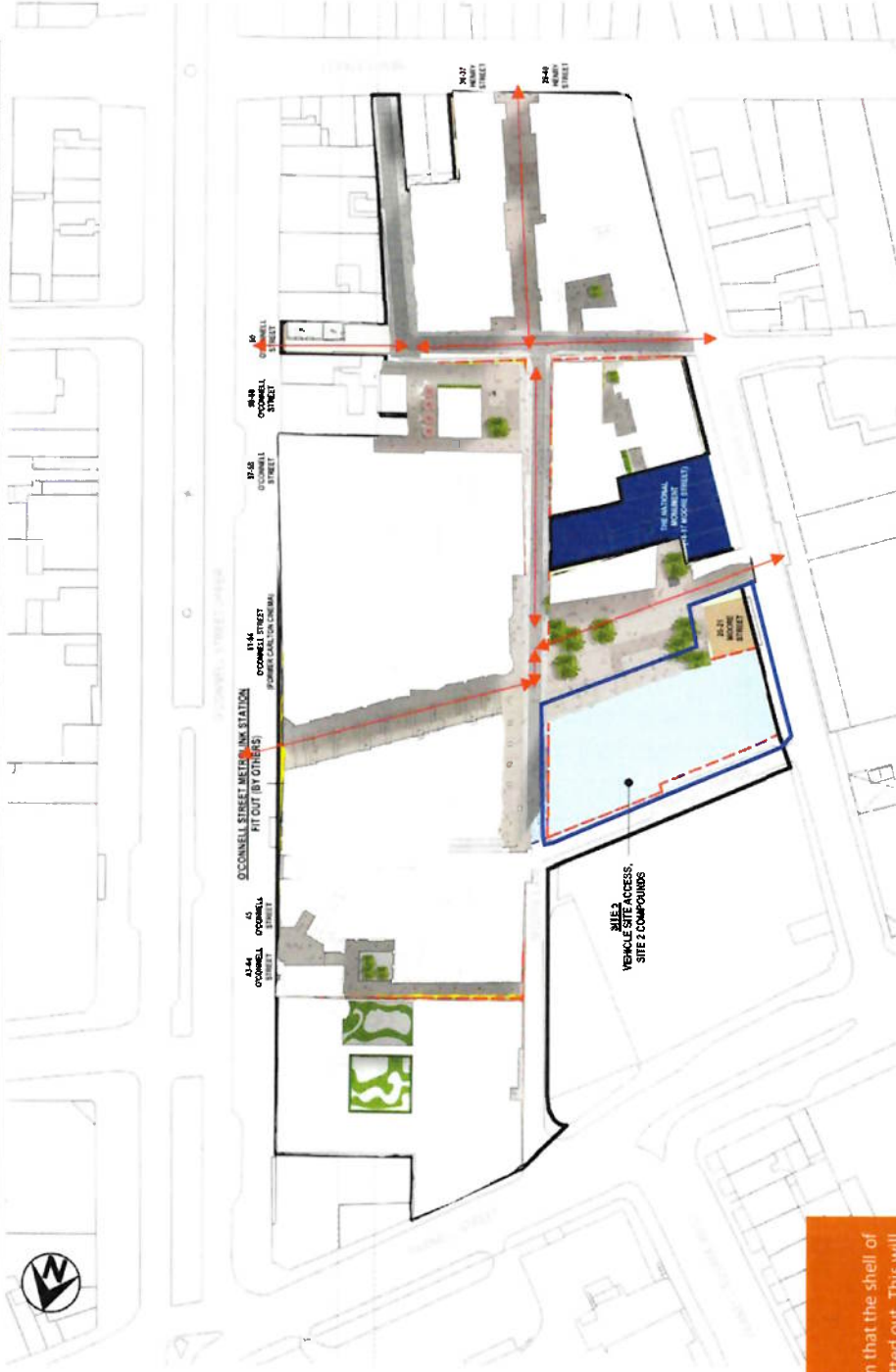
Site 4 north will also be completed.

The major milestone will be the resurfacing of Moore Lane and the creation of the new public square sufficient to allow the pedestrian connection across from O'Connell Street to Moore Lane at the end of 2028.

Construction of Site 2C will continue.

PRELIMINARY PROJECT PROGRAMME – INDICATIVE ONLY

DUBLIN CENTRAL – INDICATIVE TIMESLICE SEQUENCE DIAGRAM NUMBER: 13

[illegible]

Principal activities taking place:

Principal activities taking place:

This image shows another major milestone in that the shell of Site 2C will now be complete and be being fitted out. This will allow the full extent of the pedestrian route between Site 2AB and 2C to be opened for public use.

PRELIMINARY PROJECT PROGRAMME - INDICATIVE ONLY

DUBLIN CENTRAL – INDICATIVE TIMESLICE SEQUENCE DIAGRAM NUMBER: 14

[illegible]

Principal activities taking place:

This image shows the commencement of the construction of Site 5. The site will be discreetly hoarded off.

Site 2C will still be being fitted out.

Principal activities taking place:

This image shows the commencement of the construction of Site 5. The site will be discreetly hoarded off.

Site 2C will still be being fitted out.

PRELIMINARY PROJECT PROGRAMME - INDICATIVE ONLY

Note: This statement is subject to the terms and conditions of the Summer Program construction agreement.

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DUBLIN CENTRAL – INDICATIVE TIMESLICE SEQUENCE DIAGRAM NUMBER: 15

2022				2023				2024				2025				2026				2027				2028				2029				2030				2031			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4



Principal activities taking place:
 This image shows the works continuing with the construction of Site 5
 Site 2C will now be complete.

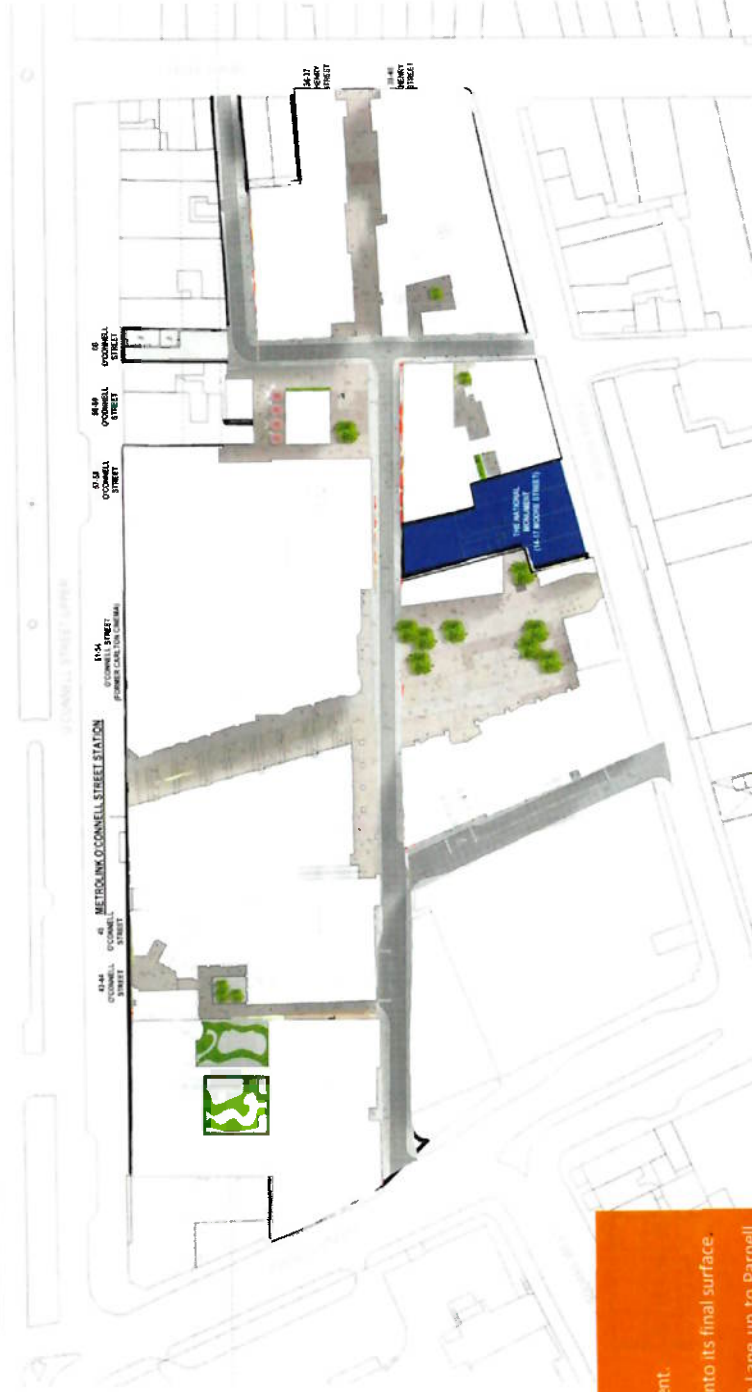
Note:
 This shows the earliest start and finish date for site 5 which is 9 months earlier than shown in the Master Summary Programme. The Master Summary Programme assumes a later start to facilitate MetroLink construction access which is yet to be defined and agreed with TII.

PRELIMINARY PROJECT PROGRAMME – INDICATIVE ONLY

DUBLIN CENTRAL – INDICATIVE TIMESLICE SEQUENCE DIAGRAM NUMBER: 16

[illegible]

Note: This shows the earliest start and finish date for site 5 (excl fit out) which is 9 months earlier than shown in the Master Summary Programme. The Master Summary Programme assumes a later start to facilitate Metrolink construction access which is yet to be defined and agreed with TII.



PRELIMINARY PROJECT PROGRAMME – INDICATIVE ONLY

Principal activities taking place:

This image shows the completed development.

O'Rahilly Parade will have been resurfaced into its final surface.

Resurfacing the northern section of Moore Lane up to Parnell Street will have been completed.

This image shows the completed development. O'Rahilly Parade will have been resurfaced into its final surface. Resurfacing the northern section of Moore Lane up to Parnell Street will have been completed.

O'Rahilly Parade will have been resurfaced into its final surface. Resurfacing the northern section of Moore Lane up to Parnell Street will have been completed.



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