

### 11.7.1.2 Worst Case Impact

In terms of potential noise and vibration impacts, the assessment has considered a range of worst case scenarios to determine the potential impacts of the Proposed Development.

During the construction phase, a range of worst case scenarios have been assessed assuming all plant items are operating along the closest noise sensitive boundaries. The assessment has determined impacts associated with these scenarios can be controlled through the best practice measures outlined in Section 11.6.

### 11.7.1.3 Operational Stage

#### 11.7.1.3.1 Noise

##### Mechanical Plant Noise

Once cumulative plant noise emissions from the various sites of the Dublin Central Masterplan are designed to achieve the appropriate noise criteria the cumulative noise impact will be **neutral, imperceptible** and **permanent**.

##### Entertainment Noise

Once entertainment noise is designed and managed to achieve the criteria set out, i.e. inaudibility, the residual noise impact will be **neutral, imperceptible** and **permanent**.

##### Delivery and Servicing Traffic

Delivery activity has been considered in the context of the existing environment of a serviced, city centre location. The cumulative noise impact will be **neutral, not significant** and **permanent**.

##### Inward Noise Impact

With respect to inward noise impacts, the specification of noise mitigation has been recommended so that the internal noise criterion will be met. The residual noise impact will be **neutral, not significant** and **permanent**.

#### 11.7.1.3.2 Vibration

There are no significant sources of vibration associated with the operational phases of the Dublin Central Masterplan. There is therefore a **neutral, imperceptible** and **permanent** cumulative impact associated.

## 11.7.2 Proposed Development – Site 2

### 11.7.2.1 Construction Stage

#### 11.7.2.1.1 Noise

The implementation of the mitigation measures outlined in Section 11.6.1.1.1, and detailed in Appendix 11.2, will aim to minimise impact of construction noise experienced at nearby residential, commercial and clinical receivers.

Due to the nature of construction noise and the proximity of noise sensitive receivers, it is predicted the residual construction noise levels will be at or above the relevant noise criteria while works are within 10m of commercial receptors and 15m of residential receptors during initial site works. There will be a **negative, moderate to significant** and **short-term** residual noise impact during the initial site works activities at commercial and residential receptors within 10m and 15m respectively. When the

initial construction works are between 10m to 15m of the commercial receptors the residual noise levels are below the relevant noise criteria but above the existing baseline noise levels, there will be a **negative, slight to moderate** and **short-term** noise impact. As the works move more than 20m from commercial and residential receptors the predicted residual noise levels are below the relevant noise criteria and below the existing baseline noise levels, there will be a **neutral, not significant** and **short-term** noise impact.

All commercial and residential receptors are predicted to have residual construction noise levels below the relevant noise criteria during utilities and structural construction works. At commercial receptors within 10m of the works, the residual construction noise level is predicted above the existing baseline noise level. There will be a **negative, slight to moderate** and **short-term** residual noise impact during works at the commercial receptors within 10m. As the works move further away than 10m from commercial receptors and 15m from the closest residential receptors, the predicted residual noise levels are below the relevant noise criteria and existing baseline noise levels, therefore there will be a **neutral, not significant** and **short-term** noise impact.

All commercial and residential receptors are predicted to have residual construction noise levels below the relevant noise criteria during general construction work activities and below the existing baseline noise levels. At all commercial and residential receptors there will be a **neutral, not significant** and **short-term** impact during general construction work activities.

The closest clinical receptor is at 20m distance with an existing baseline noise level above 70 dB  $L_{Aeq,T}$ , therefore there will be a **negative, not significant** and **short-term** residual noise impact during all works activities at closest boundaries to the clinical receptors.

#### 11.7.2.1.2 Vibration

No predicted significant adverse impact arising from vibration during construction provided works are carried out so as to fall under the relevant vibration criteria.

### 11.7.2.2 Operational Stage

#### 11.7.2.2.1 Noise

##### Mechanical Plant Noise

Once cumulative plant noise emissions from the various sites of the Dublin Central Masterplan are designed to achieve the appropriate noise criteria the cumulative noise impact will be **neutral, imperceptible** and **permanent**.

##### Entertainment Noise

Once entertainment noise is designed and managed to achieve the criteria set out, i.e. inaudibility, the residual noise impact will be **neutral, imperceptible** and **permanent**.

##### Delivery and Servicing Traffic

Delivery activity has been considered in the context of the existing environment of a serviced, city centre location. The cumulative noise impact will be **neutral, not significant** and **permanent**.

##### Inward Noise Impact

With respect to inward noise impacts, the specification of noise mitigation has been recommended so that the internal noise criterion will be met. The residual noise impact will be **neutral, not significant** and **permanent**.

#### 11.7.2.2.2 Vibration

##### **Vibration**

There are no significant sources of vibration associated with the operational phases of the Dublin Central Masterplan. There is therefore a **neutral, imperceptible and permanent** cumulative impact associated.

### **11.7.3 Cumulative**

#### **11.7.3.1 Construction Stage**

The similar magnitude of residual noise and vibration impacts discussed in Section 11.7.1 for the Dublin Central Masterplan are relevant to the cumulative assessment of construction works external to the proposed site given it is anticipated that the same construction noise and vibration criteria would apply to these external construction sites.

#### **11.7.3.2 Operational Stage**

The different sites within the Proposed Development will be designed so that the cumulative noise emissions from processes and activities are within the relevant noise criteria set out. In the same way, Proposed Developments external to the Proposed Development will in turn be designed in order to comply with appropriate noise criteria.

Any major proposed development in close proximity to the Proposed Development will be required to prepare an EIAR wherein cumulative impacts will also be considered.

### **11.7.4 Proposed Development – No. 61 O'Connell Street Upper**

#### **11.7.4.1 Construction Stage**

##### 11.7.4.1.1 Noise

Construction works associated with the proposed development are anticipated to be of a lesser scale to other sites within the Masterplan. It is expected that noise from construction noise will be limited and that noise breakout to the surroundings will be minimal. In the overall context of the Masterplan construction this works at No. 61 O'Connell Street are deemed to have a negative, not significant and short-term impact.

##### 11.7.4.1.2 Vibration

No predicted significant adverse impact arising from vibration during construction, provided works are carried out so as to fall under the relevant vibration criteria.

#### **11.7.4.2 Operational Stage**

##### **Mechanical Plant Noise**

Noise from plant items serving the proposed development will be designed to be within the noise criteria set out in Section 11.5.2.5.2. The residual impact is therefore predicted to be negative, imperceptible and long-term.

##### **Entertainment Noise Breakout**

Entertainment noise from the gym area is required to be designed/managed in line with the noise criteria set out in Section 11.5.1.2.1. The residual impact is therefore predicted to be negative, imperceptible and long-term.

## 11.8 MONITORING

### 11.8.1 Dublin Central Masterplan

#### 11.8.1.1 Construction Stage

Should the construction noise and vibration risk assessment identify the need for monitoring the following actions are recommended during demolition and construction.

Noise Monitoring Terminals (NMT), number and locations to be agreed, to be installed with the following specifications (or similar approved): -

- Logging of two concurrent periods, e.g. 15-minute & hourly.
- Daily CIC automated calibrations.
- E-mail alert on threshold exceedance.
- E-mail alert on low battery and low memory.;
- Remote access to measured data.
- Live display of noise levels.

Vibration monitoring stations should continually log vibration levels using the Peak Particle Velocity parameter (PPV, mm/s) in the X, Y and Z directions, in accordance with *BS ISO 4866: 2010: Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures*.

The mounting of the transducer to the vibrating structure will need to comply with *BS ISO 5348: 1998: Mechanical vibration and shock – Mechanical mounting of accelerometers*. In summary, the following ideal mounting conditions apply: -

- The transducer and its mountings should be as rigid as possible.
- The mounting surfaces should be as clean and flat as possible.
- Simple symmetric mountings are best.
- The mass of the mounting should be small in comparison to that of the structure under test.

In addition, it is recommended that spot check noise and vibration measurements are conducted on a monthly basis. These spot checks can be organised to coincide with works that have potential to generate high levels of noise or vibration on site in order to confirm the potential extent of impact.

A monthly noise and vibration monitoring report should be prepared by the contractor. Reports should identify any exceedances above nominal limit values and attempts to clarify the causes etc. Where remedial measures are required and identifiable these should also be clearly stated.

#### 11.8.1.2 Operational Stage

Noise monitoring is not required as part of the operational phase of the Proposed Dublin Central Masterplan.

### 11.8.2 Proposed Development

#### 11.8.2.1 Construction Stage

Should the construction noise and vibration risk assessment undertaken by the contractor identify the need for monitoring the actions listed for the Dublin Central Masterplan site are also applicable to the Proposed Development.

**11.8.2.2 Operational Stage**

Noise monitoring is not required as part of the operational phase of the Proposed Development.

**11.9 REINSTATEMENT****11.9.1 Dublin Central Masterplan**

Reinstatement is not applicable to this chapter.

**11.9.2 Proposed Development**

Reinstatement is not applicable to this chapter.

**11.10 DIFFICULTIES ENCOUNTERED**

No difficulties were encountered in the preparation of this chapter.

## 12 LANDSCAPE & VISUAL IMPACT ASSESSMENT

DCC PLAN NO. 5432/22  
RECEIVED: 13/12/2022

### 12.1 INTRODUCTION

This chapter examines the landscape and visual impact of the development proposed on Sites 2AB and C (collectively Site 2) and No. 61 O'Connell Street Upper of the Dublin Central Project on the surrounding urban area and was prepared by ARC Architectural Consultants Limited.

This Chapter was completed by W. H. Hastings B. Arch FRIAI, RIAI Grade 1 accredited Conservation Architect.

### 12.2 ASSESSMENT METHODOLOGY • ASSESSMENT OF VISUAL EFFECTS

The European Landscape Convention defines landscape as follows: -

*"Landscape" means an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors;*

Landscape and Visual Impact Assessment (LVIA) discusses how the existence of a Proposed Development might change how a surrounding area might be 'perceived by people' visually.

The preparation of this landscape and visual impact assessment has had regard to the *Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (Draft of August 2017)* prepared by the Environmental Protection Agency. It is noted that the EPA Guidelines, in categorising the extent of environmental impact, uses the term 'effects' in place of 'impacts'. This LVIA follows the Guidelines and uses the term 'effects'. Though the terms are interchangeable, the word 'effect' has a less negative connotation than the word 'impact'.

The EPA Guidelines are statutory guidelines prepared under the provisions of the EPA Act 1992 (as amended). The purpose of a visual impact assessment is, taken together with the full range of other documents lodged as part of a planning application, to assist in informing the decision making process.

Assessment of visual effects, has three main parts: -

1. Analysis of the likely extent of visibility of a Proposed Development.
2. Description of the visual sensitivity of the receiving environment and its consequent capacity to absorb development.
3. Assessment of the objective extent of change in the visual character of the receiving environment likely to arise from the existence of the Proposed Development, and of the likely response of observers to that change.

The EPA Guidelines require that visual impact assessment be carried out in a manner that is systematic, impartial, and objective and independent. It is not the purpose of assessment to promote or advocate for the development. It is an important principle of impact analysis that the analysis should be capable of being repeated independently, and that repeated analysis should lead to the same conclusion. To facilitate this, the steps taken in the analysis of impacts should be clearly set out in an assessment report.

#### 12.2.1 Visibility

The first task of a visual impact assessment is to assess the likely extent and nature of visibility of the Proposed Development. This includes determining from what locations the Proposed Development is likely to be visible and from what locations it will not be. It includes determining, where visible, how major or minor an element the Proposed Development will be in any view. The primary determining factors when assessing extent of visual impact are: -

- i. Whether a development will be visible or not.
- ii. where visible how much of any view a development will occupy.

- iii. whether or not a Proposed Development is the focus of a view.

Each of these factors affect the visual prominence of a Proposed Development.

The extent of visibility of a Proposed Development in any view tends to be directly related to the distance of the viewpoint from the development. However, intervening obstacles such as buildings or structures, trees and planting, and topography, can modify the extent of visibility of the Proposed Development. Where streets or urban spaces are aligned towards the site of a Proposed Development, and where the buildings or trees at the end of these alignments are relatively modest in height, there is a potential for taller developments to be visible above any lower intervening buildings or other obstacles. This potential increases with the length of the open foreground but reduces when the viewpoint is closer to any intervening obstacles. It follows, that for taller structures (e.g. taller than the prevailing height of the surrounding built environment or landscape elements) to be openly visible, they must be seen across an open foreground or at the end of a long vista or alignment. From viewpoints within dense urban, or even suburban, environments, very modest buildings in the foreground can conceal even very large or tall structures from view. The Spire in O'Connell Street, which is 120 metres high, is imposing when viewed from O'Connell Street or O'Connell Bridge, or from Talbot Street or Henry Street. Outside these axes, the visibility of the Spire is dramatically reduced, and, despite its great height it is not visible at all from the great majority of the city.

A survey of the potential visibility of Proposed Development on the subject site was initially carried out by ARC Consultants on various dates in 2006 and 2007. In the first instance, mapping analysis was carried out to identify locations from which views of the Proposed Development were likely. In the summer and autumn of 2020, a new survey was carried out of the potential visibility of proposed buildings in the Dublin Central Project, having regard to the location and proposed height of proposed buildings within the Dublin Central site. This survey identified 28 view locations for assessment, locations from which there may be a potential for proposed buildings that form part of the Dublin Central Project to be visible. Photographs looking in the direction of the Dublin Central site were taken from each of these 28 locations. These photographs were taken on several different dates in the summer, autumn and early winter of 2020. These photographs were taken on high resolution digital cameras using lenses equivalent to a 24mm lens on a 35 mm camera.

Wide-angle lenses were used to provide sufficient context in the view. Photographs with a narrow field of view may exclude relevant context. Wide-angle views, capable of providing sufficient context are particularly important when the viewpoint is close to Proposed Development. Photographs and photomontages based on wide angle photography are printed at A3 size, so that the angle of vision covered by the print, when held at reading distance, is approximately the same as would be covered by the same extent of the real scene, when viewed from the camera location. This is an accepted convention where photomontages are used to illustrate assessment of landscape and visual effects.

It should be noted that digital images are now commonly viewed on digital devices, and that these devices have a wide range of screen sizes. The size of screen on which an image is viewed and the extent to which the viewer zooms into or out of the image can affect how the content of the image is perceived. Photomontages used to illustrate assessment of landscape and visual effects are helpful in indicating the extent to which a Proposed Development may be visible from a particular location, and where visible the form and materials of the Proposed Development. It should be noted that in the context of assessment of landscape and visual effects photomontages are intended to be representative of what might be seen from different directions and are not intended to be exhaustive.

### **12.2.2 Characteristics of the Receiving Environment • Sensitivity and Visual Capacity**

As has been discussed above, the visibility of Proposed Development is mediated by the physical geometry of the receiving environment, including the pattern and form of the existing built environment. These are among the factors that determine the visual capacity of a receiving environment to absorb development. Among other characteristics are the visual character and uniformity of the receiving environment and its historical or cultural value.

An intact and uniform Georgian square, which is a coherent and integrated visual setting, would usually be regarded as visually sensitive with a consequent low capacity to absorb new development that might dilute the existing visual character. The same might be true of certain suburban environments. On the other hand, a centre city environment or dockland settings where there are structures of a diverse character and a wide range of scales are settings that are usually less sensitive and are likely to have a high visual capacity to absorb development. Locations that have a statutory designation as an architectural conservation area or locations where there are protected structures, usually have an increased visual sensitivity leading to a reduced visual capacity to absorb development. Other designations, such as special amenity area orders, designated views and prospects and designated high amenity zones, may also limit this absorption capacity. Capacity to absorb development, therefore, has a direct bearing on the extent of likely visual effects.

In areas that are very uniform in character the introduction of larger structures may change the visual character of the area. In established urban areas the introduction of new large structures as part of a process of densification has the potential to give rise to substantial visual effects. The extent of this change will depend on the extent of difference in visual character between the new development and the existing surrounding visual environment. The extent of change is likely to be the main factor in determining the extent of visual effects.

### 12.2.3 Extent and Nature of Visual Effects

The categorising of the extent potential of visual effects in this LVIA utilises the terminology set out in the *Table 3.3: Descriptions of Effects* contained in the *Guidelines on the Information to be Contained in Environmental Impact Assessment Reports* prepared by the Environmental Protection Agency.

The extent of visual effects will depend on the extent to which the existence of a Proposed Development changes the visual character of a receiving environment. The extent of change likely to result from the existence of a Proposed Development is usually a matter of objective fact, related to characteristics such as bulk, height, form, colour materials proportion, etc.

The extent of visual effects also depends on the interplay between the visual sensitivity and uniformity of the receiving environment and the extent to which the design of the Proposed Development responds to the form and pattern of the receiving environment. Responding well to the receiving environment should not imply deference or mimicry. Often a degree of contrast is a more visually appropriate response than adopting the style, form, materials or architectural detail of the receiving built environment, which can sometimes result in pastiche. These matters may be described in objective terms, but they are also susceptible to subjective judgement on the part of observers.

The perceived character of the visual effects: positive, negative or neutral, may depend on how well a development is received by the public, and on the perceived contribution of the development to the built environment. The character of visual effects, and even the duration of visual effects, is very dependent on the attitude of the viewer. If a viewer is opposed to a new building for reasons other than visual, that viewer is likely to see the building in a negative light, no matter how beautiful the building might be.

### 12.2.4 Definition of Effects on the Visual Environment

The assessment of visual effects on landscape and on the built environment had regard to the *Guidelines on the Information to be Contained in Environmental Impact Assessment Reports* (Draft of August 2017) prepared by the Environmental Protection Agency. The terminology for categorising the significance of visual effects referred to below is taken from *Table 3.3: Descriptions of Effects* contained in the *Draft Guidelines on the Information to be Contained in Environmental Impact Assessment Reports*. Some commentary is also given below on what these definitions might imply in the case of landscape and visual effects. The definitions from the EPA document are in italics.



- **Imperceptible:** An effect capable of measurement but without significant consequences. The definition implies that the development would be visible, capable of detection by the eye, but not noticeable to the casual observer. If the development were not visible, there could be no impact.
- **Not Significant:** An effect which causes noticeable<sup>2</sup> changes in the character of the environment but without significant consequences (the footnote '2' to the word 'noticeable' is: 'for the purposes of planning consent procedures'). The definition implies that the development would be visible, capable of detection and of being noticed by an observer who is actively looking for the development with the purpose of assessing the extent of its visibility and visual effects.
- **Slight:** An effect which causes noticeable changes in the character of the environment without affecting its sensitivities. For this definition to apply, a development would be both visible and noticeable, and would also bring about a change in the visual character of the environment. However, apart from the development itself, the visual sensitivity of the surrounding environment would remain unchanged.
- **Moderate:** An effect that alters the character of the environment in a manner that is consistent with existing and emerging baseline trends. In this case, a development must bring about a change in the visual character of the environment; and this change must be consistent with a pattern of change that is already occurring, or is likely to occur.
- **Significant:** An effect which, by its character, magnitude, duration or intensity alters a sensitive aspect of the environment. The definition implies that the existence of the development would change an important characteristic of the visual environment in a manner that is not 'consistent with existing and emerging baseline trends'. Whether an effect might or might not be significant can depend on the response of individual observers, since what one person might regard as a sensitive aspect of the visual environment, another might not.
- **Very Significant:** An effect which, by its character, magnitude, duration or intensity significantly alters most of a sensitive aspect of the environment. The definition implies that the existence of the development would substantially change most of the visual characteristics of the environment in a manner that is not 'consistent with existing and emerging baseline trends'.
- **Profound:** An effect which obliterates sensitive characteristics. In visual terms, profound effects are only likely to occur on a development site, in that it is only on the site that all previous visually sensitive characteristics could be obliterated. Outside the site, some visual characteristic of the original environment is likely to remain.

The definitions of effects listed above deal largely with the extent of effects; which is usually proportional to the extent to which that development is visible. The extent of effects will also, in part, depend on the sensitivity of the spaces from which the development is seen. This proportionality may be modified by the extent to which a development is regarded as culturally or socially acceptable. Though buildings are intended to be permanent, and will be permanently visible, the extent of visual effects associated with a building often diminishes with time as further development in the area takes place.

### 12.2.5 Digital Modelling and Rendering

Models of the Proposed Development were constructed using 3D Studio Max. Models were made both by ARC Consultants and by members of the design team. The models made by ARC Consultants were based on survey information and on design drawings provided by the design team. Surveyed reference points on existing buildings in the city were attached to the 3D models. The model used for photomontages included appropriate detail of the proposed buildings as shown on design drawings. Renderings were made on computer from each camera position using the field of view of each

photograph, and with the sun position correct for the date and time that each photograph was taken. The renders were inserted into the relevant view and were scaled and positioned using the field of vision of each photograph and the surveyed reference points in each view. ARC would expect the dimensional accuracy of the scaling and positioning of the image of the Proposed Development within each view to be better than  $\pm 1\%$ .

### 12.2.6 Statutory Provisions

Part of the site of the proposed Dublin Central Project falls within the O'Connell Street Architectural Conservation Area (ACA), which was adopted in July 2001. In the Dublin City Development Plan 2016 – 2022, Section 11.1.5.4 *Architectural Conservation Areas and Conservation Areas* states: -

*“The Planning and Development Act, 2000 (as amended), section 81(1), requires that a development plan shall include an objective to: -*

*Preserve the character of a place, area, group of structures or townscape, taking account of building lines and heights, that –*

- a) *is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or value, or*
- b) *contributes to the appreciation of protected structures, if the planning authority is of the opinion that its inclusion is necessary for the preservation of the character of the place, area, group of structures or townscape concerned and any such place, area, group of structures or townscape shall be known as and is in this Act referred to as an “architectural conservation area.”*

*Architectural Conservation Areas and Conservation Areas have been designated in recognition of their special interest or unique historic and architectural character and important contribution to the heritage of the city. Designated Conservation Areas include extensive groupings of buildings or streetscapes and associated open spaces and include (parts of) the medieval/walled city, the Georgian Core (in recognition of Dublin's international importance as a Georgian city), the 19th and 20th century city and the city quays, rivers and canals. The special interest/value of Conservation Areas lies in the historic and architectural interest and the design and scale of these areas. Therefore, all of these areas require special care in terms of development proposals and works by the private and public sector alike, which affect structures both protected and non-protected in these areas.*

*Dublin City Council will thus seek to ensure that development proposals within all Architectural Conservation Areas and Conservation Areas complement the character of the area, including the setting of protected structures, and comply with development standards.”*

The policy to ensure the conservation and protection of the areas of special historic and architectural interest is as follows: -

**CHC4: It is the Policy of Dublin City Council: -**

*“To protect the special interest and character of all Dublin's Conservation Areas. Development within or affecting a conservation area must contribute positively to its character and distinctiveness, and take opportunities to protect and enhance the character and appearance of the area and its setting, wherever possible. Enhancement opportunities may include: -*

1. *Replacement or improvement of any building, feature or element which detracts from the character of the area or its setting.*
2. *Re-instatement of missing architectural detail or other important features*
3. *Improvement of open spaces and the wider public realm, and re-instatement of historic routes and characteristic plot patterns.*
4. *Contemporary architecture of exceptional design quality, which is in harmony with the Conservation Area.*

*The repair and retention of shop- and pub-fronts of architectural interest. Development will not: -*

1. *Harm buildings, spaces, original street patterns or other features which contribute positively to the special interest of the Conservation Area*

2. *Involve the loss of traditional, historic or important building forms, features, and detailing including roof-scapes, shop-fronts, doors, windows and other decorative detail*
3. *Introduce design details and materials, such as uPVC, aluminium and inappropriately designed or dimensioned timber windows and doors*
4. *Harm the setting of a Conservation Area*
5. *Constitute a visually obtrusive or dominant form."*

#### 12.2.6.1 O'Connell Street Architectural Conservation Area

The extent of the O'Connell Street Architectural Conservation Area in the written statement is defined as follows: -

*"to the north of the river the area is centred on O'Connell Street, extending to Marlborough Street to the east, Moore Street to the west, Parnell Street to the north and the River Liffey to the south. To the south of the river, the area is centred on Westmoreland Street and D'Olier Street, extending to College Street to the south, Hawkins Street to the east and to rear of buildings fronting onto Westmoreland Street to the west."*

In relation to proposed new development the ACA written statement states: -

*"Where new development is proposed, it will be necessary to find and establish a pattern of development that responds in a sensitive manner to the streetscape – a fine grain solution – that contributes to a harmonious whole and maintains the rhythm of the streets. To secure an appropriate solution, new development should comply with the following general guidelines: -*

- *New developments should respect the established scale of the existing built fabric - including height, massing, proportions and plot width. Proposals for large scale or 'mega-structural' developments will not be favourably considered and any such proposals should be broken down into smaller, more comprehensible and human scale developments. This can be achieved in part through the provision of multiple uses and access points at ground floor level.*
- *All new buildings should be designed to the highest standard in a modern architectural idiom. Pastiche will be discouraged and will only be allowed or required in exceptional circumstances.*
- *Materials used should be of a high quality and be durable to avoid long term maintenance problems. They should include stone, brick, render, steel, glass and timber.*
- *An appropriate and balanced mix of uses will be required in all new developments and large scale single use developments will not be permitted. Public oriented uses including shops, cafes, restaurants and bars will be required at ground floor level to create more lively, dynamic and successful places.*
- *The ground floor of all buildings should be clearly articulated to establish a clear identity for each building and use. In general, a higher floor to ceiling dimension should be provided at ground floor level.*
- *The incorporation of new pedestrian routes and public spaces into new developments will be required where appropriate to enhance and reinforce the existing urban framework. A number of sites have been identified where opportunities for such interventions may be explored including site clusters nos. 4 and 7.*
- *Access requirements for people with disabilities, the elderly and the very young should be incorporated into the design of shops, public and other buildings.*
- *Plant and tank rooms should be provided within the roof space or within the envelope of the building and should not break the plane of the roof."*

#### 12.2.6.2 The Height Guidelines

In December 2018, the Department of Housing, Planning and Local Government published the *Urban Development and Building Heights Guidelines for Planning Authorities*, which sets out the following development management criteria:

*"In the event of making a planning application, the applicant shall demonstrate to the satisfaction of the Planning Authority/ An Bord Pleanála, that the Proposed Development satisfies the following criteria:*

*At the scale of the relevant city/town*

- *The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport.*
- *Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into/ enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views. Such development proposals shall undertake a landscape and visual assessment, by a suitably qualified practitioner such as a chartered landscape architect.*
- *On larger urban redevelopment sites, Proposed Developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape.*

*At the scale of district/ neighbourhood/ street*

- *The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape*
- *The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials / building fabric well considered.*
- *The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway/ marine frontage, thereby enabling additional height in development form to be favourably considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of "The Planning System and Flood Risk Management – Guidelines for Planning Authorities" (2009).*
- *The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner.*
- *The proposal positively contributes to the mix of uses and/ or building/ dwelling typologies available in the neighbourhood."*

The *Urban Development and Building Heights Guidelines for Planning Authorities* are referenced here in the interests of completeness. However, in the interests of clarity, it should be noted that neither these guidelines, nor, indeed, any other planning policy guidelines (save those related to environmental impact assessment), were considered when classifying the magnitude and extent of potential visual impacts of the Proposed Development on the built environment.

## 12.3 RECEIVING ENVIRONMENT

The site of the proposed Dublin Central development is bounded by O'Connell Street to the east, Henry Street to the south, Moore Street to the west and Parnell Street and Square to the north. O'Connell Street is traditionally regarded as the main street of Ireland, and Nelson's Pillar, which stood at the midpoint of the street, was seen as the centre of Dublin. Though the site of the Proposed Development may be at the core of the city, it lies in an area that has seen dramatic changes over the years, and which is the subject of much new development, recently completed, under construction, approved or lodged for approval.

### 12.3.1 O'Connell Street

The first paragraph in the introduction to the O'Connell Street Integrated Area Plan 1998 reads as follows: -

*"For most Irish people, O'Connell Street is the heart of Dublin City. Its scale, symmetry, history, elements of architectural grandeur, and central location endow it with a sense of place and civic importance, which has embedded itself deeply in the psyche of the people. Being a wide, north-south street, it has excellent orientation and is always full of light. If one were to travel inwards from the outer limits of the city and experience the layers of the city built up over time, on reaching O'Connell Street one would have to declare, "This is it! This is the centre."*

O'Connell Street was begun in the 1740's and completed in 1800. Luke Gardiner, the eighteenth-century entrepreneur, was involved in the development of Sackville Street, named after Lionel Cranfield Sackville, first Duke of Dorset and Lord Lieutenant of Ireland, and Gardiner's Mall. Gardiner also developed Rutland Square, now Parnell Square, in the 1740s and 1750s. An engraving by the Dublin artist Oliver Grace shows of Sackville Street in 1749. The caption to the engraving gives the dimensions of the street as: -

*In length 1050 feet, in Breadth 150, in the midst is the Mall in length 800 feet in Breadth 50..."*

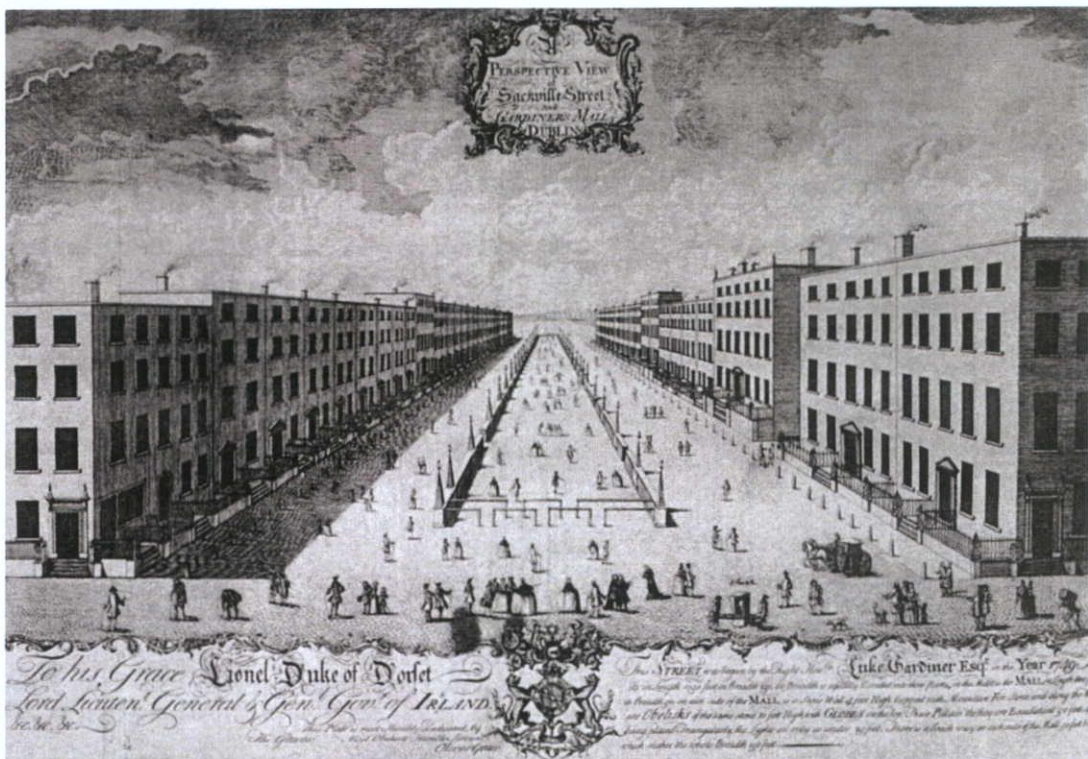


Figure 12.1: Grace's View of Sackville Street and Gardiner's Mall, 1749.

The Mall got its name from the game of Pall Mall, a ball game popular at the time, and the purpose of the mall was for playing Pall Mall. Before Sackville Street was set out, there had been an earlier narrower street, Drogheda Street, that ran along the east side of what is now O'Connell Street. Neither Drogheda Street, nor the original Sackville Street reached to the River Liffey. Sackville Street was finally extended to its current length, and brought to the river in 1800, by the efforts of the Wide Streets Commissioners. Nelson's Pillar was built in 1808, and the General Post Office was completed in 1818. Upper and Lower Sackville Street were officially renamed as Upper and Lower O'Connell Street in 1924, not long after the foundation of the Irish State.



**Figure 12.2:** John Rocque's Map of 1756. Sackville Street and Gardiners' Mall are well separated from the River.

John Rocque's Map of 1756, above, shows the narrow Drogheda Street, aligned with the east side of the present O'Connell Street, running south from Henry Street to Great Abbey Street. Even Drogheda Street didn't reach the river. Henry Street, Moore Street and Drogheda Street were named after Henry Moore, Earl of Drogheda, whose house was the large house on the east side of Sackville Street shown on Grace's illustration. It was the larger house shown on the corner of Sackville Street and

Stable Lane on Rocque's map above. A large part of the site of the Dublin Central Project is shown on the map as a brick field.

The fact that the General Post Office was built on Sackville Street was more by accident than design. Warburton Whitelaw and Walsh's *History of the City of Dublin*, published in 1818, the same year as the GPO was completed. This book contains, as well as historical accounts of the City lengthy descriptions of the present state of Dublin as it was in 1818. The account of the development of the GPO is as follows: -

*"The total revenues of the Post office for the year 1800 were £85,000. The gross receipts for the year 1816 were £250,000., from which deducting £150,000. for expenses, left a net profit of £100,000. in favour of the establishment. The great increase of business requiring a great increase of room, the Post-office has been removed at different times to more convenient situations. It was originally established on the north side of Dame-street, near Anglesea-street, which, after its removal, was still called the "Post-office yard." From thence it was transferred to the south side of College-green, where sundry efforts were made to enlarge the too narrow limits of the increasing office, without removing it from the convenience of a central situation. At length finding it impracticable to transact the business there much longer, a more spacious site, and one no less convenient was chosen whereupon to erect a new post-office. It was an open space of ground on the west side of Sackville-street. A long litigation had prevented it from being built on before, and an arrear of 20 years rent had accumulated. This was purchased by the Post-masters-General, and the first stone of the new edifice laid by his Excellency Lord Whitworth on the 12th August 1815. This extensive and magnificent building has proceeded with a degree of rapidity unexampled in this country. It is 223 feet in front, 150 feet in depth, and its height is 50 feet to the top of the cornice, consisting of 3 stories from the surface. In the centre is a very grand portico 80 feet in length, consisting of a pediment supported by six pillars of the Ionic order 4 feet 4 inches in diameter, which is considerably larger than that of any other in the metropolis. The pediment is surmounted by three beautiful statues executed by the younger Smith. That in the centre represents Hibernia, resting on her spear and harped shield; on the right is Mercury, a nude figure with his caduceus and purse; that on the left is emblematic of Fidelity, with her finger on her lips and a key in the other hand. The tympanum of the pediment is ornamented with the Royal arms in high relief; an handsome balustrade surmounts the cornice all round the top, and gives an elegant finish to the whole. The bold and superb portico projects from the body of the building so as to range with the street, and to admit the flagged foot-way under it. The portico itself is of Portland stone, but the main structure is of mountain granite. The expense of this grand and useful edifice will not, it is said, amount to more than £50,000., to be defrayed from the net revenue of the post-office."*



**Figure 12.3:** View of Sackville Street with the GOP and Nelson's Pillar by Brocas c. 1820.

Nelson's Pillar was completed in 1808, ten years before the GPO. For generations of Dubliners the 'Pillar' was the centre of the city. When horse drawn trams began operating in Dublin in the 1870s the city centre terminus was the 'Pillar'. Later the 'Pillar' was the terminus indicated on CIE busses. But if the account of Nelson's Pillar in Warburton Whitelaw and Walsh's History of the City of Dublin is anything to go by, the 'Pillar' was not popular when first erected: -

*"The testimonials of national gratitude and admiration to the memory of this favourite naval hero are already numerous in the British dominions. That erected by public subscription in Dublin is perhaps the greatest of any of them. It is situated in the centre of Sackville-street, opposite Mary-street and Earl-street, and is composed of a pedestal, column, and capital of the Tuscan order, on the summit of which a colossal statue of Lord Nelson stands*

*The design of this triumphal column was given by William Wilkins, Esq. architect, fellow of Caius College, Cambridge. It is of most ponderous proportions, which is not relieved by the least decoration. Its vast unsightly pedestal is nothing better than a quarry of cut stone, and the clumsy shaft is divested of either base, or what can properly be called a capital. Yet with all this baldness and deformity, it might have had a good effect when viewed at a distance, or placed anywhere else'; but it not only obtrudes its blemishes on every passer, but actually spoils and blocks up our finest street, and literally darkens the two other streets opposite to it, which, though spacious enough, look like lanes. These were objections to its site at first, but they are now become still stronger, since the building of the new Post-office close to it, for, by contrast, it in a great measure destroys the effect of one of the largest and finest porticos in Europe."*

Nelson's Pillar was blown up in the middle of the night in 1966. In following years there were numerous proposals for a replacement and eventually there was a competition. The winning design was a stainless-steel needle 120 metres high. Now accepted, it stands there almost unnoticed. Like the Pillar before it, the Spire was not universally accepted. Christine Casey writing in 2005 in her book: *The Buildings of Ireland: Dublin*, describes the Spire as follows: -

*"At the Henry Street junction stands the SPIRE, a stainless-steel needle 120 metres (393 ft) high, of 2001-3 by Ian Ritchie, with clearly visible joints and nasty mirror-patterned base."*

After the construction of Nelson's Pillar and the General Post Office, it might have been expected the Sackville Street would have remained a street of Georgian houses with these two iconic structures at its centre. But this was not to be. Arthur Gibney, writing in the Environmental Impact Statement for the Spire says the following of the development of O'Connell Street in the 19<sup>th</sup> Century: -

*"By the end of the century many of its original houses were replaced by Victorian hotels such as Gresham's, the Metropole and the Imperial, commercial institutions such as the Standard Life Insurance Company and the Scottish Provincial Insurance Company and large retail outlets such as Findlater's, Cley's and Gilbey's, the wine merchants. The pressure to expand commercially during the Victorian and Edwardian era resulted in a considerable disruption of the continuous eighteenth-century skyline....The former Dublin Bread Company premises, built in 1901, had a steel structure, which supported a turreted tower and roof, which exceeded 8 storeys in height."*





**Figure 12.4:** View of Sackville Street from the O'Connell Bridge c. 1905.



**Figure 12.5:** View of Sackville Street from the Carlisle Bridge. The lack of tram tracks suggests that this image dates from the 1860s. The imperial Hotel is seen opposite the GPO and the Metropole Hotel is seen just south of the GPO. The Metropole was heavily remodelled later in the 19<sup>th</sup> century.



Figure 12.6: View of Sackville Street from the O'Connell Bridge c1910. The huge form of the Dublin Bread Company dominates the street.



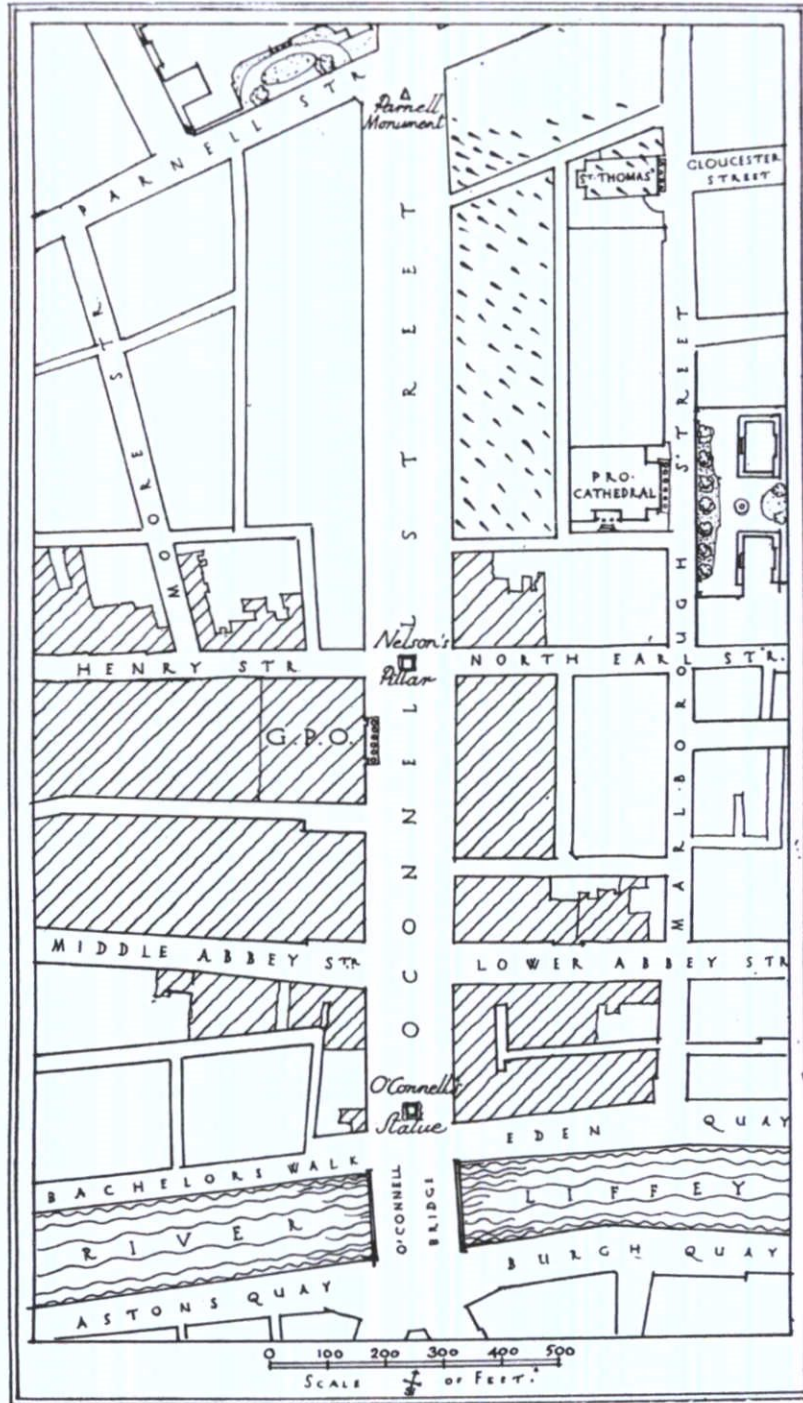
Figure 12.7: View of the north end of Sackville Street c. 1900. The Gresham Hotel is seen to the left.



**Figure 12.8:** Post Card view of the centre of Sackville Street c. 1900. The GPO has long glazed rooflights above the cornice and balustrade. The Royal Coat of Arms is seen in the tympanum.

During the insurrection of Easter 1916 the central area of Dublin around the GPO was shelled by a British Gunboat, the *Helga*. The shelling started fires which were left to burn unchecked, since firefighters could not enter the city while fighting continued. Much of the south end of O'Connell Street and of surrounding streets was destroyed. The smouldering carcass of the GPO remained standing.

In December 1916, the *Dublin Reconstruction (Emergency Provisions) Act 1916* was passed by the British Parliament and rebuilding began, particularly around the south end of O'Connell Street. Reconstruction was largely funded by the British Government. However, the War of Independence and the Civil War intervened and the Civil War in particular resulted in extensive further destruction in the Dublin. At one point the two sides fired on each other from within buildings on Upper O'Connell Street, with Republican forces on the eastern side. Shelling of the eastern side of the street and subsequent fires reduced most of the area between Cathedral Street and Parnell Street to ruins. Cathal Brugha was wounded in the fighting and died of his wounds.



The damaged areas in the neighbourhood of O'Connell Street. The hatched portions were destroyed in 1916 and the dotted portions in 1922. The destruction of St. Thomas' Church and the frontage in O'Connell Street will allow Gloucester Street, to be carried through.

Figure 12.9: Diagram from the Abercrombie plan of Dublin 1922 showing the pattern of destruction in 1916 and 1922. Gloucester Street was carried through as the present Cathal Brugha Street.



**Figure 12.10:** Irish Army Air Corps photograph published in the Dublin Civic Survey 1925 showing an area on the east side of Upper O'Connell Street from Cathedral Street to Findlater Place entirely cleared of buildings. Some reconstruction can be seen around the south end of O'Connell Street, but the GPO is still an empty shell.

On the 10<sup>th</sup> of July 1924 the Oireachtas of Saorstát Éireann passed the *Dublin Reconstruction (Emergency Provisions) Act 1924*. The Act gave compulsory purchase powers to the Corporation so that overly narrow sites could be combined and 'for the purpose of street improvements'. The Act also gave considerable powers to the City Architect, who at the time was Horace T. O'Rourke, to direct the style, character and materials to be used in new or restored façades. Section 3(2) of the Act states: -

*"(2) If it appears to the city architect, having regard to the nature and situation of the site of the proposed new building, or of the building proposed to be restored or altered, or the external design of any buildings erected or in the course of erection in the neighbourhood of that site, that the character of the proposed new building, restoration, or alteration is such as would be injurious to the amenity of the street which the front of the proposed new building or the building proposed to be restored or altered faces, whether on account of the proposed external design, the proposed line of frontage, or the materials proposed to be used in the external walls facing that street or in any portion of the building which will be visible from that street, he may require such reasonable alterations to be made as respects the design, line of frontage, and materials as he thinks proper, and may require the plans, sections and elevations to be amended accordingly. The front of a building at the corner of two streets shall be deemed to face each street for the purposes of this section."*

Section 3(3) of the Act adds: -

*"(3) A requirement of the city architect under this section shall not have effect unless notice thereof in writing is delivered or sent by post to the building owner within one month after the day on which the plans, sections, and elevations are delivered as aforesaid, or within fourteen days after the day on which the further particulars (if any) are furnished as aforesaid, whichever period expires later."*

The clear intention was that O'Connell Street and the surrounding streets would be restored, and restored quickly. The application of the 1916 and 1924 Reconstruction Acts resulted in a far more uniform appearance than had been the case before the destruction of 1916.

Christine Casey comments: -

*"Rebuilding was rapid and diverse in expression, unified only by restrictions on height, a prescribed cornice level and by a predominantly classical vocabulary. Reconstruction was carried out for the most part in reinforced concrete, use of which was by then well established in Ireland."*

The GPO was restored, but not as it had been before. It grew, both in height and in extent. Francis Johnston's classical façade and portico survived the destruction of 1916, but the rest is, in effect a utilitarian office building. The Shell Guide to Ireland, 1962 says of the GPO: -

*"Destroyed by gunfire, it was rebuilt in 1929 by uninspired architects of the Office of Public Works."*

The image of the GPO below from the 1950 shows a roof much higher than the original. Warburton Whitelaw and Walsh writing in the year the GPO was completed said it was 3 storeys in height and: '223 feet in front, 150 feet in depth'. That is 68 metres facing onto O'Connell Street and 46 metres going back down Henry Street and Princes Street. Apart from the first two bays, the GPO buildings on Henry Street are 5 storeys in height including the mansard and they extend 100 metres along Henry Street and 115 metres down Princes Street. Historic maps confirm that the original plot size of the GPO was about half what it is at present.



Figure 12.11: O'Connell Street early 1950s.

After its restoration, the O'Connell Street again became the hub of the city, filled with new shops, hotels and cinemas. The cinemas included the Ambassador - in the 18<sup>th</sup> century Rotundo Assembly Rooms, the Savoy, the Carlton, the Metropole, and the Capitol, at the side of the Metropole. 'The Pillar' now became the terminus for busses not trams; the destination being an actual place and not a nebulous nowhere named 'An Lár'. The street bustled with activity. Buses and taxis huddled about the base of the Pillar. Moving neon signs glowed high on buildings. The flash bulbs of the many street photographers popped as they snapped passers by, hurriedly handing out a ticket in the hope of an order.

The new landscaping and paving of O'Connell Street arising from the O'Connell Street Integrated Area Plan 1998, has brought about some revitalisation of the street, but also changed its character considerably, creating a quite different sense of spatial enclosure. The 18<sup>th</sup> century Sackville Street was very different from the Victorian street. After most of that was destroyed, the new street of the 20<sup>th</sup> Century was different again. The recent reworking of the space within the street is yet one more reinvention.

12.3.2 Parnell Square



Figure 12.12: The Lying-in Hospital and the Assembly Rooms. Frontispiece from Volume 2 of Warburton Whitelaw and Walsh’s *History of the City of Dublin* 1818.

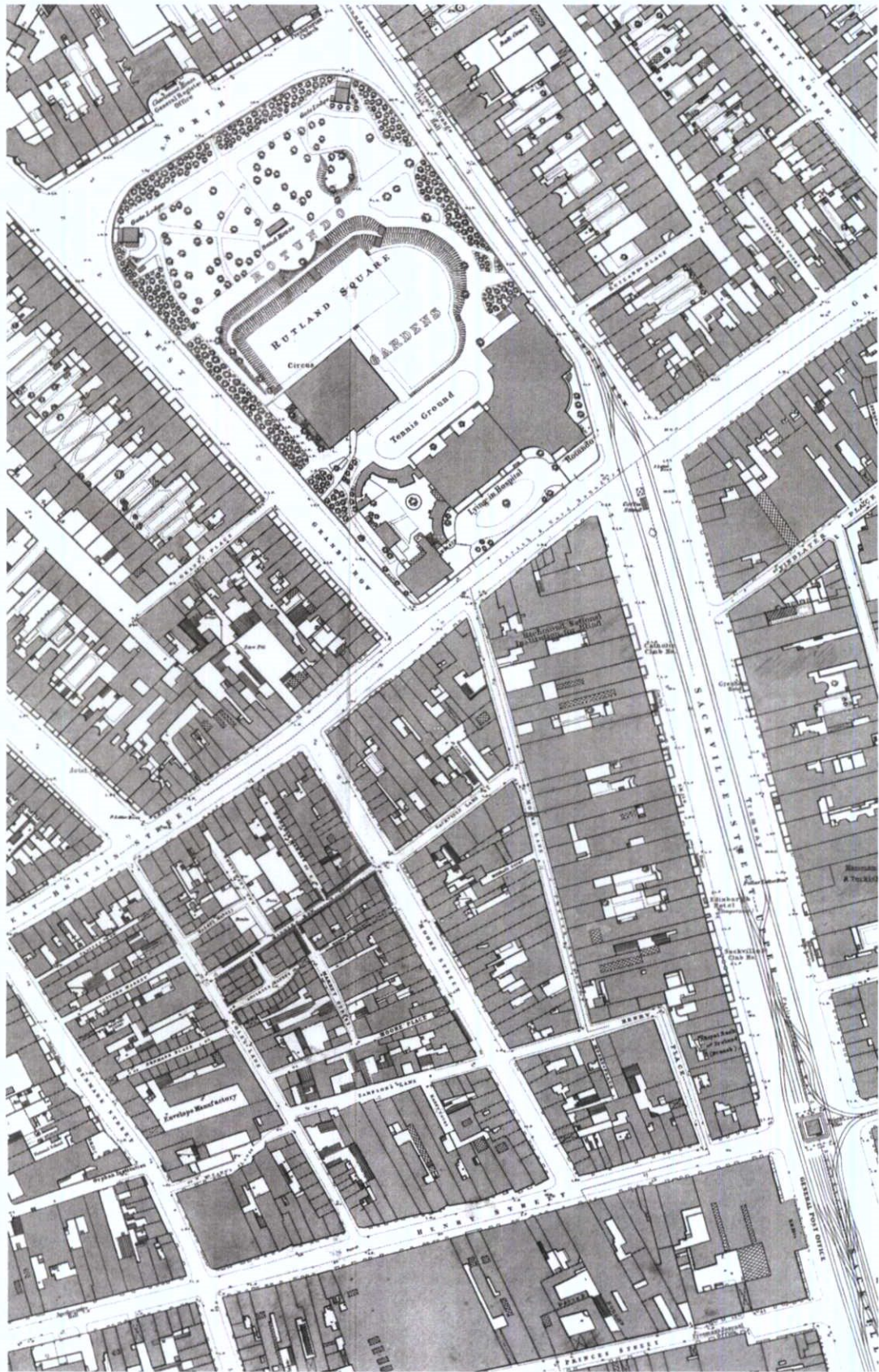


Figure 12.13: A contemporary illustration of patrons in the Rotundo Gardens, and an advertisement for the Assembly Rooms listing events for the 1791 season and the very considerable charges for entry.

Christine Casey in: *The Buildings of Ireland: Dublin*, describes the establishment of Rutland Square (now Parnell Square) and of the Rotunda Hospital, the Assembly Rooms and the Rotundo Gardens in the centre of the Square as follows: -

“Remove from the mind’s eye the ungainly cluster of C20 buildings and gardens that occupy its centre and replace them with a large central bowling green, lantern-lined walks, obelisks, a coffee room, and terracing rising towards a loggia and orchestra in the centre of the N side. The New Gardens were the brain-child of the young Dr Bartholomew Mosse, whose life’s ambition was the construction of a lying-in hospital for the poor of Dublin. In 1748 Mosse leased a four-acre rectangle, its S end facing Great Britain Street (now Parnell Street), its S E angle adjoining the N W corner of Sackville Street.... The New Gardens, designed by Robert Stevenson, were first illuminated in 1749. Subscriptions and entrance fees were used to fund the construction of a large Palladian hospital building across the S edge of the site. The success of the gardens resulted in the development of the surrounding lands. In 1753 Luke Gardiner began to set out plots on the E side, then known as Cavendish Street, later as Cavendish Row, Dr Mosse lived at No. 9.”

The gardens were eventually closed as a result of a campaign by the Society for the Discountenancing of Vice.

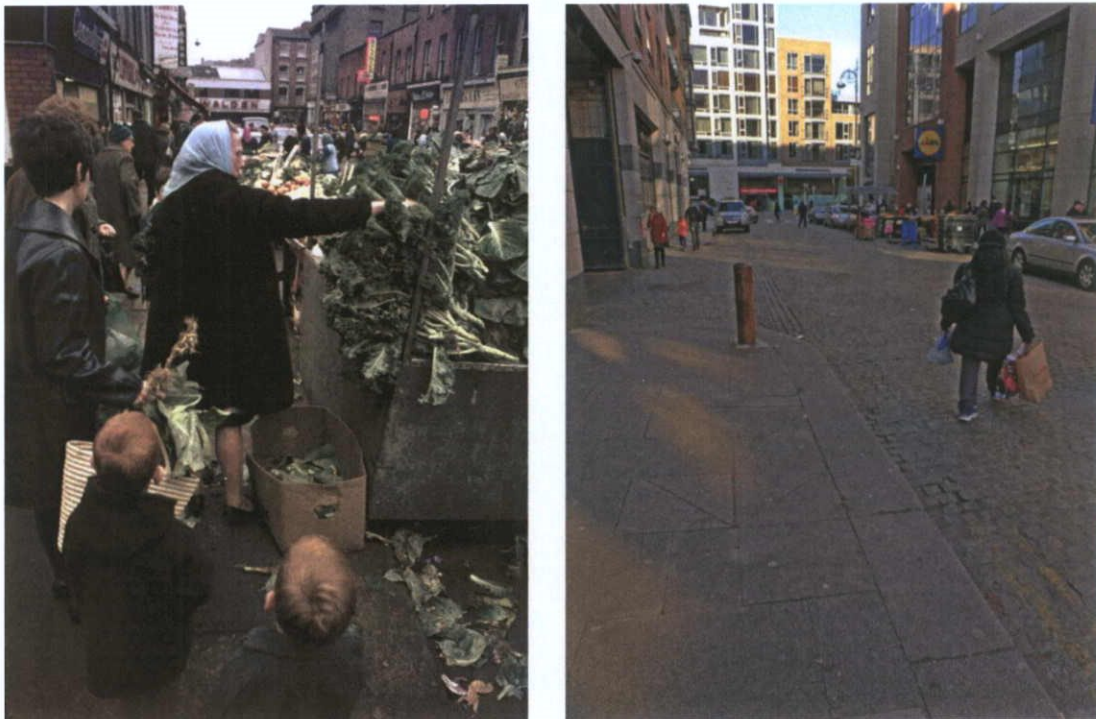


**Figure 12.14:** Extract from an Ordnance map of 1891. The Lying-in Hospital and the Rotundo Gardens are shown at the top of the map. Towards the bottom left-hand side of the map a densely packed area of markets is shown, bounded by Moore Street, Henry Street, Denmark Street and Great Britain Street (now Parnell St). The dark coloured striped areas on the map represent areas that are outdoor but covered.



### 12.3.3 Parnell Street, Moore Street and the Markets

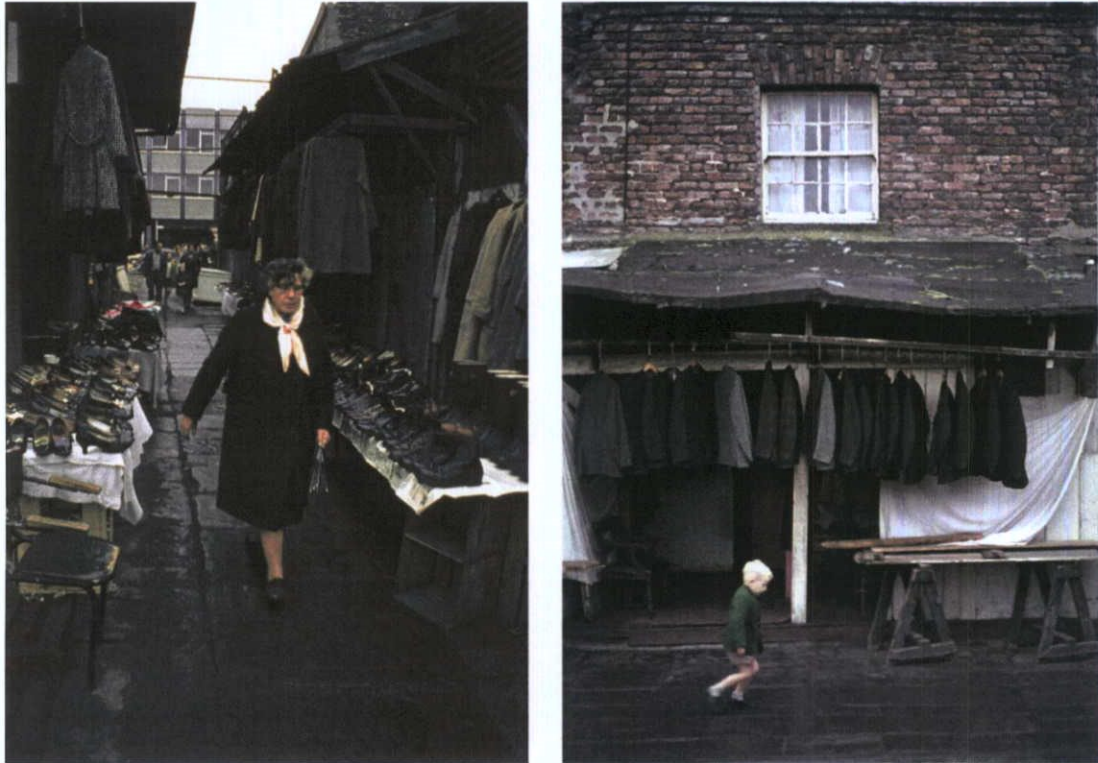
The 18<sup>th</sup> and 19<sup>th</sup> century maps of Parnell Street, formerly Great Britain Street, show the street lined with small buildings. Back gardens shown on Rocque's map are gone on the 1847 Ordnance map. On Rocque's map, Moore Street is shown as incomplete, with only a few buildings on its east side. By 1847, it is lined with small buildings and is at the centre of a cramped and crowded urban network. The 1847 map, and the later 1891 edition illustrated above, both show a dense network of streets, lanes and back courts, occupying the area south from Parnell Street to Henry Street and west of Moore Street as far as Denmark Street, containing probably hundreds of buildings. There was Coles Lane, Samson's Lane, McCann's Lane, Horseman's Row, Taaffe's Row and Riddle's Row; Rotundo Market, Anglesea Market, Mason's Market and Norfolk Market, Moore Street Market (which was off Moore Street); and many more. By the mid 20<sup>th</sup> century, this area had been almost entirely cleared, and what was left was an open area of untended ground on which there was an ad hoc open air market, a shanty town of sheds and huts, selling second hand clothes, shoes, furniture and household goods. This dishevelled market should not be confused with street trading along Moore Street, which was a separate and far more thriving enterprise. In the 1970s, the ILAC Centre was built over the site of the market and of the complex urban fabric that was there before; one building where well more than 100 had stood.



**Figure 12.15:** Two views near the north end of Moore Street taken from the same place and with the same lens. The view on the left is from October 1969, that on the right from October 2012. (Images Bill Hastings)

Warburton Whitelaw and Walsh describe the markets area west of Moore Street as they were in 1818: -

*“Rotunda market, or as it is now more generally called Norfolk market, from a bust of the Duke of Norfolk erected at one entrance, was originally a few mean and dirty stalls in Cole’s-lane. As it was situated, however, in the extensive and opulent parishes of Mary’s, Thomas, and George, and was the only market to supply the whole north-east side of the Liffey, it soon increased in size and consequence. It now has extended from Cole’s-lane to Denmark-street on one side, and to Moore-street and Great Britain-street, through which it is approached on the other, and become the rival of Ormond market, to which, however, it is yet much inferior. It is not flagged, the passages are confined and dirty, and though equal in extent, is by no means so in variety. The number of stalls occupied is 79.”*



**Figure 12.16:** Two images of Moore Street Market taken in October 1969. The view on the left looks north towards Moore Street. The modern building seen at the end of this view is No 22 Moore Street, which is still there and is included in Site 4. (Images Bill Hastings)



**Figure 12.17:** Extract from an Ordnance map of 1891 showing part of the markets area west of Moore Street. The two photographs above were taken in a narrow market alley called Moore Street market which is circled in red on the map above.

### 12.3.4 Henry Street

Henry Street is probably Ireland's busiest shopping street. Though it was largely spared the cavalry charges and shelling of 1916, it was not unscathed. The section between Moore Street and O'Connell Street was almost entirely destroyed. The changes in Henry Street have been more the result of commerce than national emergence. Rocque's map of 1756 shows Henry Street lined with small houses, each with its own back garden. The 1847 Ordnance map of the area also shows these many small houses, though most have lost their gardens. That map identifies 23 separate buildings on the south side of Henry Street between Moore Street and Liffey Street, and 20 on the north side. Henry Street is now the home of large department stores and shopping complexes; and the domestic scale it enjoyed in the 18th and 19th centuries is long gone.

## 12.4 CHARACTERISTICS OF PROPOSED DEVELOPMENT

### 12.4.1 Dublin Central Masterplan

The Dublin Central Project is a large mixed use project on a site comprises circa 2.17 Ha (c. 5.36 acres) and is bounded by Parnell Street, O'Rahilly Parade, O'Connell Street Upper, Henry Street, Moore Street, Henry Place and Moore Lane in Dublin 1. There have been previous planning applications and grants of permission for the subject site. A permission granted under DCC Reg. Ref. 2479/08, ABP Ref. PL29N.232347, for a mixed use retail, commemorative centre & residential development was extended under DCC Reg. Ref. 2479/08x1 until the 6 May 2022.

There is extensive ongoing development in the area of Dublin surrounding the subject site, and in addition to the extant permission on the Dublin Central Project site, there are a number of recent permissions that are of particular relevance to the emerging character of the area. There have been a number of large developments along Parnell Street in recent years and the south side of Parnell Street west of Moore Lane reads as a continuous wall of 6/7 storey development. The most recent addition to this wall is a proposed 9 storey hotel now under construction on the corner of the west side of Moore Lane and the south side of Parnell Street DCC Reg. Ref. 4352/18; ABP Ref. 303553-19 as amended by DCC Reg. Ref. 3393/19; ABP Ref. 305470-19. The parapet of this building is at 34.850 metres OD and the overall height is at 36.700 metres OD.

Other schemes approved but not yet under construction include the Parnell Square Cultural Quarter, a large and striking public building behind a terrace of restored Georgian houses on the north side of Parnell Square, the parapet of the public building being at 38.000 metres OD. On Middle Abbey Street / Williams Lane there is approval for the elevated Arnotts car park to be replaced with an hotel with an upper roof level of 33.750 metres OD. A little along the street a very large mixed use commercial and residential development above the Jervis Centre has recently been approved, with a parapet level of 45.900 metres OD and the top of the plant at 47.800 metres OD. Approved developments at Clery's and a hotel on Earl Place behind Clery's rise to 32.250 metres OD and 35.3 metres OD respectively.

A masterplan has been prepared for the entirety of the Dublin Central Project. This masterplan envisages that the project will be divided into 6 separate sites, with 4 separate firms of architects each preparing designs for one or more of the 6 sites. Site 1 is the most northerly site and has frontage on Parnell Street, Upper O'Connell Street and Moore Lane. Sites 2AB and 2C (collectively Site 2) are located between Upper O'Connell Street and Moore Lane with site 2AB being the most southerly and Site 2C the most northerly. No.61 O'Connell Street Upper is located immediately south east of Site 2, with frontage to O'Connell Street and connected to Henry Place to the rear (west). Site 3 is located on the east corner of Henry Street and Moore Street, and runs north and east as far as Henry Place. Site 4 is located between Moore Street and Moore Lane and is divided into two parts with one part located each side of the National Monument. Site 5 is has frontage on Moore Street, O'Rahilly Parade and Moore Lane.

The masterplan envisages the upgrading of Moore Lane and Henry Place and the creation of new public streets / lanes and new public spaces, so as to provide increased permeability from O'Connell Street to Moore Street and via a new lane directly from Henry Street north to Moore Lane. Mixed use developments are envisaged on all 6 sites with retail, cultural or café / restaurant uses at ground floor

level. A mixture of uses is envisaged for the upper levels on Site 1, including an hotel. Office use is envisaged for most of the upper levels on Site 2 and No.61 O'Connell Street Upper. The principal uses envisaged for the upper levels on Site 3 are residential and an hotel. Development on Site 4 rises only to 3 storeys and the envisaged upper floor use are mainly residential. The upper floor use envisaged for Site 5 is office.

The masterplan envisages and number of taller buildings. The masterplan indicates 3 buildings rising to above 30.000 metres OD and one building rising to over 40.000 metres OD. The three building proposed in the masterplan at over 30.000 metres OD are an office building at Site 2AB, an hotel at the back of Site 3 and an office building at Site 5. The building proposed at over 40.000 metres OD is an office building at Site 2C.

Sites 1, 2AB, and 2C are all on the eastern side of the overall masterplan site, between O'Connell Street and Moore Lane. An underground station for Metrolink is proposed by Transport Infrastructure Ireland (TII) to be located beneath these sites. Discussions between the Applicant and TII in relation to the provision of an underground station box are ongoing, and nearing completion.

The current planning applications relates to Sites 2AB and 2C (collectively Site 2) and No.61 O'Connell Street Upper, on the O'Connell Street eastern side of the overall Dublin Central masterplan site. This assessment of landscape and visual effects covers the Proposed Developments on Site 2(2AB and 2C) and No.61 O'Connell Street Upper.

Planning applications for the Proposed Development on Sites 3, 4 and 5 were lodged at the end of May 2021, Register References 2861/21, 2862/21 and 2863/21 respectively. Dublin City Council issued its notifications of decisions to grant permission for the Proposed Development at Site 3 and Site 4, subject to conditions. These decisions are currently subject of appeals to An Bord Pleanála. A request for Clarification of Further Information in relation to the planning application for Site 5 (2863/21) was issued by Dublin City Council on the 12 January 2022. An extension of the appropriate 6 month period for the Further Response was extended to 3 May 2022 for Site 5, and the Applicant's response is pending.

A full assessment of the landscape and visual effects of development proposed on Site 1, will accompany the planning application for that Site. It will not be possible to undertake this assessment on Site 1 until the design of the buildings proposed on this site is finalised. However, this chapter does include a preliminary overview of the potential landscape and visual effects likely to be associated with Proposed Development on Site 1.

There is ongoing refinement of the masterplan in response to discussions with the planning authority in relation to all 6 sites that fall within the masterplan area. The masterplan is not part of the current application. Therefore, although this assessment has had regard to the masterplan as a useful and informative background document, this assessment does not include a full assessment of the landscape and visual effects of the masterplan itself. The masterplan envisages a new high quality public realm including the development of new streets, lanes and public spaces and the upgrading of Moore Lane and Henry Place. Parts of the proposed new public realm fall within the sites being assessed in this chapter – Sites 2AB and 2C. So does the upgrading of one side of Moore Lane and Henry place.

It is not really meaningful to carry out a landscape and visual assessment of half a public space. It would be like digging half a hole and not a whole hole. So this chapter includes a preliminary overview of the potential landscape and visual effects likely to be associated with the masterplan, and of the ambition of the masterplan in relation to public realm and permeability in particular.

#### **12.4.2 Proposed Development – Site 2 & No. 61 O'Connell Street Upper**

Sites 2AB and 2C (collectively Site 2) and No. 61 O'Connell Street Upper lie between O'Connell Street and Moore Lane. Both sites have frontages on O'Connell Street. Site 2 and No. 61 O'Connell Street Upper are bounded: to the east by O'Connell Street Upper, to the south by Henry Place and No. 62 O'Connell Street Upper, to the west by Moore Lane, and to the north by No. 42 O'Connell Street

Upper. The existing buildings at Nos. 59 – 60 O'Connell Street are excluded from the masterplan and the application sites.

The façades of Sites 2AB and 2C run continuously along the west side of Upper O'Connell Street from No 43 to No 58. As noted, No. 59 – 60 is not part of the development, but lands at the rear of that property at the junction of Henry Place and Moore Lane are included as part of Site 2AB. No 61. is located immediately to the south east of Site 2AB. The 'upper floor façades' of Nos 43, 44, 52 – 54, 57, 58, and 61 Upper O'Connell Street are listed in the Record of Protected Structures.

The proposed buildings on Sites 2AB and 2C range in height from 2 to 7 storeys. No.61 is an existing 4 storey over basement building. These buildings are proposed to have a mixture of uses on the ground floor. These uses include 6 café / restaurant units, 8 retail units of various sizes, lobby areas providing access to upper floors, service areas, and areas providing access to or otherwise connected with a future Metrolink station that is to be constructed beneath Sites 2AB and 2C. Almost all of the upper floors of Sites 2AB and 2C are proposed as office use. The upper floors of No.61 O'Connell Street Upper are proposed for residential reuse.

A new street is proposed to traverse between Site 2AB and 2C, running east west from O'Connell Street to Moore Lane, and connecting at its west end to a new Public Plaza that forms part of Sites 4 and 5 and lies between Moore Lane and Moore Street. A smaller Public Plaza is proposed at the south west corner of Site 2AB, at the junction of Moore Lane and Henry Place. It is proposed to refurbish the former 'Reading Room', which stands at the centre of this smaller plaza. It is also proposed to refurbish No 61 Upper O'Connell Street and to provide a controlled New Pedestrian Link through part of the ground floor of No 61, connecting O'Connell Street Upper and Henry Place.

The proposed main building on Site 2AB rises to 6 floors plus a plant level. The building steps back progressively from the existing parapet level on O'Connell Street with terraces at 4<sup>th</sup> and 5<sup>th</sup> floor levels. The main parapet level of the building is at 30.525 metres OD with the parapet of the plant level at 33.325. This compares to the parapet of the existing Carlton Façade which is at some 21.900 OD. The main building on Site 2AB has a large atrium at the south side of the building with a full height south facing glazed wall. There is a second atrium proposed in the northern section of the building. The proposed building includes a two storey café / restaurant space at first and second floor level behind the upper glazed part of the Carlton Façade. There was a restaurant at this location when the Carlton Cinema was in full operation.

The proposed building on Site 2C rises to 8 stories plus a plant level. The building steps well back from O'Connell Street in a series of terraces. Some of these terraces are green roofs with maintenance only access, while others, like those at 4<sup>th</sup> and 6<sup>th</sup> floor levels, are proposed as accessible to users of the building. The tallest element of the building is at its north west corner, and it is this element that has the largest plant area at roof level. This element of the building is set back some 27.8 metres from O'Connell Street, but is not set back from Moore Lane. The parapet of this tallest element is at 42.450 metres OD, which compares to a parapet height of some 22.3 metres OD directly in front of this tallest part of the building.

A full project description is provided in Chapter 3: Description of Proposed Development.

## **12.5 POTENTIAL IMPACTS & VISUAL EFFECTS**

### **12.5.1 Dublin Central Masterplan**

Certain aspects of the masterplan will be refined on foot of the notification of grant of permission issued by Dublin City Council in relation development at Sites 3 and 4, in the event that the Board upholds these decisions. Site 5 is subject of clarification of further information regarding sunlight-daylight effects, and Site 1 remains subject of the masterplan and is not part of the current application. Therefore, although this assessment has had regard to the masterplan as a useful and informative background document, this assessment does not include a full assessment of the landscape and visual effects of the masterplan.

The Proposed Development is intended, as indicated by the masterplan for the Dublin Central Project, to provide a range of publicly accessible facilities including new public streets and spaces. The Masterplan includes proposals to provide for improvements along Moore Lane and part of Henry Place, a new street from O'Connell Street to Moore Lane, a pedestrian link through the ground floor at No.61 O'Connell Street Upper, and the creation of two new public spaces, with the larger public space at the west end of the new street and the smaller space at the junction of Moore Lane and Henry Place. The north-south section of Henry Place and O'Rahilly Parade are proposed as remaining as service lanes.

There is a clear intention to provide a new and vibrant public realm. At present, Moore Lane, O'Rahilly Parade and Henry Place are underutilised and hostile to pedestrians and cyclists due to lack of active street frontage, public paths and car dominance. The creation of new safe public thoroughfares and public spaces will be welcomed by most observers, the safety and amenity of these spaces being perhaps the most important factors influencing people's perception. A positive reaction by the public to what is being provided will tend to influence positively public reaction to the landscape and visual character of the development.

It is further noted that the existing Moore Lane, O'Rahilly Parade and Henry Place form a poor quality setting for the many buildings of historic and heritage importance located on and near these lanes. Accommodating a hodge podge of historic buildings interspersed with modern low quality industrial buildings and high walls topped with barbed wire, Moore Lane and Henry Place run along the boundary to the O'Connell Street Architectural Conservation Area. The creation of new, high quality public spaces will afford an opportunity to both improve outlook from heritage buildings and appreciation of those buildings by members of the public.

The site of the Dublin Central Project has been underutilised and semi derelict for some years, and there is a considerable potential for the Dublin Central Project to bring new life to the area. The ambition of the masterplan to provide a new high quality public realm including the development of new streets, lanes and public spaces and the upgrading of Moore Lane and Henry Place will be widely welcomed and are likely to give rise to very positive landscape and visual effects. The development of a future Metrolink station, by others, below the eastern side of the Dublin Central Project will also bring new life and intensity to the area. Although the new station entrances are not likely to have a major visual presence, their existence and the pedestrian traffic associated with them will have an important positive impact on the landscape and visual character of the surrounding urban area.

Some members of the public are likely to regard landscape and visual effects associated with the Dublin Central Project as significantly positive, others significantly negative. The strong character of what is proposed is unlikely to evoke neutral response. Because of the extent of new public facilities and space proposed and because of the quality and innovative nature of the design, it is thought that the public reaction to the visual character of what is proposed is likely to be positive, on balance. The visual effects of the proposed new development will be permanent, but the extent of these visual effects is likely to reduce over time, and as other developments in the surrounding area are built.

## **12.5.2 Proposed Development – Site 2 & No. 61 O'Connell Street Upper**

### **12.5.2.1 Potential Visibility of the Proposed Development**

ARC Consultants have carried out an analysis of the potential visibility from the surrounding urban area of Proposed Development on Site 2 and at No.61 O'Connell Street Upper. As part of this analysis, ARC carried out modelling analysis of the potential visibility of buildings on these sites from 20 view locations in the surrounding area.

From 4 of the locations analysed ARC found that there was no potential for buildings on Sites 2AB and 2C to be visible. No.61 is an existing building, proposed to be refurbished for reuse, and is similarly not visible. These included view locations at Moore Street, Henry Street, Parnell Street West and North Earl Street.

Site 2 and No.61 are on Upper O'Connell Street and also face onto Moore Lane and Henry Place. Proposed development on these sites will, therefore, be openly visible along the O'Connell Street axis,

with visibility reducing with distance. Development on Site 2C will be visible from parts of the Cathal Brugha Street / Sean MC Dermot Street axis. Development on Sites 2AB and 2C will be visible from Parnell Square West and North West. No.61 is an existing building, proposed to be refurbished for reuse, and its visibility does not change.

From Parnell Square North there is only very limited potential for the development to be visible. Part of the Proposed Development on Sites 2AB and 2C will be visible looking into O'Rahilly Parade from Moore Street, but otherwise visibility from Moore Street will be very limited. The rear of No. 61, including the new ground floor pedestrian link will be visible from Moore Lane and Henry Place.

### 12.5.2.2 Sensitivity and Visual Capacity of the Surrounding Urban Environment

As has been noted above, the character of the surrounding urban area has changed repeatedly in the past, and is subject to continuous ongoing change. More than two thirds of the buildings then standing on O'Connell Street were lost as a result of the insurrection in 1916 and the later Civil War. A significant number of the buildings on the O'Connell Street frontage of the site of the Dublin Central Project date from the late 1920s onwards and some date from much later in the 20<sup>th</sup> century.

As also noted above, some recent approved development in the area is very large in scale, including developments on O'Connell Street, Parnell Square, Parnell Street, Henry Street and Abbey Street. The scale and height of the approved development at the Jervis Centre, some 230 metres from the Dublin Central site, is much greater and much taller than anything proposed as part of the Dublin Central Project. The developments along Parnell Street West, taken together, are far greater in extent than the whole of the Dublin Central Project.

The existence of very large and extensive developments and approvals in the area indicates that the area has a high capacity to absorb development.

O'Connell Street is both a Conservation Area and an Architectural Conservation Area. There is a National Monument at Nos. 14 to 17 Moore Street. Both O'Connell Street and Moore Street are historically significant, which suggests high visual sensitivity. But this historical significance has not prevented large scale development on these streets.

O'Connell Street was a battlefield both during the insurrection of 1916 and during the Civil War, the centre of the cauldron from which the Irish Nation began to emerge. That having been said, few observers are likely to regard O'Connell Street, Henry Street or Moore Street as a museum dedicated to past struggles, and it is the current uses and facilities that these streets provide that is, and is likely to remain into the future, the main focus of public interest.

In the imagination of Dubliners, Moore Street is a market, and market activity is the overwhelming visual experience of the street. If you were to ask Dubliners to describe the buildings that make the walls of the street and so contain the market, most could not. It is the activity in the space that matters, not the space itself. Given this context, the visual sensitivity of Moore Street to changes in the buildings that line its east side is much less than might be the case for other streets in the centre of our Capital City.

Four houses in the centre of the east side of Moore Street are listed, since 2007 as a National Monument and, as it says in the official Scope Note:

*'Numbers 14 -17 Moore Street are subject to a preservation order made under the National Monuments Acts 1930 to 2014 (PO no. 1/2007)'*

The existence of an National Monument in their midst probably doesn't register much in the day-to-day visual consciousness of the Moore Street stall holders or their customers. But the Monument does have a visual presence. The Scope Note says:

*'The buildings at nos. 14 -17 Moore Street date from the mid-eighteenth century. The façades of all four buildings were rebuilt in the 19th century and they survive as a distinct and recognisable group in the streetscape.'*

Any development, therefore, that might change the setting of Numbers 14 to 17 Moore Street has the potential to give rise to landscape and visual effects as might be perceived by some observers, but not by all.

### 12.5.2.3 Potential Landscape and Visual Effects of the Proposed Development

The extent of potential landscape and visual effects of the Proposed Development on Site 2 and No.61 O'Connell Street Upper, as perceived from locations in the surrounding area, is tabled below. The development is unlikely to be visible at all from large sections of the city. The locations tabled below are representative of location from which mapping analysis suggested that the development might be visible. This table of the extent of potential landscape and visual effects does not address the issue of the character of effects, whether positive, negative or neutral. As is noted above, for each observer the character of effects is likely to depend, in large measure, on the extent to which they regard the development as socially or culturally acceptable.

Since development on Site 2 and No.61 O'Connell Street Upper has been found by modelling analysis not to be visible from 4 of the representative locations tabled below, these locations being at Parnell Street West, Henry Street West, North Earl Street and locations in the centre of Moore Street near the National Monument, the potential landscape and visual effects at these locations arising from the existence of Proposed Development on Site 2 and No.61 O'Connell Street Upper is none.

From Parnell Square the potential landscape and visual effects are likely to range from 'slight' to 'moderate'. Along the O'Connell Street axis the potential landscape and visual effects arising from Proposed Development on Site 2 and No.61 O'Connell Street Upper are likely to range from 'slight' to 'significant', becoming 'slight' to 'moderate' at locations south of the GPO. From the Cathal Brugha Street – Sean Mc Dermott Street axis potential landscape and visual effects are likely to range from 'slight' to 'significant', depending on distance.

The greatest changes likely to arise from the existence of Proposed Developments on Site 2 and No.61 O'Connell Street Upper, and consequently the greatest potential for landscape and visual effects, will be on O'Connell Street between Parnell Street and Henry Street - North Earl Street.

On O'Connell Street it is proposed that the protected 'upper floor façades' of Nos 43, 44, 52-54, 57, 58, and 61 Upper O'Connell Street will be retained and restored. No 52-54 is the façade of the former Carlton Cinema. The stone façade of No 45, which is not protected, will also be retained and restored. New façades are proposed where there are currently empty sites or to replace existing late 20<sup>th</sup> century façades. This occurs either side of the Carlton Façade and between No 45 and the proposed new east west street. The height of the proposed new O'Connell Street façades are proposed as being close to those of the retained façades. The retention and refurbishment of existing façades and the introduction of new façades are likely to be seen by most observers as having a positive impact on the character of O'Connell Street. The refurbishment of upper floors of existing No.61 O'Connell Street Upper, for residential use, is similarly likely to be seen as a positive impact.

Above the existing O'Connell Street parapet line, the higher elements of development proposed on Site 2 are proposed as stepping back from the O'Connell Street façade in terraces. The upper parapet of development on Site 2AB is proposed at 33.325 metres OD, which is some 11.4 metres higher than the parapet of the existing Carlton Façade which is at some 21.900 OD. On Site 2C upper parapet of highest part of the main building is proposed at 42.450 metres OD, which is some 20.1 metres higher than the parapet of the existing façade of No 43 which is at some 22.320 OD.

The proposed changes in scale, colour and material brought about on O'Connell Street by the existence of the Proposed Development on Sites 2AB and 2C are likely to give rise to 'moderate to significant' landscape and visual effects as perceived by observers; that is if those observers take the time to look up from the bustle of the street.

On Moore Lane, fewer set back terraces are proposed and most sections of the façades of the development on Sites 2AB and 2C rise to their full height directly along the east side of the Lane. In the case of development on Site 2AB, the parapet along the lane rises to 30.525 metres OD, some 25.5 metres over the lane level of 5.015 metres OD. The parapet development on Site 2C, rises above



the east side of Moore Lane to 42.450 metres OD, some 37.2 metres over the lane level of 5.290 metres OD.

Overall the landscape and visual effects likely to arise from the existence of the development proposed on Sites 2AB and 2C are assessed as being 'moderate' to 'significant', reducing to 'slight' in extent at locations that are at some distance for the Proposed Development. There are many locations in the centre of Dublin, even locations quite close to Sites 2AB and 2C, from which development on these sites will not be visible at all, and, therefore, no landscape and visual effects will arise.

No additional height is proposed at No.61 O'Connell Street Upper. The evident change will be the creation of a pedestrian link through the ground floor, linking O'Connell Street to Henry Place.

#### 12.5.2.4 Sites 1, 3, 4 and 5

Planning applications for the Proposed Development on Sites 3, 4 and 5 were lodged at the end of May 2021, Register References 2861/21, 2862/21 and 2863/21 respectively. A full assessment of the landscape and visual impacts of developments proposed on Sites 3, 4 and 5 was included in Chapter 12 of the Environmental Impact Assessment Report that accompanied the planning applications for these three sites. Dublin City Council issued its notifications of decisions to grant permission for the Proposed Development at Site 3 and Site 4, subject to conditions. These decisions are currently subject of appeals to An Bord Pleanála. A request for Clarification of Further Information in relation to the planning application for Site 5 (2863/21) was issued by Dublin City Council on the 12<sup>th</sup> of January 2022. An extension of the appropriate 6 month period for the Further Response was extended to 3 May 2022 for Site 5, and the Applicant's response is pending.

A full assessment of the landscape and visual effects of development proposed on Site 1, will accompany the planning application for that Site. It will not be possible to undertake this assessment on Site 1 until the design of the buildings proposed on this site is finalised.

Site 1 is bounded by Upper O'Connell Street to the east, by Parnell Street to the North, by Moore Lane to the west and by Site 2C to the south. It is expected that development on Site 1 will be visible from the north end of O'Connell Street, from Cathal Brugha Street and to a lesser extent from Sean McDermott Street, from Parnell Street, from Parnell Square West and perhaps from Parnell Square North, and from Moore Lane. There is likely to be some visibility of development on Site 1 from other nearby locations. If the extent of the development finally proposed on Site 1 is no greater than that suggested in the masterplan, then the extent of potential landscape and visual effects likely to arise from the existence of that development would range from 'slight' to 'moderate'. There is the potential for the extent of landscape and visual effects to be considered 'significant' by some observers when viewed from locations very close to Site 1.

#### 12.5.2.5 Construction Stage

The extent of visual impact of the development on Site 2 and No. 61 O'Connell Street during the construction phase is likely to be similar to that for the operational phase, as tabled below. The character of visual impacts during the construction phase is likely to be wholly negative at first, becoming neutral to positive as work proceeds and the new buildings and structures become apparent.

#### 12.5.2.6 Operational Stage

This table of landscape and visual effects below refers to the operational phase of the development on Site 2 and No. 61 O'Connell Street Upper, when construction is complete and the buildings are in use.

Viewpoint	Distance	Extent of Effects
1. Parnell Square North West	270m	Moderate
2. Parnell Square North	280m	Imperceptible to Slight
3. O'Connell Street at the Parnell Monument	100m	Moderate to Significant
4. O'Connell Street at Cathal Brugha Street	40m	Moderate to Significant
4a. O'Connell Street at the Carlton	40m	Moderate to Significant
5. Cathal Brugha Street near O'Connell Street	60m	Moderate to Significant
5a. Cathal Brugha Street	150m	Moderate to Significant
6. O'Connell Street at the GPO	120m	Moderate
7. O'Connell Street at Abbey Street	200m	Slight to Moderate
8. O'Connell Bridge	360m	Moderate
9. Cavendish Row	120m	Moderate
10. Parnell Square West	95m	Moderate
11. Moore Street looking into O'Rahilly Parade	80m	Moderate
12. Moore St looking towards the National Monument	65m	None
12a. Moore St looking into Henry Place	65m	Slight
13. Henry Street at Liffey Street	245m	None
14. Parnell Street at Dominick Street	195m	None
15. Sean McDermott Street at Gardiner Street	400m	Slight to Moderate
16. Marlborough Street at North Earl Street	240m	None

It should be noted in relation to the table above that contextual development on Sites 4 and 5 (per separate planning application proposals) is unlikely to be visible from O'Connell Street or locations to the east of O'Connell Street. Therefore, landscape and visual effects from these locations, as tabled above, relate to the contextual existence of development at Site 3 alone.

#### 12.5.2.7 View by View Description of Potential Landscape and Visual Effects

In the views described below, when the Proposed Development is concealed behind intervening obstacles the hidden location of the development is represented by a red line.

**View 1. Parnell Square North West:** This view looks south from the west end of Parness Square North. Parts of the top two floors and plant level of the Proposed Developments on Site 2C are visible in the middle distance in the centre of the view, seen behind trees and buildings of the Rotunda Hospital, and behind the 9 storey hotel now under construction on the corner of the west side of Moore Lane and the south side of Parnell Street - DCC Reg. Ref. 4352/18; ABP Ref. 303553-19 as amended by DCC Reg. Ref. 3393/19; ABP Ref. 305470-19. If completed as approved, this hotel will be fully two storeys taller than Jury's Inn. This new hotel will, therefore, be relatively prominent in the view. The visible parts of the Proposed Development on Site 2C are a comparatively small element in the view. The potential landscape and visual effects likely to arise at this view location from the existence of Proposed Development on Site 2C is assessed as 'moderate'. Telecoms equipment will be just discernible in this view above buildings on Site 2C but will not give rise to any change in the extent of assessed landscape and visual effects.

**View 2. Parnell Square North:** This view looks south from near the east end of Parnell Square North. A small part of the plant level of the Proposed Developments on Site 2C can be seen through trees in the Garden of Remembrance and above and behind a building that is part of the Rotunda Hospital. The remainder of the Proposed Development on Sites 2AB, 2C and No.61 O'Connell Street Upper are not visible from this location. The potential landscape and visual effects likely to arise at this view

location from the existence of Proposed Developments on Sites 2AB, 2C and No.61 O'Connell Street Upper are assessed as 'Imperceptible' to 'slight'.

**View 3. O'Connell Street at the Parnell Monument:** This view looks south west from the eastern pavement at the junction of O'Connell Street and Cavendish Row. The Parnell Monument is in the centre foreground of the view. Upper parts of the Proposed Developments on Sites 2AB and 2C are visible in the centre of the view seen above and behind buildings and trees on the west side of O'Connell Street. The existence of development on Sites 2AB and 2C will result in a significant change in the visual character of O'Connell Street when observed from this view location. However, given the considerable extent of new development in the area, existing, under construction and approved, some observers may regard the Proposed Development as being consistent with existing and emerging trends. The potential landscape and visual effects likely to arise at this view location from the existence of Proposed Developments on Sites 2AB and 2C are assessed as 'moderate' to 'significant'. No.61 O'Connell Street Upper is not visible in this view.

At No.61 O'Connell Street Upper, the evident change will be the creation of a pedestrian link through the ground floor, linking O'Connell Street to Henry Place.

**View 4. O'Connell Street at Cathal Brugha Street:** This view looks south west from the eastern pavement of O'Connell Street at the north side of the junction of Cathal Brugha Street and O'Connell Street. This view is based on a photograph taken in winter conditions. The Proposed Developments on Sites 2AB, 2C and No.61 O'Connell Street Upper are seen openly on the west side of O'Connell Street and occupy a large part of the view. New façades can be seen where there are currently empty sites and where existing late 20<sup>th</sup> buildings are proposed to be replaced. At No.61 O'Connell Street Upper, the change will be the creation of a pedestrian link through the ground floor, linking O'Connell Street to Henry Place, but this is imperceptible in View 4. In summer conditions when the street trees are in leaf, most of the Proposed Development up to the parapet level of the O'Connell Street façades will be concealed from view by street trees on the west side of O'Connell Street. The upper set back parts of the development will remain in view. The existence of development on Sites 2AB and 2C will result in a significant change in the visual character of O'Connell Street when observed from this view location. The retention and refurbishment of existing façades and the introduction of new façades are likely to be seen by most observers as having a positive impact on the character of O'Connell Street. Given the considerable extent of new development in the area, existing, under construction and approved, some observers may regard the Proposed Development as being consistent with existing and emerging trends. The potential landscape and visual effects likely to arise at this view location from the existence of Proposed Developments on Sites 2AB and 2C are assessed as 'moderate' to 'significant'.

**View 4a. O'Connell Street at The Carlton:** This view looks south west from the eastern pavement of O'Connell Street a little to the north of the former Carlton Cinema. This view is based on a photograph taken in summer conditions. The Proposed Developments on Site 2AB is seen behind trees on the west side of O'Connell Street and occupies a large part of the view. New façades can be seen on both sides of the retained Carlton façade, where there are currently empty sites and where existing late 20<sup>th</sup> buildings are proposed to be replaced. Substantial parts of the Proposed Development up to the parapet level of the O'Connell Street façades are concealed from view by street trees on the west side of O'Connell Street. The upper set back parts of the development remain in view. The existence of development on Sites 2AB and 2C will result in a significant change in the visual character of O'Connell Street when observed from this view location. The retention and refurbishment of existing façades and the introduction of new façades and the new pedestrian link through No 61 Upper O'Connell Street Upper are likely to be seen by most observers as having a positive impact on the character of O'Connell Street. Given the considerable extent of new development in the area, existing, under construction and approved, some observers may regard the Proposed Development as being consistent with existing and emerging trends. The potential landscape and visual effects likely to arise at this view location from the existence of Proposed Developments on 2AB, 2C and No.61 O'Connell Street Upper are assessed as 'moderate' to 'significant'.

**View 5. Cathal Brugha Street near O'Connell Street:** This view looks west from within Cathal Brugha Street out onto O'Connell Street. This view is based on a photograph taken in winter conditions. The Proposed Development on Site 2C is seen openly on the west side of O'Connell Street and occupies

the left half of the view. A new façade can be seen on the extreme left hand side of the view replacing an existing late 20<sup>th</sup> building. The façades of Nos. 43, 44 and 45 Upper O'Connell Street are retained. In summer conditions when the street trees are in leaf, most of the Proposed Development up to the parapet level of the O'Connell Street façades will be concealed from view by street trees on the west side of O'Connell Street. The upper set back parts of the development will remain in view. The existence of development on Site 2C will result in a significant change in the visual character of O'Connell Street when observed from this view location. The retention and refurbishment of existing façades and the introduction of new façades are likely to be seen by most observers as having a positive impact on the character of O'Connell Street. Given the considerable extent of new development in the area, existing, under construction and approved, some observers may regard the Proposed Development as being consistent with existing and emerging trends. The potential landscape and visual effects likely to arise at this view location from the existence of Proposed Development on Site 2C are assessed as 'moderate' to 'significant'.

**View 5a. Cathal Brugha Street:** This view looks west from near the east end of Cathal Brugha Street out onto O'Connell Street. This view is based on a photograph taken in summer conditions. The Proposed Developments on Site 2C is seen on the west side of O'Connell Street in the centre of the view. Most of the Proposed Development up to the parapet level of the O'Connell Street façades is concealed from view by street trees on the west side of O'Connell Street. The existence of development on Site 2C will result in a significant change in the visual character of O'Connell Street when observed from this view location. The retention and refurbishment of existing façades is likely to be seen by most observers as having a positive impact on the character of O'Connell Street. Given the considerable extent of new development in the area, existing, under construction and approved, some observers may regard the Proposed Development as being consistent with existing and emerging trends. The potential landscape and visual effects likely to arise at this view location from the existence of Proposed Development on Site 2C are assessed as 'moderate' to 'significant'.

**View 6a. O'Connell Street at the GPO:** This view looks north west from the eastern side of O'Connell Street opposite the GPO. This view is based on a photograph taken in winter conditions. Upper parts of the Proposed Developments on Sites 2AB and 2C are visible in the centre of the view. The lower parts of the Proposed Development are concealed by winter trees on the west side of Upper O'Connell Street. The Proposed Development is a relatively minor but clearly noticeable element in the view. The proposed creation of a pedestrian link through the ground floor of No.61 O'Connell Street Upper is imperceptible. The existence of development on Sites 2AB and 2C will result in a significant change in the visual character of O'Connell Street when observed from this view location. Given the considerable extent of new development in the area, existing, under construction and approved, some observers may regard the Proposed Development as being consistent with existing and emerging trends. The potential landscape and visual effects likely to arise at this view location from the existence of Proposed Development on Sites 2AB and 2C are assessed as 'moderate'.

**View 7. O'Connell Street at Abbey Street:** This view looks north west from the eastern pavement of O'Connell Street on the south side of the junction of Lower Abbey Street with O'Connell Street. This view is based on a photograph taken in summer conditions. The proposed creation of a pedestrian link through the ground floor of No.61 O'Connell Street Upper is imperceptible. Upper parts of the Proposed Developments on Sites 2AB and 2C are visible in the middle distance in the centre of the view. The Proposed Development is a minor but noticeable element in the view. The existence of development on Sites 2AB and 2C will result in a change in the visual character of O'Connell Street when observed from this view location. However, in the context of the bustle of activity on O'Connell Street, only a limited number of observers are likely to notice the development from this distance. Given the considerable extent of new development in the area, existing, under construction and approved, some observers may regard the Proposed Development as being consistent with existing and emerging trends. The potential landscape and visual effects likely to arise at this view location from the existence of Proposed Development on Sites 2AB and 2C are assessed as 'slight' to 'moderate'. Telecoms equipment will be just discernible in this view above buildings on Site 2C but will not give rise to any change in the extent of assessed landscape and visual effects.

**View 8. O'Connell Bridge:** This view looks north west from a traffic island on the south side of Burgh Quay at its junction with O'Connell Bridge and D'Olier Street. This view is based on a photograph taken in summer conditions. The proposed creation of a pedestrian link through the ground floor of No.61

O'Connell Street Upper is imperceptible. Upper parts of the Proposed Developments on Sites 2AB and 2C are visible in the distance in the centre of the view, seen above and beside the portico of the GPO. The Proposed Development is a minor but noticeable element in the view. The existence of development on Sites 2AB and 2C will result in a change in the visual character of O'Connell Street when observed from this view location. However, in the context of the bustle of activity on O'Connell Street and O'Connell Bridge, only a limited number of observers are likely to notice the development from this distance. Given the considerable extent of new development in the area, existing, under construction and approved, some observers may regard the Proposed Development as being consistent with existing and emerging trends. The potential landscape and visual effects likely to arise at this view location from the existence of Proposed Development on Sites 2AB and 2C are assessed as 'moderate'. Telecoms equipment will be just discernible in this view above buildings on Site 2C but will not give rise to any change in the extent of assessed landscape and visual effects.

**View 9. Cavendish Row:** This view looks south from the eastern pavement of Cavendish Row across the street from the Gate Theatre. This view is based on a photograph taken in winter conditions. The proposed creation of a pedestrian link through the ground floor of No.61 O'Connell Street Upper is imperceptible. Upper parts of the Proposed Developments on Sites 2AB and 2C are visible to the right of the view, seen above and behind the Rotunda, a building on western corner of Upper O'Connell Street and Parnell Street, and No. 24 Upper O'Connell Street. The Proposed Development at Site 2AB and 2C is clearly visible in the view, but is not the focus of the view. The existence of development on Site 2 will result in a change in the visual character of O'Connell Street when observed from this view location. However, other buildings are more prominent in the view, such as the Rotunda and the light grey modern building on the corner of Upper O'Connell Street and Cathal Brugha Street. Given the considerable extent of new development in the area, existing, under construction and approved, some observers may regard the Proposed Development as being consistent with existing and emerging trends. The potential landscape and visual effects likely to arise at this view location from the existence of Proposed Development on Sites 2AB and 2C are assessed as 'moderate'.

**View 10. Parnell Square West:** This view looks south from the western pavement of Parnell Square West, opposite the Parnell Square entrance to the Rotunda Hospital. Buildings that form part of the Rotunda Hospital occupy the left hand side of the view. Jury's Inn and the new hotel under construction beside it are to the right of the view. This view is based on a photograph taken in summer conditions, but there are no trees in the view that would affect the visibility of the Proposed Development. In the view as proposed the tallest element of the Proposed Development on Site 2C is seen above and behind the hotel under construction. Parts of lower elements of the development on Site 2C are also visible. The Proposed Development is clearly visible in the view. The existence of development on Sites 2AB and 2C will result in some change in the visual character of Parnell Street and Parnell Square West when observed from this view location. However, other buildings are more prominent in the view. The potential landscape and visual effects likely to arise at this view location from the existence of Proposed Development on Sites 2AB and 2C are assessed as 'moderate'.

**View 11. Moore Street looking into O'Rahilly Parade:** This view looks east from the west side of Moore Street into O'Rahilly Parade. The tallest element that forms part of the development on Site 2C is seen centrally in the view at the end of O'Rahilly Parade. The Proposed Development is the focus of the view. Given the considerable extent of new development in the area, existing, under construction and approved, some observers may regard the Proposed Development as being consistent with existing and emerging trends. The potential landscape and visual effects likely to arise at this view location from the existence of Proposed Development on Sites 2AB and 2C are assessed as 'moderate'.

**View 12. Moore St looking towards the National Monument:** This view looks north east along Moore towards the National Monument from the corner of Moore Street and Samsons Lane. The Proposed Development is not visible in the view and is represented by a red outline. The potential landscape and visual effects likely to arise at this view location from the existence of Proposed Development on Sites 2AB and 2C is assessed as none.

**View 12a. Moore St looking into Henry Place:** This view looks east across Moore Street into Henry Place from the junction of Moore Street and Samsons Lane. The main elements of the Proposed Development Sites 2AB and 2C are not visible in the view and are represented by a red outline. Part

of the rear of No 61 Upper O'Connell Street Upper is visible in the view, seen at the north east corner of Henry Place. This building is proposed to be renovated and altered. The principle change proposed to the building is the introduction of a passageway through the building from O'Connell Street to Henry Place. This passageway is just visible in the view. The potential landscape and visual effects likely to arise at this view location from the existence of Proposed Development on Site 2 and No.61 O'Connell Street Upper is assessed as 'slight'.

**View 13. Henry Street at Liffey Street:** This view looks east along Henry Street from the centre of the junction of Henry Street and Liffey Street. The Proposed Development Sites 2AB and 2C is not visible in the view and is represented by a red outline. The potential landscape and visual effects likely to arise at this view location from the existence of Proposed Development on Site 2 and No.61 O'Connell Street Upper is assessed as none.

**View 14. Parnell Street at Dominick Street:** This view looks east from the central reservation of Parnell Street at the junction with Dominick Street. This view is based on a photograph taken in winter conditions. The Proposed Development Sites 2AB and 2C is not visible in the view and is represented by a red outline. The potential landscape and visual effects likely to arise at this view location from the existence of Proposed Development on Sites 2 and No.61 O'Connell Street Upper is assessed as none.

**View 15. Sean McDermott Street at Gardiner Street:** This view looks west from the north eastern corner of the junction of Gardiner Street and Sean McDermott Street. This view is based on a photograph taken in winter conditions. The upper part of the tallest element of the Proposed Developments on Site 2C is seen in the distance in the centre of the view. The existence of development on Site 2C will result in a small change in the visual character of Sean McDermott Street when observed from this view location. The potential landscape and visual effects likely to arise at this view location from the existence of Proposed Development on Site 2C are assessed as 'slight' to 'moderate'.

**View 16. Marlborough Street at North Earl Street:** This view looks west along North Earl Street from the east side of Marlborough Street. The proposed development Sites 2AB and 2C is not visible in the view and is represented by a red outline. The potential landscape and visual effects likely to arise at this view location from the existence of Proposed Development on Sites 2 and No.61 O'Connell Street Upper is assessed as none.

#### 12.5.2.8 Do-Nothing Impact

In the 'do-nothing' scenario, no development will take place, and the present, partly obsolescent character of the site will remain.

## 12.6 MITIGATION MEASURES (AMELIORATIVE, REMEDIAL OR REDUCTIVE MEASURES)

### 12.6.1 Dublin Central Masterplan

Not applicable as the masterplan is still being refined and discussions with the Planning Authority are on-going. Notwithstanding this, as the masterplan presents an integrated design for a new city quarter, no remedial or reductive measures are likely to be applicable.

### 12.6.2 Proposed Development – Site 2 & No. 61 O'Connell Street Upper

#### 12.6.2.1 Construction Stage

No mitigation measures have been proposed with respect to effects from the construction of the Proposed Development.

### **12.6.2.2 Operational Stage**

Since the Proposed Development is an integrated design for a new city quarter, no remedial or reductive measures are applicable. In these circumstances, during the construction or operational phases scope for mitigation measures, which would preserve a sustainable level of density, is limited. However, developments already planned, approved or under construction near the site or elsewhere in the city will reduce the potential visibility of the Proposed Development, and thereby mitigate the extent of its visual impact.

## **12.7 RESIDUAL IMPACT**

### **12.7.1 Dublin Central Masterplan**

Not applicable as the masterplan is still being refined and discussions with the Planning Authority are on-going. Notwithstanding this, as the masterplan presents an integrated design for a new city quarter, no remedial or reductive measures are likely to be applicable.

### **12.7.2 Proposed Development – Site 2 & No. 61 O'Connell Street Upper**

Since remedial and reductive measures do not apply, residual impacts will, initially, be as tabulated for potential impacts, above. Reduction in the visibility of the Proposed Development, resulting from the construction of other development, will gradually reduce its visibility and thereby its impacts, whether positive, negative or neutral in character.

#### **12.7.2.1 Worst Case Impact**

The effects considered above represent the 'worst case' scenario.

## **12.8 MONITORING**

Monitoring is not applicable to this chapter.

## **12.9 REINSTATEMENT**

Reinstatement is not applicable to this chapter.

## **12.10 DIFFICULTIES ENCOUNTERED**

No difficulties were encountered in the preparation of this chapter.

## 13 MATERIAL ASSETS (TRANSPORTATION)

### 13.1 INTRODUCTION

This chapter of the Environmental Impact Assessment Report (EIAR) provides an assessment of the impact on traffic and transportation of the Proposed Development. The Proposed Development which is the subject of these 2no. concurrent planning applications consists of Site 2AB, Site 2C and No. 61 O'Connell Street Upper. Dublin Central is underpinned by a Masterplan (refer to Figure 13.1 below indicating the Dublin Central Masterplan area) which will be assessed also.

A full description of the development can be found in Chapter 3: Description of Proposed Development of this EIAR.

This chapter was completed by Brian McCann, BE, MSc(Eng), DIC, CEng, FIEI, MIStructE, MConsEI. Brian has in excess of 30 years' experience of transportation planning and assessment.

#### 13.1.1 Dublin Central Masterplan Site

The 2.2 Ha Dublin Central Masterplan site comprises four blocks located in the administrative area of Dublin City Council within the area bounded by Parnell Street, O'Connell Street Upper, Henry Street and Moore Street. See Figure 13.1.

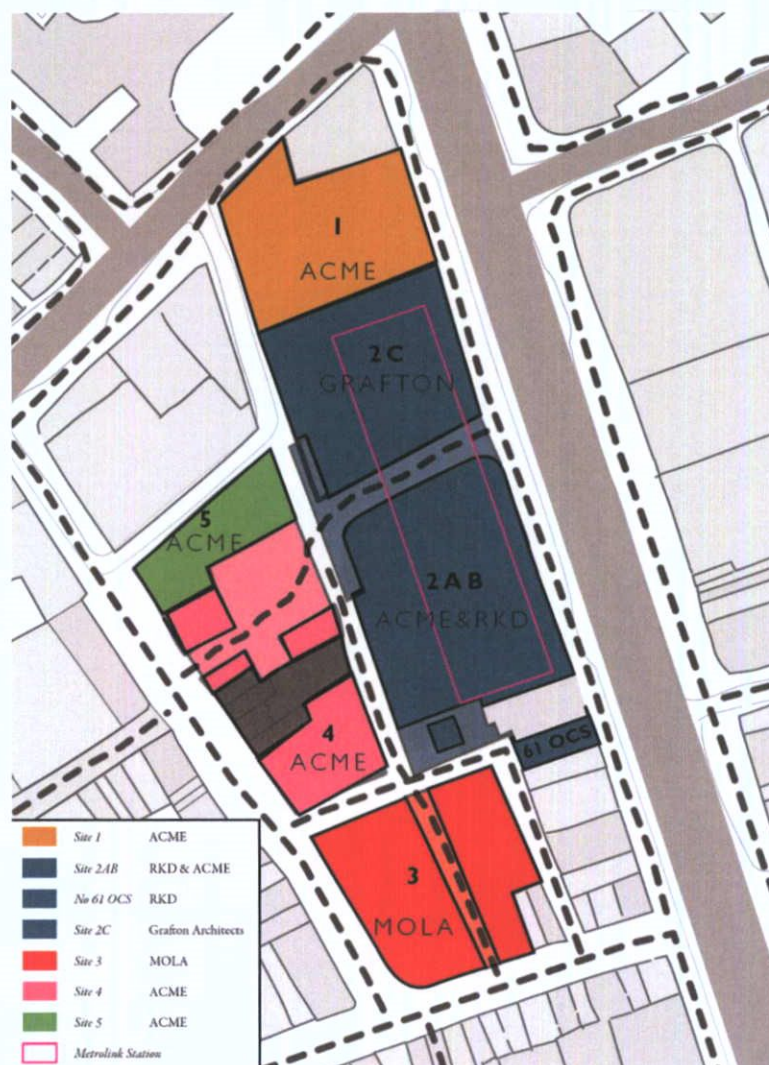


Figure 13.1: Location Map – Dublin Central Masterplan Site.



**13.1.2 Proposed Development – Sites 2 & No. 61 O'Connell Street Upper**

Site 2 comprises a single block in the administrative area of Dublin City Council within the area bounded by Parnell Street, O'Connell Street Upper, Henry Street and Moore Lane. See Figure 13.2.

For design purposes, Site 2 has been sub-divided into two sub-sites. These comprises Site 2AB and Site 2C as shown in Figure 13.2. No. 61 O'Connell Street Upper is located to the south of Site 2.

Contiguous development comprising Sites 1, 3, 4 and 5 will be located in the same urban block as Site 2 (Site 1) and in three adjoining urban blocks bounded by O'Rahilly Parade to the north, Moore Lane to the east, Henry Street to the south and Moore Street to the west (Sites 3, 4 and 5).



**Figure 13.2:** Location Map – Proposed Development – Site 2AB, Site 2C and No. 61 O'Connell Street Upper.

### 13.1.3 Project Timelines

Development of Site 1 of Dublin Central is programmed to commence in late 2023 with completion some three years later at the end of 2026.

Development of Site 2 of Dublin Central is programmed to commence in early 2028 with completion some three years later at the end of 2031. Development of the MetroLink Enabling Works (MEW) at Site 2 is programmed to commence in early 2024 with completion some four years later in early 2028.

Development of Site 3 of Dublin Central is programmed to commence in mid / late 2023 with a completion some three and a half years later in early 2027.

Development of Site 4 of Dublin Central is programmed to commence in mid / late 2023 with a completion some four years later in mid/late 2027.

Development of Site 5 of Dublin Central is programmed to commence in late 2031 with completion some two and a half years later in early 2034.

## 13.2 ASSESSMENT METHODOLOGY

### 13.2.1 Scope

This chapter of the EIAR is a comprehensive review of all the potential transport impacts of the overall development including a detailed assessment of the transportation systems provided and the impact of the Proposed Development on the surrounding environment and transportation network.

### 13.2.2 Methodology

Chapter 13 of the EIAR was prepared by Waterman Moylan in accordance with the requirements of Section 8.5.5 of the Dublin City Development Plan 2016 – 2022 and Traffic and Transport Assessment Guidelines, Transport Infrastructure Ireland, May 2014 using the following methodology: -

- (a) Desktop review of the planning stage documentation provided by the project design team.
- (b) Visits to the site and surrounding area including a review of the existing transportation facilities and observation of traffic movements.
- (c) Review of public transport services, routes, and timetables.
- (d) Review of proposals for transportation improvements by TII, NTA and DCC.
- (e) Review of future trips to and from the Proposed Development.
- (f) Review of public transport capacity, existing and proposed.
- (g) Assessment of the transportation impacts of the Dublin Central development.

### 13.2.3 Transport Assessment

For the purpose of planning assessment Dublin Central has been divided into a number of planning applications and transport assessments.

The transport elements of Sites 3, 4 and 5 are described in Volume 1: Transport Assessment – Sites 3, 4 and 5.

The transport elements of Site 2 (2AB and 2C) and 61 O'Connell Street Upper are described in Volume 2: Transport Assessment – Site 2AB, Site 2C and 61 O'Connell Street Upper.

The transport elements of the overall development are described in Volume 3: Transport Assessment – Overall Development.

The planning applications for Sites 3, 4 and 5 were lodged with Dublin City Council in June 2021 (Reg. Ref: 2861/21, 2862/21 and 2863/21).

### 13.2.4 Contents of Transport Assessment

In compliance with Section 4.1.4 of Appendix 4 of the Dublin City Development Plan 2016 – 2022, the contents of the TAs include: -

- A Non-Technical Summary
- A description of the existing development and traffic/transportation conditions including information on the existing and proposed public transport facilities.
- A description of the Proposed Development.
- The traffic / transportation implications of the development including consideration of
  - Trip attraction / mode choice
  - Trip distribution
  - The time periods applicable to the TA.
- The impact(s) of the development on the local and surrounding street network.
- The effect(s) of the development on the environment (natural and man-made) and urban fabric.
- Road and traffic considerations.

### 13.2.5 Threshold for Transport Assessment

Section 4.1.3 of Appendix 4 of the Dublin City Development Plan 2016 – 2022 requires the submission of a Transport Assessment where a Proposed Development meets one or more of the following criteria: -

- Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road.
- Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists, or the location is sensitive.
- Residential development in excess of 200 dwellings
- Retail and leisure development in excess of 1,000 sqm.

In the case of the subject development, it is the threshold for the size of the Proposed Development rather than the volume of traffic to and from the development which is likely to be exceeded.

## 13.3 RECEIVING ENVIRONMENT (BASELINE SITUATION)

### 13.3.1 Dublin Central Masterplan Site

#### 13.3.1.1 Location and Description

The site for the Proposed Development is located in the administrative area of Dublin City Council (DCC) within the area bounded by Parnell Street, O'Connell Street Upper, Henry Street to the south and Moore Street. The site comprises the city blocks highlighted in Figure 13.1.

At the time of writing in March 2021, the existing land uses on the site comprised: -

- (a) A number of vacant plots.
- (b) A number of discreet buildings some of which were partly or totally vacant.
- (c) A diverse collection of 1 – 6 storey buildings accommodating a mix of land uses including convenience shops, retail outlets, financial institutions, offices, and other non-retail uses.
- (d) A number of car parks, van parks and depots.

### 13.3.1.2 Road Network – Existing

The subject site is located at Junction 34 (Parnell Square West / Parnell Street) on the Inner Orbital Route. See Figure 13.3.

The purpose of the Inner Orbital Route which roughly encircles the core of Dublin city centre, is to provide a route from one side of the city centre to another which avoids the busiest traffic in the core of the city. It is also an access route to the car parks in the City Centre.

The subject site is located within the block bounded by the R803 Parnell Street to the north, Henry Street to the south, O'Connell Street Upper to the east and Moore Street to the west. See Figure 13.2. Internal lanes within the block are Moore Lane, O'Rahilly Parade and Henry Place.

O'Connell Street Upper is a dual carriageway with a bus lane, traffic lane and Luas line northbound on the west side. Along the bus lane, there is a proliferation of bus stops and a multi-purpose inset lay-bys.

Between O'Connell Street Upper and Parnell Square West, Parnell Street is a 24-hour clearway with one traffic lane westbound on the south side of the street, one shared traffic lane/LUAS line westbound in the centre of the street and one eastbound LUAS line on the north side of the street.

Between Parnell Square West and Moore Street, Parnell Street is a 24-hour clearway with one traffic lane westbound on the south side of the street, one traffic lane eastbound in the centre of the street separated by a median from two LUAS lines on the north side of the street.

Between Moore Street and Dominick Street, Parnell Street is a 24-hour clearway with two traffic lanes westbound on the south side, one traffic lane eastbound in the centre of the street separated by a median from two LUAS lines on the north side of the street.

Signalised junctions with pedestrian facilities are provided on Parnell Street at the junctions with O'Connell Street Upper, Parnell Square West, and Dominick Street.

Traffic movements are one-way southbound on Moore Lane between Parnell Street and O'Rahilly Parade. Between O'Rahilly Parade and Henry Place, traffic movements are two-way on Moore Lane with a 24-hour clearway designation and double yellow lines on both sides.

Traffic movements on O'Rahilly Parade are two-way with double yellow lines on both sides.

Traffic movements on Henry Place are two-way with a 24-hour clearway designation and double yellow lines on both sides.

DCC PLAN NO: 5432/22  
13/12/2022

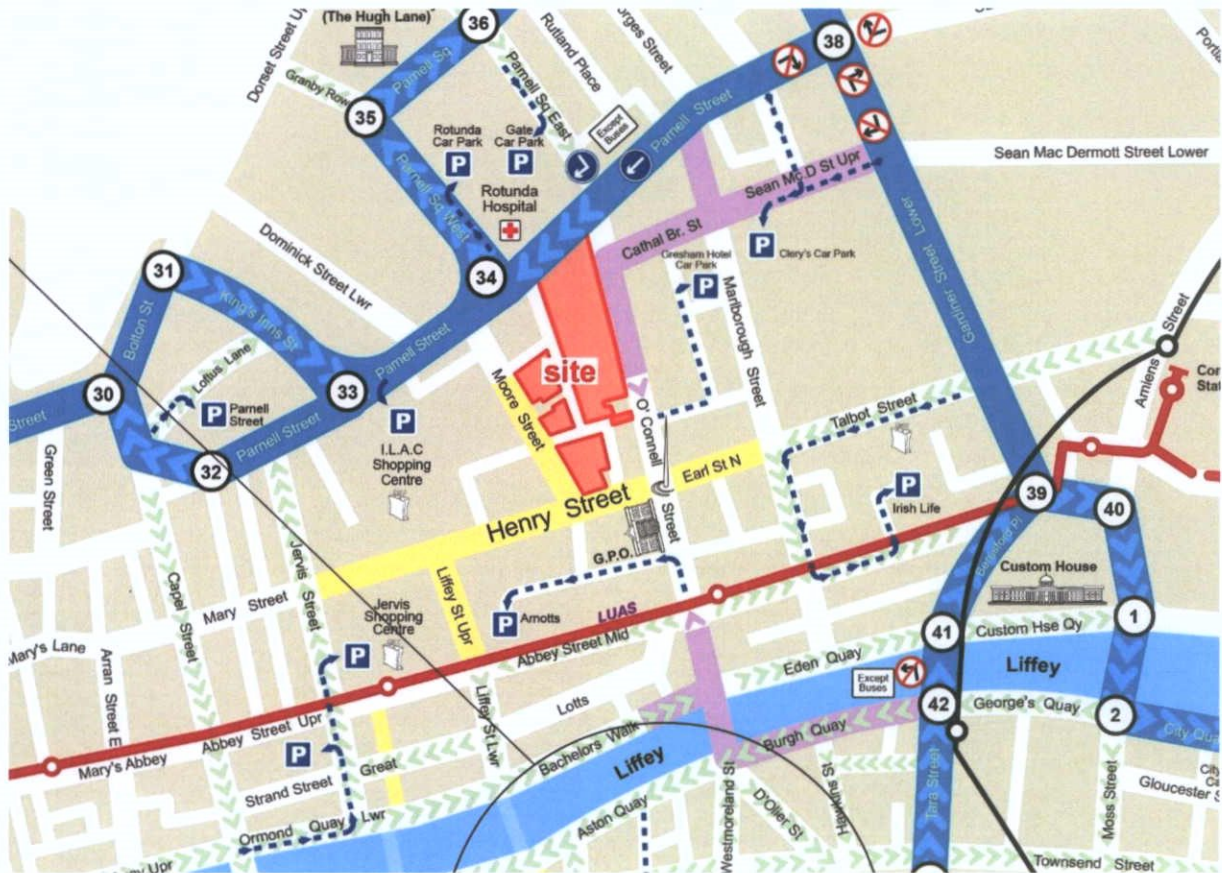


Figure 13.3: Map of Inner Orbital Route (Luas Green Line omitted for clarity).

### 13.3.1.3 Car Parking – Existing

The existing parking provision on the subject site comprises number of car parks, van parks and depots including: -

- Moore Lane Car Park at the rear of No. 47 O'Connell Street (c. 95 / 121 spaces).
- Car parking at O'Rahilly Parade (c. 12 spaces).
- Dublin City Council waste depot at O'Rahilly Parade (c. 10 street cleaning vehicles).
- Car parking at No. 51 O'Connell Street Upper (c. 25 spaces).

The total car parking provision on the subject site in May 2021 was some 160no. spaces.

There is no on-street car parking on O'Connell Street Upper or on Parnell Street.

Nor is there any on-street car parking on O'Rahilly Parade, Moore Lane, or Henry Place

Off-street car parking is provided in the ILAC Centre and within the grounds of the Rotunda Hospital.



Figure 13.4: Entrance to Moore Lane Car Park.

#### 13.3.1.4 Pedestrian Facilities – Existing

Pedestrian facilities in the area of the subject site comprise a series of footpaths on both sides of the surrounding streets being Parnell Street, O'Connell Street, Henry Street and Moore Street.

In addition, signal operated pedestrian crossings with drop kerbs and tactile paving are provided on Parnell Street and O'Connell Street Upper.

The footpaths on O'Connell Street Upper are wide and operate satisfactorily.

The footpaths on Parnell Square West and Parnell Square East are narrow and can become congested due to the high number of bus passengers waiting to board.

The footpath on the south side of Parnell Street is narrow with regular congestion due to its narrow width and significant volume of pedestrians.

Footpaths are provided on both sides of Moore Street partly occupied by street traders.

Extensive on-street deliveries take place one-way westbound on Henry Street prior to 11h00 after which the street is pedestrian only.

There are no pedestrian facilities on O'Rahilly Parade, Moore Lane, and Henry Place where on-street deliveries can take place all day.

#### 13.3.1.5 Cycle Facilities – Existing

A north – south cycle lane is provided along both sides of O'Connell Street Upper passing the eastern frontage of the subject site. An advisory cycle lane is provided on Parnell Street westbound.

This facility has recently been enhanced by the Parnell Square Contraflow Cycle Facility – see Section 13.3.1.20 and Figure 13.12.

Cycle parking is provided on Moore Street, Parnell Street, Parnell Square and at the Ambassador Cinema.

There are no cycle facilities on Henry Street, O'Rahilly Parade, Moore Lane, or Henry Place.

However, the Proposed Development is within a short walking distance of a number of Dublin Bike stations including which are listed in Table 13.1.

Station Location	Station Size	Walking Time to Development
Cathal Brugha Street	20	3 min
Parnell Street	20	3min
Princes Street	23	3 min
Parnell Square North	20	5 min
Jervis Street	21	6 min

**Table 13.1:** Proximity of DCC Bicycle Stations to Development.

#### 13.3.1.6 Motorcycle Facilities – Existing

No parking for motorcycles is provided in the area of the subject site.

#### 13.3.1.7 Tram Services – Existing

The Luas Green line operates between Brides Glen and Broombridge. The Luas Red Line operates between Saggart / Tallaght and the 3Arena / Connolly. The two lines intersect at the junction of O'Connell Street and Abbey Street adjacent to the south-east corner of the site for Dublin Central.

The Luas system has sixty-seven stations on 42 km of revenue earning track. Between them, the two Luas lines carry some 42 million passengers per year.

In the area of the subject site, there is a one-way northbound track along O'Connell Street Upper, Parnell Street and Dominick Street. Along Parnell Street between O'Connell Street Upper and Dominick Street, the northbound Luas track shares the carriageway with a westbound traffic lane.

The corresponding southbound Luas track is routed along Dominick Street, Parnell Street and Marlborough Street.

The permanent way also includes a turnback facility at the Parnell Monument for northbound traffic.

The walking distance to the nearby LUAS stops from Dublin Central are set out below: -

- O'Connell Street Upper 2 minutes' walk (Northbound Green Line)
- Dominick Street 3 minutes' walk (Green Line)
- Middle Abbey Street 5 minutes' walk (Red Line)
- Parnell Street 4 minutes' walk (Southbound Green Line)

Luas services operate at 2 – 15-minute intervals in both directions on both lines.

#### 13.3.1.8 Rail Services – Existing

One of the two major stations for local and intercity rail traffic is located at Connolly Station on Amiens Street. LUAS services link Abbey Street with Connolly Station and Store Street at 10-minute intervals in both directions. Connolly Station is a 10 – 12-minute walk from the subject site.

#### 13.3.1.9 Bus Services – Existing

The Proposed Development is located adjacent to the epicentre of bus transport in Dublin. Bus transport within 200 metres (2 – 5 minutes' walk) of the development includes: -