



**Chapter 19**  
Material Assets

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## 19. Material Assets

### 19.1 Introduction

This Chapter of the Environmental Impact Assessment Report (EIAR) has considered the potential impacts on material assets associated with the Construction and Operational Phases of the Bray to City Centre Core Bus Corridor Scheme (hereafter referred to as the Proposed Scheme).

The design of the Proposed Scheme has been developed to a stage where all potential environmental impacts can be identified, and a fully informed environmental impact assessment can be carried out. It is likely that the Proposed Scheme will be constructed by a contractor appointed under a Design and Build form of Contract. The contractor engaged will be responsible for finalising the design of the Proposed Scheme in compliance with the Employer's Requirements, including compliance with the requirements of the EIAR and Natura Impact Statement (NIS) (including all mitigation measures) and any development consent conditions. Minor modifications may be made to the current design at the detailed design stage to avail of opportunities to improve the design in the light of experience on the ground or other innovations. Any such minor modifications, however, will not give rise to any impacts which are more significant than those already identified and assessed in this EIAR.

During the Construction Phase, the potential impacts on material assets arising from the Proposed Scheme have been assessed, including potential impacts on infrastructure and utilities and potential impacts arising from the importation of construction materials, which result from construction activities such as utility diversions, road resurfacing and road realignments.

During the Operational Phase, the potential impacts on material assets associated with changes in utility demand from new infrastructure associated with the Proposed Scheme have been assessed. The assessment has been carried out according to best practice and guidelines relating to material asset assessment as outlined in Section 19.2.

The aim of the Proposed Scheme when in operation is to provide enhanced walking, cycling and bus infrastructure on this key access corridor in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor. The objectives of the Proposed Scheme are described in Chapter 1 (Introduction). The Proposed Scheme which is described in Chapter 4 (Proposed Scheme Description) has been designed to meet these objectives.

The design of the Proposed Scheme has evolved through comprehensive design iteration, with particular emphasis on minimising the potential for environmental impacts, where practicable, whilst ensuring the objectives of the Proposed Scheme are attained. In addition, feedback received from the comprehensive consultation programme undertaken throughout the option selection and design development process have been incorporated, where appropriate.

### 19.2 Methodology

Material assets are resources of both natural and human origin that have intrinsic value. The Environmental Protection Agency (EPA) Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (hereafter referred to as the EPA EIAR Guidelines) (EPA 2022) discuss material assets as follows:

*'In Directive 2011/92/EU this factor included architectural and archaeological heritage. Directive 2014/52/EU includes those heritage aspects as components of cultural heritage. Material assets can now be taken to mean built services and infrastructure. Traffic is included because in effect traffic consumes transport infrastructure. Sealing of agricultural land and effects on mining or quarrying potential come under the factors of land and soils.'*

The EPA EIAR Guidelines specifically list built services, roads and traffic, and waste management as topics which fall into the category of material assets. Further to this, the Guidance on the Preparation of the Environmental Impact Assessment Report (European Commission 2017) references buildings, other structures, mineral

resources, and water resources as material assets. This EIAR includes separate chapters covering a number of those listed material assets and other material assets as follows:

- Roads and traffic - Chapter 6 (Traffic & Transport);
- Employment and land use assets - Chapter 10 (Population);
- Ecological assets - Chapter 12 (Biodiversity);
- Waterways, rivers and streams - Chapter 13 (Water);
- Soils, lands, and mining or quarrying potential - Chapter 14 (Land, Soils, Geology & Hydrogeology);
- Cultural heritage assets - Chapter 15 (Archaeological & Cultural Heritage) and Chapter 16 (Architectural Heritage);
- Visual amenity assets - Chapter 17 (Landscape (Townscape) & Visual); and
- Waste management - Chapter 18 (Waste & Resources).

The focus of this Chapter is on built services, specifically:

- Major infrastructure and utilities; and
- Imported material, excluding the materials which will be covered in Chapter 18 (Waste & Resources).

Major infrastructure includes items such as canals, railway lines and Luas lines interacting with the Proposed Scheme. Existing utility information has been collated from the utility service providers and utility (ground penetrating radar (GPR)) surveys have been carried out, as required. In addition, as part of the design development, the diversions and changes required to existing utilities infrastructure have been considered.

Conservative estimates have been prepared of the quantities of materials that may be needed for construction to inform the impact assessment of the Proposed Scheme. For the purpose of this Chapter, imported materials includes materials which are sourced from outside the Proposed Scheme, namely the major construction materials (concrete granular fill / aggregate, asphalt, and structural steel). The impacts associated with the transportation of the material to the site have been considered within the assessments of construction traffic in Chapter 6 (Traffic & Transport), Chapter 7 (Air Quality) and Chapter 9 (Noise & Vibration).

### **19.2.1 Study Area**

The study area with regard to major infrastructure and utilities comprises all areas within the Proposed Scheme, including both permanent and temporary land take boundaries.

### **19.2.2 Relevant Guidelines, Policy and Legislation**

This Chapter has been prepared in accordance with the following guidance:

- Guidelines on the Information to be Contained in Environmental Impacts Assessment Reports (EPA 2022);
- Environmental Impact Assessment of Projects – Guidance on the Preparation of the Environmental Impact Assessment Report (European Commission 2017); and
- Institute of Environmental Management and Assessment (IEMA) Guide to: Materials and Waste in Environmental Impact Assessment - Guidance for a Proportionate Approach (IEMA 2020).

### **19.2.3 Data Collection and Collation**

All major infrastructure and utilities which may be impacted by the Proposed Scheme have been assessed including:

- The Grand Canal;
- Anglesey Bridge;
- R138 Stillorgan Road Flyover Bridge at University College Dublin (UCD);
- St. Laurence's Subway under the N11 Stillorgan Road;

- R118 Wyattville Road Flyover Bridge over the N11 Bray Road;
- Fran O'Toole Bridge;
- Electricity;
- Water / Wastewater;
- Surface Water Drainage;
- Gas; and
- Telecommunications.

Existing utility information was requested from utility companies and service providers. The following service providers provided utility information for the study area of the Proposed Scheme:

- Dublin City Council (DCC);
- Dún Laoghaire-Rathdown County Council (DLRCC);
- Wicklow County Council (WCC);
- Electricity Supply Board (ESB) Networks / EirGrid;
- Gas Networks Ireland (GNI);
- Uisce Éireann (formerly Irish Water); and
- Telecommunications providers.

The types and quantities of the major materials which will need to be imported for the construction of the Proposed Scheme have also been established.

#### **19.2.4 Appraisal Method for the Assessment of Impacts**

The assessment of the potential impact of the Proposed Scheme on material assets has been undertaken having regard to the EPA EIA Guidelines (EPA 2022). The following issues have been considered as part of the assessment of impacts:

- Potential for impacts on major infrastructure and public utilities and the need to adequately protect them during the Construction Phase;
- Requirement for connections to public utilities by the Proposed Scheme during both the Construction and Operational Phases; and
- Use of imported materials required for the construction of the Proposed Scheme.

Each impact has been categorised based on:

- Quality of the impact;
- Significance of the impact; and
- Duration of the impact.

The definition of these impact characteristics as per the EPA EIAR Guidelines is provided in Table 1.4 in Chapter 1 (Introduction). These characteristics have been used to assess the quality and duration of all impacts.

Table 19.1 provides the significance criteria used to identify the significance of impacts on major infrastructure and utilities. For the purposes of assessing the impacts on major infrastructure and utilities, an impact is deemed to be not significant from a rating of Imperceptible to Moderate, and significant from Significant to Profound.

**Table 19.1: Significance Criteria for Major Infrastructure and Utilities**

Significance Level	Criteria
<b>Profound</b>	Where there is a continuous utility interruption of more than a week; Where additional demand on a utility would consume all remaining capacity; or Where there is a permanent disruption* of a major piece of infrastructure.
<b>Very Significant</b>	Where there is a continuous utility interruption of more than 48 hours; Where additional demand on a utility would significantly reduce the available capacity of that utility; or Where there is long-term disruption* of a major piece of infrastructure.
<b>Significant</b>	Where there is a continuous utility interruption of more than 24 hours; Where there is significant additional demand on a utility; or Where there is a medium-term disruption* of a major piece of infrastructure.
<b>Moderate</b>	Where there are discrete utility interruptions of no more than eight hours for up to seven consecutive days; Where the additional demand on a utility is relatively large; or Where there is a short-term disruption* of a major piece of infrastructure.
<b>Slight</b>	Where there are discrete utility interruptions of no more than eight hours for up to three days; Where additional demand on a utility is relatively small; or Where there is a temporary disruption* of a major piece of infrastructure.
<b>Not Significant</b>	Where there is a utility interruption of no more than eight hours on a single day; Where additional demand on a utility is quantifiable but is too small to have any impact on capacity; or Where there is a brief disruption* of a major piece of infrastructure.
<b>Imperceptible</b>	Where there is no utility interruption during diversion works; Where additional demand on a utility has no material change; or Where there are minor changes on a major piece of infrastructure which has no material impact on its usability.

\* Disruption with respect to major infrastructure refers to the closure or significant reduction in usability of the infrastructure.

For the significance of the impacts associated with imported materials, in addition to the EPA EIAR Guidelines (EPA 2022), the IEMA Guide to: Materials and Waste in Environmental Impact Assessment (IEMA 2020) (hereafter referred to as the IEMA Guidance) has been used. For materials, the sensitivity of the receptor (Table 19.2) and the magnitude of the impact (Table 19.3) are assigned and used to determine the significance of the impact (Table 19.4).

**Table 19.2: Sensitivity Criteria for Materials (IEMA 2020)**

Value	Description
	<b>On balance, the key materials required for construction of a development ...</b>
<b>Very high</b>	Are known to be insufficient in terms of production, supply and/or stock; and/or Comprise no sustainable features and benefits compared to industry-standard materials*.
<b>High</b>	Are forecast (through trend analysis and other information) to suffer from known issues regarding supply and stock; and/or Comprise little or no sustainable features and benefits compared to industry-standard materials*.
<b>Medium</b>	Are forecast (through trend analysis and other information) to suffer from some potential issues regarding supply and stock; and/or Are available comprising some sustainable features and benefits compared to industry-standard materials*.
<b>Low</b>	Are forecast (through trend analysis and other information) to be generally free from known issues regarding supply and stock; and/or Are available comprising a high proportion of sustainable features and benefits compared to industry-standard materials*.
<b>Negligible</b>	Are forecast (through trend analysis and other information) to be free from known issues regarding supply and stock; and/or Are available comprising a very high proportion of sustainable features and benefits compared to industry-standard materials*.

\*Subject to supporting evidence, sustainable features and benefits could include, for example, materials or products that: comprise reused, secondary or recycled content (including excavated and other arisings); support the drive to a circular economy; or in some other way reduce lifetime environmental impacts.

**Table 19.3: Assessing Magnitude for Materials (IEMA 2020)**

Value	Description
	<b>The assessment is made by determining whether through a development, the consumption of ...</b>
Major	...one or more materials is >10% by volume of the regional* baseline availability;
Moderate	...one or more materials is between 6-10% by volume of the regional* baseline availability;
Minor	...one or more materials is between 1-5% by volume of the regional* baseline availability
Negligible	...no individual material type is equal to or greater than 1% by volume of the regional* baseline availability.
No change	.....no materials is required.
* or where justified, national.	

**Table 19.4: Determining Significance for Materials (IEMA 2020)**

Sensitivity (or Value) of Receptor	Magnitude of Impact					
	No change	Negligible	Minor	Moderate	Major	
Very High	Neutral	Slight	Moderate or Large	Large or Very Large	Very Large	
High	Neutral	Slight	Sight or Moderate	Moderate or Large	Large or Very Large	
Medium	Neutral	Neutral or Slight	Slight	Moderate	Moderate or Large	
Low	Neutral	Neutral or Slight	Neutral or Slight	Slight	Sight or Moderate	
Negligible	Neutral	Neutral	Neutral or Slight	Neutral or Slight	Slight	

In accordance with the IEMA Guidance an impact is deemed to be significant if it has a significance level of Moderate, Large or Very Large, while Neutral or Slight are deemed to be not significant.

## 19.3 Baseline Environment

The Proposed Scheme will commence at the Leeson Street Lower junction with St. Stephen's Green and will run along the R138 (Leeson Street Lower, Leeson Street Upper, Sussex Road, Morehampton Road, Donnybrook Road and Stillorgan Road), the N11 Stillorgan Road, the R837 Dublin Road, R119 Dublin Road and the R761 (Dublin Road and Castle Street), ending at the Fran O'Toole Bridge in Bray. The Proposed Scheme also includes the proposed University College Dublin (UCD) Bus Interchange Facility at the main entrance to UCD on the R138 Stillorgan Road).

There are several utilities in place along and crossing the Proposed Scheme roads, the majority of which are buried within and along the roadways and footpaths. These utilities include:

- ESB electricity lines (high, medium and low voltage) and associated infrastructure;
- Gas Networks Ireland gas mains (high, medium and low pressure) and associated infrastructure;
- Uisce Éireann (formerly Irish Water) potable water mains and associated infrastructure;
- Uisce Éireann (formerly Irish Water) sewer lines (foul and combined sewers) and associated infrastructure;
- Local Authority surface water drainage network and associated infrastructure;
- Eir, Enet and Virgin Media telecommunications lines and associated infrastructure; and
- Local Authority traffic signal ducting.

The following outlines the baseline environment with respect to material assets.

### 19.3.1 Major Infrastructure and Existing Utilities

The Proposed Scheme will interact with a number of pieces of major infrastructure, including the Grand Canal, a number of bridge structures and a subway.

The Proposed Scheme will cross the Grand Canal via Eustace Bridge on the R138 Leeson Street Lower, adjacent to Lock C5. The Grand Canal is mainly used for leisure activities, namely boating and angling within the waterway, and walking and cycling along the pathways running alongside it.

In Donnybrook, the Proposed Scheme will cross the River Dodder via Anglesey Bridge on the R138 Donnybrook Road / Stillorgan Road. Anglesey Bridge was built in 1832, and is currently set out with a footpath and cycle lane on either side, and three traffic lanes in each direction crossing the bridge.

The R138 / N11 Stillorgan Road / Bray Road between Donnybrook and Shankill has two grade separated junctions with flyover bridges, one at UCD and the other at the junction with the R118 Wyattville Road. The Proposed Scheme will run over and under both structures. The bridge and the lanes connecting to the bridge at UCD provide access to the main UCD entrance and is used by the majority of vehicles accessing the campus and by buses serving the campus. The Proposed UCD Bus Interchange will be located inside this entrance as part of the Proposed Scheme. The bridge currently includes a footpath, a cycle lane, and two traffic lanes in each direction. The R118 Wyattville Road junction provides access to the Cherrywood development and the M50 for vehicles on the N11 Bray Road, and is a main junction for those going to Dún Laoghaire from the N11 Bray Road. The Proposed Scheme will include amendments to the road both on and under the flyover bridge. The current bridge includes a footpath, a cycle track, and three traffic lanes in each direction.

In Stillorgan, the Proposed Scheme will cross over a pedestrian subway which runs under the N11 Stillorgan Road, connecting the Patrician Villas housing estate to the St. Laurence's Park housing estate. The subway provides more direct access for pedestrians from the east side of the N11 Stillorgan Road to Stillorgan Village located on the west side of the road, with pedestrians able to avoid the need to cross the N11 at the Stillorgan Park Road / Lower Kilmacud Road junction.

The Proposed Scheme will end just north of the Fran O'Toole Bridge, which crosses the River Dargle in Bray. The bridge was built in 1855 and is currently the only crossing point over the River Dargle for road vehicles within Bray. The bridge has a single traffic lane, a cycle lane and a footpath in each direction.

Table 19.5 lists the types of major utilities within the study area of the Proposed Scheme, along or crossing the Proposed Scheme. Most utilities are buried beneath the roads or footpaths, with a mixture of main trunk routes as well as branches off these main routes existing along the entire length of the Proposed Scheme.



**Table 19.5: Utilities Within the Proposed Scheme Study Area**

Utility Provider	Service Type	Description
ESB	High Voltage Electricity	Underground 220kV (kilovolt) lines
		Underground 110kV lines
		Underground 38kV lines
		Overhead 38kV lines
	Medium Voltage Electricity	Underground lines
		Overhead three phase lines
	Low Voltage Electricity	Underground lines
		Overhead single phase lines
		Overhead three phase lines
GNI	High Pressure Gas	50mm steel main at 19 bar
		100mm steel main at 19 bar
		150mm steel main at 19 bar
		200mm steel main at 19 bar
		250mm steel main at 19 bar
		400mm steel main at 40 bar
		500mm steel main at 19 bar
	Medium Pressure Gas	32mm polyethylene main at 4 bar
		63mm polyethylene main at 4 bar
		90mm polyethylene main at 4 bar
		125mm polyethylene main at 4 bar
		180mm polyethylene main at 4 bar
		250mm polyethylene main at 4 bar
		315mm polyethylene main at 4 bar
		50mm steel main at 4 bar
		3in steel main at 4 bar
		150mm steel main at 4 bar
		100mm steel main at 4 bar
	8in steel main at 4 bar	
	Low Pressure Gas	Numerous sizes of polyethylene and steel mains at 25 mbar along entire route
	Uisce Éireann (formerly Irish Water)	Potable Water
Sewer Lines		Foul sewer lines and associated infrastructure
	Combined sewer lines and associated infrastructure	
Local Authorities	Surface Water Sewer Network	Surface water sewer network and associated infrastructure
	Traffic Signals	Ducting for traffic signals and associated infrastructure
Telecommunications	Virgin Media	Underground cables and associated infrastructure
	Eir	Underground cables and associated infrastructure
	Enet	Enet cables in Section 1 of the Proposed Scheme (St. Stephen's Green to UCD)

### 19.3.2 Imported Material

The quantities of material which are currently imported to the site under baseline conditions are low. Currently material is only imported as part of maintenance activities which are undertaken on the existing roadways, cycle lanes, footpaths, utilities and verges. These activities would largely involve repair of road, cycle lane and footpath surfaces, repainting of road markings, drainage maintenance and repair, utility works, landscaping and winter maintenance.

A report entitled Essential Aggregates: Providing for Ireland's Needs to 2040 (Irish Concrete Federation 2019) was published in 2019 which details and quantifies Ireland's natural aggregate reserves. At the time of publication

of that report, Ireland had approximately 500 active large commercial quarries, approximately 220 ready mixed concrete plants, 20 large scale precast concrete plants and 40 plants producing bitumen bound road surfacing materials.

The Irish Concrete Federation quantifies the annual production of these materials in Ireland on their website, with the 2019 figures (the most recent available) being as follows:

- Five million cubic metres of ready-mixed concrete;
- 135 million concrete blocks;
- 38 million tonnes of aggregates;
- Two million tonnes of bituminous road surfacing materials; and
- Two million square metres of paving products.

## **19.4 Potential Impacts**

This section presents potential impacts that may occur due to the Proposed Scheme, in the absence of mitigation. This informs the need for mitigation or monitoring to be proposed (refer to Section 19.5). Predicted residual impacts taking into account any proposed mitigation is then presented in Section 19.6.

### **19.4.1 Characteristics of the Proposed Scheme**

#### **19.4.1.1 Major Infrastructure and Utilities**

Construction of the Proposed Scheme has the potential to have an impact on existing infrastructure and utilities in order to accommodate changes to junction layouts or changes to carriageway widths. Where protection of utilities in place is not an option, realignment, upgrade, or replacement of this infrastructure will be undertaken within those areas. Each proposed modification to the existing infrastructure or utilities is outlined in this Chapter. Where utility diversions are proposed, the approximate length of the diversions is provided in Table 19.6 to Table 19.9. The potential impacts would occur predominantly during the Construction Phase.

During the Operational Phase, some utilities will be required for the Proposed Scheme. This will include electricity connections for such elements as new street lighting, junction signalling, and real time passenger information (RTPI) displays at bus stops. There will also be some amendments to existing surface water drainage to control and/or attenuate surface water runoff from any additional paved surfaces.

#### **19.4.1.2 Imported Material**

Material will be required to construct the Proposed Scheme. These materials will comprise standard construction materials, paving materials, landscaping materials, street furniture, paints, lighting, junction infrastructure materials and fill materials, as required. This Chapter covers the major materials needing to be imported to the site for the purposes of construction of the Proposed Scheme (i.e. concrete, granular fill / aggregate, asphalt, and structural steel). Any materials arising from within the Proposed which are to be reused within the Proposed Scheme (e.g. excavated soils), are assessed in Chapter 18 (Waste & Resources).

### **19.4.2 'Do Nothing' Scenario**

In the Do Nothing scenario, the Proposed Scheme would not be implemented and there would be no changes to existing infrastructure or utilities as a result of the Proposed Scheme. Therefore, there would be a Neutral impact on infrastructure and utilities under the Do Nothing scenario.

Similarly, with respect to imported material, the Do Nothing scenario means that there is no requirement to import material for the construction of the Proposed Scheme. Therefore, this material is not consumed by the Proposed Scheme, and the impact under the Do Nothing scenario is Neutral.

### **19.4.3 Construction Phase**

#### **19.4.3.1 Major Infrastructure and Utilities**

The following outlines the key potential impacts on major infrastructure and utilities as a result of the Construction Phase of the Proposed Scheme. Major infrastructure includes the Grand Canal, Anglesey Bridge, the R138 / N11 Stillorgan Road / Bray Road flyover bridges, St. Laurence's Subway and Fran O'Toole Bridge. Major utilities include major electricity overhead lines and underground cables, water distribution and foul and surface water infrastructure, gas mains and telecommunications infrastructure. Please refer to Chapter 20 (Risk of Major Accidents and / or Disasters) for an assessment of the impacts associated with major accidents involving utilities. Additionally there will be some demand on existing utilities by the construction activities (i.e. by Construction Compounds or equipment), which is also addressed as relevant in the following sections. Chapter 5 (Construction) should also be referenced for additional detail on the Construction Phase of the Proposed Scheme.

The main Construction Phase impacts will arise from the requirement to divert utilities. The proposed utility diversions are listed in Table 19.6 to Table 19.9. To the best of the engineering experience and judgement available and based on the available records and preliminary reasonable site investigations, it is expected that the utility diversion will be to the stated length. It is likely however that modifications to these proposed measures may be required at the detailed design / construction stage, and any such modifications (if required) will not give rise to any impacts which are any more significant than those already identified and assessed in this Chapter and will not alter the summary of potential Construction Phase impacts presented in Table 19.13.

##### **19.4.3.1.1 Major Infrastructure**

The Proposed Scheme will cross the Grand Canal via Eustace Bridge. There are no major works proposed on either the Grand Canal or the bridge crossing the canal. Therefore, there will be no significant impact on the Grand Canal as a result of the Proposed Scheme.

The Proposed Scheme will include the reconfiguration of the carriageway on Anglesey Bridge. This work may require temporary closures of parts of the bridge in order to facilitate works, however accessibility across the bridge will be maintained throughout. Therefore, there will be no significant impact on Anglesey Bridge as a result of the Proposed Scheme.

The Proposed Scheme will include reconfiguration of the carriageway on the UCD flyover. This work may require temporary closures of parts of the bridge in order to facilitate works, however accessibility to UCD and the bridge will be maintained throughout. Similarly, the flyover bridge at Wyattville Road will require minimal works and therefore the access across the bridge will be maintained during any works. Therefore, there will be no significant impact on those grade-separated junction flyover bridges as a result of the Proposed Scheme.

There will be works required on the existing St. Laurence subway under the N11 Stillorgan Road in Stillorgan. These works will require the temporary closure of the subway while works on the structure are occurring. As a result, pedestrians needing to cross the N11 Stillorgan Road between Patrician Villas and St. Laurence's Park will be diverted towards the pedestrian crossing at the Stillorgan Park Road / Lower Kilmacud Road junction. As a result of the need to temporarily close the subway, the potential impact will be Negative, Slight and Temporary.

The Proposed Scheme will end just north of Fran O'Toole Bridge in Bray. As there are no works proposed on the bridge itself there will be no significant impact on the Fran O'Toole Bridge as a result of the Proposed Scheme.

##### **19.4.3.1.2 Electricity**

The Construction Compounds will require electricity to power temporary office and welfare facilities during the Construction Phase. Power for the Construction Compounds will be supplied through a connection into the electricity network, or where this is unavailable, via generators. Temporary electricity provision for works areas along the Proposed Scheme to power items such as temporary lighting, temporary traffic signals and other construction equipment will be provided through generators, as required.

The electricity demand during the Construction Phase is considered to be a Negative, Not Significant, Short-Term impact.

A number of interfaces between the existing electricity infrastructure and the Proposed Scheme have been identified, some of which will require diversion of the infrastructure as outlined in Table 19.6 and shown in ESB Asset Alterations Drawings (BCIDB-JAC-UTL\_UE-0013\_XX\_00-DR-CU-9001) in Volume 3 of this EIAR. As a result of these diversions there may be temporary local interruptions to the electricity provision during works on that infrastructure.

**Table 19.6: Potential Major Electricity Infrastructure Diversions**

Approximate Chainage	Description	Proposed Measure (Approximate)	Figure Sheet Reference
<b>Leeson Street to Donnybrook (Anglesea Road Junction)</b>			
N/A	N/A	N/A	N/A
<b>Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout</b>			
A3950 – A4050	Medium voltage underground duct	135m diversion	Sheet 13 of 54
A11250 – A11350	Medium voltage underground duct	120m diversion	Sheet 33 of 54
A12000 – A12150	Medium voltage underground duct	155m diversion	Sheet 35 of 54
<b>Loughlinstown Roundabout to Bray North (Wilford Roundabout)</b>			
A14550	Low voltage overhead cable	10m diversion	Sheet 42 of 54
A14770 – A15100	Low voltage overhead cable	320m diversion	Sheet 42/43 of 54
A14700 – A14800	Medium voltage underground duct	90m diversion and MV kiosk substation relocation	Sheet 42 of 54
A14750 – A14950	High voltage underground duct	155m diversion	Sheet 42/43 of 54
A14775	Low voltage overhead cable	45m diversion	Sheet 42 of 54
A15780 – A15880	Low voltage overhead cable	110m diversion	Sheet 45 of 54
A15900	Low voltage overhead cable	5m diversion	Sheet 45 of 54
A15990	Low voltage overhead cable	10m diversion	Sheet 45 of 54
A16140 – A16300	Low voltage overhead cable	165m diversion	Sheet 46 of 54
A16260	Medium voltage underground duct	20m diversion	Sheet 46 of 54
A16650 – A16750	Low voltage overhead cable	100m diversion	Sheet 47 of 54
A16750 – A17100	Low voltage overhead cable	375m diversion	Sheet 48/49 of 54
A17200 – A17300	Low voltage overhead cable	90m diversion	Sheet 49 of 54
<b>Bray North (Wilford Roundabout) to Bray South (Fran O’Toole Bridge)</b>			
A17430	Medium voltage underground duct	85m diversion and MV kiosk substation relocation	Sheet 49/50 of 54
A17430 – A17575	Low voltage overhead cable	135m diversion	Sheet 50 of 54
A17760 – A17780	Medium voltage underground duct	40m diversion	Sheet 50 of 54
A17780	Low voltage overhead cable	20m diversion	Sheet 50 of 54
A17810 – A17900	Low voltage overhead cable	105m diversion	Sheet 50/51 of 54
A18100	Low voltage overhead cable	100m diversion	Sheet 51 of 54
A17950 – A18340	Low voltage overhead cable	500m diversion	Sheet 51/52 of 54
A18350 – A18470	Low voltage overhead cable	120m diversion	Sheet 52 of 54
A18500	Medium voltage underground duct	30m diversion	Sheet 52 of 54

While electricity interruptions, if required, will generally only occur for a set number of hours per day (no more than eight hours where reasonably practicable), the exact number of interruption days for particular customers for each diversion cannot be ascertained at this stage, so a worst-case scenario of up to a week has been assessed. Using the criteria as outlined in Section 19.2.4 and Table 19.1, where diversion of an electricity line is required which will result in the planned interruption of electricity provision, the worst-case potential impact will be Negative, Moderate and Temporary.

#### 19.4.3.1.3 Water

The Construction Compounds and construction areas will require a water supply for welfare facilities within the Construction Compounds, as well as for dust suppression at certain construction areas where the conditions require it. The Construction Compounds will be connected into the local mains water supply where possible. Where a connection is not possible, water tankers will be used.

The potable water demand during the Construction Phase is considered to be a Negative, Not Significant and Short-Term impact.

A number of interfaces between the existing water infrastructure and the Proposed Scheme have been identified, some of which will require diversion of the infrastructure as outlined in Table 19.7 and shown in IW Water Asset Alterations Drawings (BCIDB-JAC-UTL\_UW-0013\_XX\_00-DR-CU-9001) in Volume 3 of this EIAR. As a result of these diversions there may be temporary local interruptions to water provision during works on that infrastructure.

**Table 19.7: Potential Major Water Infrastructure Diversions**

Approximate Chainage	Description	Proposed Measure (Approximate)	Figure Sheet Reference
<b>Leeson Street to Donnybrook (Anglesea Road Junction)</b>			
N/A	N/A	N/A	N/A
<b>Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout</b>			
A6200	6" cast iron watermain	70m diversion	Sheet 19 of 54
A10650 – A10740	12" asbestos watermain	90m diversion	Sheet 31 of 54
A11970 – A12060	14" asbestos watermain	95m diversion	Sheet 35 of 54
<b>Loughlinstown Roundabout to Bray North (Wilford Roundabout)</b>			
A14300 – A14800	6" cast iron watermain	490m diversion	Sheet 41/42 of 54
A15900 – A16120	6" cast iron watermain	235m diversion	Sheet 45/46 of 54
A16300 – A16350	6" cast iron watermain	55m diversion	Sheet 46 of 54
A16500 – A16850	6" cast iron watermain	360m diversion	Sheet 47/48 of 54
A17150 – A17200	6" cast iron watermain	50m diversion	Sheet 49 of 54
A17275	150mm uPVC watermain	20m diversion	Sheet 49 of 54
<b>Bray North (Wilford Roundabout) to Bray South (Fran O'Toole Bridge)</b>			
A17450	150mm DI watermain	40m diversion	Sheet 49 of 54
A17500	100mm uPVC watermain	25m diversion	Sheet 50 of 54
A17730	6" cast iron watermain	50m diversion	Sheet 50 of 54
A17750	6" cast iron watermain	40m diversion	Sheet 50 of 54
A18050	100mm cast iron watermain	20m diversion	Sheet 51 of 54
A18150 – A18275	100mm cast iron watermain	120m diversion	Sheet 51/52 of 54

While water interruptions, if required, will generally only occur for a set number of hours per day (no more than eight hours where reasonably practicable), the total number of interruption days for particular customers for each diversion cannot be ascertained at this stage, so a worst-case scenario of up to a week has been assessed. Using the criteria as outlined in Section 19.2.4 and Table 19.1, where diversion of a water main is required which will result in the planned interruption of water provision, the worst-case potential impact will be Negative, Moderate and Temporary.

#### 19.4.3.1.4 Wastewater and Surface Water Runoff

There will be wastewater and surface water runoff created by the Construction Compounds and construction areas. Wastewater will be created by welfare facilities within the Construction Compounds, and surface water run-off will emanate from any areas of the Construction Compounds and construction areas which are paved. The Construction Compounds will be connected into the local foul / combined sewers where possible, or where not possible, will have on-site tanks for the collection of foul water which will be emptied by means of a suction tanker and the wastewater shall be disposed of to a licensed wastewater treatment plant. Where required, temporary

welfare facilities (for example portable toilets) will be used, which will be collected as required for offsite disposal of the wastewater to a suitably licensed facility.

The potential impact as a result of the demand on the foul water network during the Construction Phase will be a Negative, Not Significant, Short-Term impact.

There have been no major interfaces identified between the Proposed Scheme and the existing foul sewer network which will require any diversion works. Therefore, it is predicted that there will be no significant impact to the foul sewer network as a result of the construction of the Proposed Scheme.

There will be limited upgrade works required to the surface water drainage network to facilitate the changes to the road alignment and the impermeable surface area. Much of this work will involve the construction of new road gullies to align with the new kerb line. There will also be a number of Sustainable Drainage System (SuDS) measures installed where there is an increase in impermeable area proposed, namely swales, filter drains, online attenuation and rain gardens, to control the flow of surface water. All surface water will continue to drain into existing networks and outfalls. Refer to Chapter 13 (Water) for further information on surface water drainage during the Construction Phase of the Proposed Scheme.

#### 19.4.3.1.5 Gas

There will be no requirement for a connection to existing gas infrastructure during the Construction Phase of the Proposed Scheme. Therefore, it is predicted that there will be no significant impact associated with gas demand during the Construction Phase.

A number of interfaces between the existing gas infrastructure and the Proposed Scheme have been identified, some of which will require diversion of the infrastructure as outlined in Table 19.8 and shown in GNI Asset Alterations Drawings (BCIDB-JAC-UTL\_UG-0013\_XX\_00-DR-CU-9001) in Volume 3 of this EIAR. As a result of these diversions there may be temporary local interruptions to gas provision during works on that infrastructure.

**Table 19.8: Potential Major Gas Infrastructure Diversions**

Approximate Chainage	Description	Proposed Measure (Approximate)	Figure Sheet Reference
<b>Leeson Street to Donnybrook (Anglesea Road Junction)</b>			
A2360 – A2460	Low pressure gas main	100m diversion	Sheet 8 of 54
<b>Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout</b>			
A3950 – A4030	Medium pressure gas main	105m diversion	Sheet 13 of 54
A13560 – A13770	Low pressure gas main	210m diversion	Sheet 39 of 54
<b>Loughlinstown Roundabout to Bray North (Wilford Roundabout)</b>			
A14320 – A14665	Low pressure gas main	350m diversion	Sheet 41/42 of 54
A15030 – A15100	Low pressure gas main	75m diversion	Sheet 43 of 54
A15120 – A15145	Low pressure gas main	30m diversion	Sheet 43 of 54
A16030 – A16060	Low pressure gas main	25m diversion	Sheet 46 of 54
A17180 – A17300	Low pressure gas main	120m diversion	Sheet 49 of 54
<b>Bray North (Wilford Roundabout) to Bray South (Fran O'Toole Bridge)</b>			
A17440 – A17550	Low pressure gas main	110m diversion	Sheet 50 of 54
A 17830 – A17900	Medium pressure gas main	76m diversion	Sheet 51 of 54
A18180 – A18315	Low pressure gas main	135m diversion	Sheet 51/52 of 54
A18320 – A18450	Low pressure gas main	140m diversion	Sheet 52 of 54

While gas interruptions, if required, will generally only occur for a set number of hours per day (no more than eight hours where reasonably practicable), the total number of interruption days for particular customers for each diversion cannot be ascertained at this stage so a worst-case scenario of up to a week has been assessed. Using the criteria as outlined in Section 19.2.4 and Table 19.1, where diversion of a gas main is required which will result in the planned interruption of gas provision, the worst-case potential impact will be Negative, Moderate and Temporary.

#### 19.4.3.1.6 Telecommunications

Telecommunications access will be required at the Construction Compounds. The potential impact as a result of the demand on the telecommunications network during the Construction Phase will be a Negative, Not Significant, Short-Term impact.

A number of interfaces between the existing telecommunications infrastructure and the Proposed Scheme have been identified, some of which will require diversion of the infrastructure as outlined in Table 19.9 and shown in Telecommunications Asset Alterations (BCIDB-JAC-UTL\_UX-0013\_XX\_00-DR-CU-9001) in Volume 3 of this EIAR. As a result of these diversions there may be temporary local disruptions to the telecommunications provision during works on that infrastructure.

**Table 19.9: Potential Major Telecommunications Infrastructure Diversions**

Approximate Chainage	Description	Proposed Measure (Approximate)	Figure Sheet Reference
<b>Leeson Street to Donnybrook (Anglesea Road Junction)</b>			
N/A	N/A	N/A	N/A
<b>Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout</b>			
A3920 – A4120	Eir ducting	200m diversion	Sheet 13 of 54
A6190	Eir ducting	120m diversion	Sheet 19 of 54
A6290 – A6390	Eir ducting	100m diversion	Sheet 19 of 54
A7640 – A7730	Eir ducting	90m diversion	Sheet 23 of 54
A7760 – A7810	Eir ducting	60m diversion	Sheet 23 of 54
A9100 – A9185	BT ducting	85m diversion	Sheet 27 of 54
A12030 – A12070	Eir ducting	70m diversion	Sheet 35 of 54
A12080 – A12130	Eir ducting	55m diversion	Sheet 35 of 54
A12050 – A12140	Virgin Media ducting	90m diversion	Sheet 35 of 54
A12090 – A12140	Virgin Media ducting	50m diversion	Sheet 35 of 54
A12050 – A12145	Virgin Media ducting	55m diversion	Sheet 35 of 54
A13760 – A14000	Eir ducting	240m diversion	Sheet 39/40 of 54
<b>Loughlinstown Roundabout to Bray North (Wilford Roundabout)</b>			
A14640 – A14675	Virgin Media ducting	35m diversion	Sheet 42 of 54
A14690 – A14770	Eir ducting	85m diversion	Sheet 42 of 54
A14740 – A14820	Virgin Media ducting	65m diversion	Sheet 42 of 54
A14730 – A15070	Eir ducting	340m diversion	Sheet 42/43 of 54
A15000 – A15065	Virgin Media ducting	65m diversion	Sheet 43 of 54
A15000 – A15100	Eir ducting	100m diversion	Sheet 43 of 54
A15050 – A15150	Virgin Media ducting	100m diversion	Sheet 43 of 54
A15830 – A16110	Eir ducting	280m diversion	Sheet 45 of 54
A15900 – A16000	Virgin Media ducting	85m diversion	Sheet 45 of 54
A16040 – A16320	Eir ducting	280m diversion	Sheet 46 of 54
A16030 – A16090	Virgin Media ducting	60m diversion	Sheet 46 of 54
A16300 – A16350	Virgin Media ducting	45m diversion	Sheet 46 of 54
A16500 – A16590	Virgin Media ducting	85m diversion	Sheet 47 of 54
A16600 – A16875	Eir ducting	400m diversion	Sheet 47/48 of 54
A16610 – A16840	Virgin Media ducting	230m diversion	Sheet 47/48 of 54
A16630 – A17300	Eir ducting	665m diversion	Sheet 47-49 of 54
A17140 – A17280	Eir ducting	155m diversion	Sheet 49 of 54
<b>Bray North (Wilford Roundabout) to Bray South (Fran O'Toole Bridge)</b>			
A17440 – A18320	Eir ducting	870m diversion	Sheet 49-52 of 54
A17440 – A17740	Virgin Media ducting	300m diversion	Sheet 50 of 54
A17740 – A17880	Virgin Media ducting	140m diversion	Sheet 50/51 of 54

While telecommunications interruptions, if required, will generally only occur for a set number of hours per day (no more than eight hours where reasonably practicable), the total number of interruption days for particular customers for each diversion cannot be ascertained at this stage so a worst-case scenario of up to a week has been assessed. Using the criteria as outlined in Section 19.2.4 and Table 19.1, where diversion of a telecommunications line is required which will result in the planned interruption of telecommunications provision, the worst-case potential impact will be Negative, Moderate and Temporary.

#### 19.4.3.2 Imported Material

The Construction Phase will require the importation of a number of key construction materials for the Proposed Scheme works. This material will include items such as concrete, granular fill / aggregate, asphalt, and structural steel. For a full description of the Construction Phase, please refer to Chapter 5 (Construction). An assessment of the climate impact from the carbon associated with these materials is included in Chapter 8 (Climate). Table 19.10 provides a conservative estimate of the quantities of the major materials required to complete the Construction Phase of the Proposed Project.

**Table 19.10: Conservative Quantity Estimates of Major Construction Materials Required by the Proposed Scheme**

Material	Estimated Quantity
Fill Material	64,900 tonnes
Asphalt	33,000 tonnes
Concrete	62,600 tonnes
Brickwork & Blockwork	3,600 tonnes
Structural Steel	610 tonnes

The quantities of material listed in Table 19.10 represents a very small proportion of the Irish quantities manufactured per year as outlined in Section 19.3.2. The estimated quantity of concrete required represents less than one percent of the total quantity produced in Ireland per annum. Similarly, assuming the aggregate composition of asphalt is 90-95% and concrete is 60-80%, the estimated total aggregate quantity required by the Proposed Scheme represents less than one percent of the total aggregate quantity produced in Ireland per annum.

Importation of material to the Proposed Scheme will be carried out throughout the Construction Phase, with different materials being required at different times. The main direct impacts associated with the importation of construction materials arises from the gathering / manufacture of the materials, and that once the materials are used within the Proposed Scheme, they are no longer available for other uses. There will also be impacts associated with the importation of materials through the requirement of heavy goods vehicles for the delivery of the material and the use of materials. Impacts are covered in more detail in Chapter 6 (Traffic & Transport), Chapter 7 (Air Quality), Chapter 8 (Climate) and Chapter 9 (Noise & Vibration) where relevant.

As the materials required for the Construction Phase of the Proposed Scheme are generally readily available, the sensitivity of the imported material will be Low. As the quantities of the materials required constitute less than one percent of the quantities produced per annum in Ireland, the magnitude of the impact will be Negligible. Therefore, the potential impact associated with the imported materials will be Negative, Slight and Long-Term.

#### 19.4.3.3 Construction Phase Impact Summary

Table 19.11 provides a summary of the potential impacts on material assets associated with the Construction Phase of the Proposed Scheme.



**Table 19.11: Summary of Potential Construction Phase Impacts**

Assessment Topic	Potential Impact
<b>Major Infrastructure and Utilities</b>	
St. Laurence's Subway	Negative, Slight, Temporary
Other Major Infrastructure	No significant impact
Electricity Demand	Negative, Not Significant, Short-Term
Electricity Interruption	Negative, Moderate, Temporary
Water Demand	Negative, Not Significant, Short-Term
Water Interruption	Negative, Moderate, Temporary
Wastewater Demand	Negative, Not Significant, Short-Term
Wastewater Interruption	No significant impact
Gas Demand	No significant impact
Gas Interruption	Negative, Moderate, Temporary
Telecommunications Demand	Negative, Not Significant, Short-Term
Telecommunications Interruption	Negative, Moderate, Temporary
<b>Imported Material</b>	
Use of Imported Material	Negative, Slight, Long-Term

## 19.4.4 Operational Phase

### 19.4.4.1 Major Infrastructure and Utilities

The main impacts on major infrastructure and utilities will be associated with the Construction Phase. However, there will be some demand on utilities by the Proposed Scheme once operational. These impacts are outlined in the following sections.

#### 19.4.4.1.1 Major Infrastructure

Upon completion of the Construction Phase, there will be no interaction between the Proposed Scheme and the Grand Canal or the Fran O'Toole Bridge in Bray. Works on the carriageway on and around Anglesey Bridge, St Laurence's subway, and the two flyover bridges at the grade separated junctions on the R138 / N11 Stillorgan Road / Bray road will have been completed during the Construction Phase, with no further changes or disruptions required as part of the Operational Phase. Therefore, there is no significant Operational Phase impact anticipated on major infrastructure as a result of the Proposed Scheme.

#### 19.4.4.1.2 Electricity

Once the Proposed Scheme is operational, electricity will be required to power such elements as street lighting, junction signalling and RTP1 displays. Power for these types of equipment will be supplied via power cables which will connect the equipment to an electricity supply cabinet. The anticipated impact on electricity demand during the Operational Phase will be Negative, Imperceptible and Long-Term.

#### 19.4.4.1.3 Water Usage

The Proposed Scheme will not result in any additional water provision being required after the Construction Phase is completed. Therefore, there is no significant Operational Phase impact anticipated on water infrastructure as a result of the Proposed Scheme.

#### 19.4.4.1.4 Wastewater and Surface Water Runoff

Once the Proposed Scheme is constructed, the hardstanding surface area will be larger in some places than before construction due to the construction of wider carriageways, cycle infrastructure and footpaths. This larger surface area will result in additional surface water runoff. Drainage upgrades and SuDS measures have been included as part of the design of the Proposed Scheme to attenuate any additional run-off. There will therefore be

no significant Operational Phase impacts anticipated on surface water drainage infrastructure. Impacts on water courses and water quality as a result of any potential increases in surface water run-off through existing outfalls is covered in Chapter 13 (Water).

The Proposed Scheme will not require any foul sewer connection to operate. Therefore, there is no significant Operational Phase impact anticipated on foul sewer infrastructure as a result of the Proposed Scheme.

#### 19.4.4.1.5 Gas

The Proposed Scheme will not require any gas connection to operate. Therefore, there is no significant Operational Phase impact anticipated on gas infrastructure as a result of the Proposed Scheme.

#### 19.4.4.1.6 Telecommunications

Once the Proposed Scheme is operational, telecommunications links will be required for such equipment as traffic signal controllers, and for RPTI displays at bus stops and on bus information apps. Generally, this equipment will be connected to the local fibre optic cable network via ducting connected to fibre cabinets. In the case of the real time bus information, cellular communications (3G / 4G / 5G) will be provided. This type of infrastructure is already in operation along the Proposed Scheme route. Therefore, any additional telecommunications requirements by any new infrastructure will be minimal.

The anticipated impact on telecommunications demand during the Operational Phase will be Negative, Imperceptible and Long-Term.

#### 19.4.4.2 Imported Material

Materials will be required during the Operational Phase for maintenance of the infrastructure. This will include repair of roadway, cycleway, and footway surfaces, as well as repair of street furniture (including bus shelters and poles), and landscaping. However, as the Proposed Scheme largely involves the upgrade and alteration of existing roadways, most of the material required for maintenance of the Proposed Scheme would have already been required for the maintenance of the existing roadways in the absence of the Proposed Scheme. The Proposed Scheme will result in an overall narrowing of the carriageway, resulting in a marginal decrease in maintenance needs over the lifetime of the Proposed Scheme when compared to the Do Nothing scenario. Therefore there will be a small reduction in material requirements for the Operational Phase.

As the materials required for the Operational Phase of the Proposed Scheme are generally readily available, the sensitivity of the material will be Low. As the quantities of the material required for maintenance will be lower than the quantities required for the Construction Phase and therefore constitute less than one percent of the quantities produced per annum in Ireland, the magnitude of the impact will be Negligible. Therefore, the potential impact associated with the imported materials will be Neutral and Long-Term.

#### 19.4.4.3 Operational Phase Impact Summary

Table 19.12 provides a summary of the potential impacts on material assets associated with the Operational Phase of the Proposed Scheme.

**Table 19.12: Summary of Potential Operational Phase Impacts**

Assessment Topic	Potential Impact
<b>Major Infrastructure and Utilities</b>	
Major Infrastructure	No significant impact
Electricity	Negative, Imperceptible, Long-Term
Water Usage	No significant impact
Wastewater	No significant impact
Surface Water Runoff	No significant impact
Gas	No significant impact
Telecommunications	Negative, Imperceptible, Long-Term
<b>Imported Material</b>	
Use of Imported Material	Neutral, Long-Term

## 19.5 Mitigation and Monitoring Measures

The following Section outlines the measures which will be adhered to in order to ensure that there are no significant impacts on material assets during the Construction and Operational Phases of the Proposed Scheme. No monitoring measures are considered to be required for material assets.

### 19.5.1 Construction Phase

#### 19.5.1.1 Major Infrastructure and Utilities

The Proposed Scheme has been designed to minimise the impact on major infrastructure. This includes the avoidance of interactions with major utility infrastructure as far as possible. Where there are interfaces with existing utility infrastructure, the appointed contractor will ensure that protection in place or diversion as necessary will be carried out to prevent long-term interruption to the provision of the affected services.

All possible precautions will be taken by the appointed contractor to avoid unplanned interruptions to any services during the Construction Phase of the Proposed Scheme. Proposed utility works are based on available records, and preliminary site investigations. Prior to excavation works being commenced, localised confirmatory surveys will be undertaken by the appointed contractor to verify the results of the pre-construction assessments undertaken and reported in this EIAR. Where works are required in and around known utility infrastructure, precautions will be implemented by the appointed contractor to protect the infrastructure from damage, in accordance with best practice methodologies and the requirements of the utility companies, where practicable. Protection measures during construction will include warning signs and markings indicating the location of utility infrastructure, safe digging techniques in the vicinity of known utilities, and in certain circumstances where possible, isolation of the section of infrastructure during works in the immediate vicinity.

Consultation has been undertaken with the major utility companies regarding the design, potential interfaces and measures required to protect or divert the infrastructure which is interfacing with the Proposed Scheme design. All utility companies for which diversions are proposed will continue to be consulted with NTA oversight when designing any diversions to ensure that proposed diversions conform to the utility provider's requirements, where practicable and acceptable to the NTA, and to ensure that service interruptions are kept to a minimum.

Where diversions, or modifications, are required to utility infrastructure (as listed in Section 19.4.3), service interruptions and disturbance to the surrounding residential, commercial and/or community property may be unavoidable. Where this is the case, it will be planned in advance by the appointed contractor. Required service interruptions will generally only occur for a set period of time per day (a set number of hours not exceeding eight hours where reasonably practicable) and will generally not be continuous for full days at a time. Prior notification will be given to all impacted properties. This notification will include information on when interruptions and works are scheduled to occur and the duration of such interruption. Any required works will be carefully planned by the appointed contractor to ensure that the duration of interruptions is minimised in so far as is practicable.

### 19.5.1.2 Imported Materials

The Proposed Scheme has been designed to minimise the amount and extent of major construction works required, and therefore minimise the quantities of construction materials required. The majority of the Proposed Scheme will require minimal intervention, being comprised of lane reconfigurations, road marking layout changes, resurfacing works, and the construction of segregated cycle tracks.

Consideration will be given by the appointed contractor to the sustainability of material being sourced for the construction of the Proposed Scheme. In so far as is reasonably practicable, materials required for the construction of the Proposed Scheme will be sourced locally to reduce the amount of travelling required to get the material to the site. Key issues to be considered when sourcing materials for the Construction Phase will include the source, the material specification, production and transport costs, and the availability of the material. For quarried material sourced within the State, only quarries which are included in local authority quarry registers will be used by the appointed contractor to source any quarried material.

Construction materials will be managed on-site by the appointed contractor in such a way as to prevent over-ordering and waste. Materials will be stored in appropriate storage areas or receptacles to reduce the potential for damage requiring replacement. 'Just-In-Time' ordering principles will be implemented by the appointed contractor where practicable to reduce the potential for over-ordering.

### 19.5.1.3 Summary of Construction Phase Impacts After Mitigation

Due to the fact that impacts are anticipated to be minimal and mitigation measures are largely inherent in the design of the Proposed Scheme, the predicted post mitigation impacts are unchanged as summarised in Table 19.13.

**Table 19.13: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation Measures**

Assessment Topic	Potential Impact (Pre-Mitigation)	Predicted Impact (Post Mitigation)
<b>Major Infrastructure and Utilities</b>		
St. Laurence's Subway	Negative, Slight, Temporary	Negative, Slight, Temporary
Other Major Infrastructure	No significant impact	No significant impact
Electricity Demand	Negative, Not Significant, Short-Term	Negative, Not Significant, Short-Term
Electricity Interruption	Negative, Moderate, Temporary	Negative, Moderate, Temporary
Water Demand	Negative, Not Significant, Short-Term	Negative, Not Significant, Short-Term
Water Interruption	Negative, Moderate, Temporary	Negative, Moderate, Temporary
Wastewater Demand	Negative, Not Significant, Short-Term	Negative, Not Significant, Short-Term
Wastewater Interruption	No significant impact	No significant impact
Gas Demand	No significant impact	No significant impact
Gas Interruption	Negative, Moderate, Temporary	Negative, Moderate, Temporary
Telecommunications Demand	Negative, Not Significant, Short-Term	Negative, Not Significant, Short-Term
Telecommunications Interruption	Negative, Moderate, Temporary	Negative, Moderate, Temporary
<b>Imported Material</b>		
Use of Imported Material	Negative, Slight, Long-Term	Negative, Slight, Long-Term

## 19.5.2 Operational Phase

Due to the measures which are included within the design and the fact that impacts are anticipated to be minimal, there are no specific mitigation measures necessary during the Operational Phase. The predicted post mitigation impact is therefore unchanged as summarised in Table 19.14.

**Table 19.14: Summary of Predicted Operational Phase Impacts Following the Implementation of Mitigation**

Assessment Topic	Potential Impact (Pre-Mitigation)	Predicted Impact (Post Mitigation)
<b>Major Infrastructure and Utilities</b>		
Major Infrastructure	No significant impact	No significant impact
Electricity	Negative, Imperceptible, Long-Term	Negative, Imperceptible, Long-Term
Water Usage	No significant impact	No significant impact
Wastewater	No significant impact	No significant impact
Surface Water Runoff	No significant impact	No significant impact
Gas	No significant impact	No significant impact
Telecommunications	Negative, Imperceptible, Long-Term	Negative, Imperceptible, Long-Term
<b>Imported Materials</b>		
Use of Imported Material	Neutral, Long-Term	Neutral, Long-Term

## 19.6 Residual Impacts

No significant residual impacts have been identified either in the Construction or Operational Phases of the Proposed Scheme, whilst meeting the scheme objectives set out in Chapter 1 (Introduction).

### 19.6.1 Construction Phase

There will be no significant residual impacts on major infrastructure and utilities or as a result of imported material during the Construction Phase.

### 19.6.2 Operational Phase

There will be no significant residual impacts on major infrastructure and utilities or as a result of imported material during the Operational Phase.

## 19.7 References

Environmental Protection Agency (EPA) (2022). Guidelines on the Information to be Contained in Environmental Impact Assessment Reports

European Commission (EC) (2017). Environmental Impact Assessment of Projects - Guidance on the Preparation of the Environmental Impact Assessment Report

Institute of Environmental Management and Assessment (IEMA) (2020). IEMA Guide to: Materials and Waste in Environmental Impact Assessment - Guidance for a Proportionate Approach

Irish Concrete Federation (2019). Essential Aggregates Providing for Ireland's Needs to 2040

Irish Concrete Federation (2020). Industry at a Glance [Online]. Available from: [www.irishconcrete.ie/industry-at-a-glance/](http://www.irishconcrete.ie/industry-at-a-glance/)

### Directives and Legislation

Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment

Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment