

The MetroLink project is not, therefore, part of the project the subject of this EIAR.

Further, the MetroLink project is not, at the date of this application, either “existing or approved” for the purposes of paragraph 2(e)(i)(V) of Schedule 6 of the Planning and Development Regulations 2001 (as amended) (the “Planning Regulations”). This means no cumulative assessment is required. Specifically, the description of the likely significant effects on the environment of the Dublin Central proposed development within this EIAR is not required to include effects on the environment resulting from the cumulation of effects with the MetroLink project.

Even so, it is acknowledged that paragraph 2(c) of Schedule 6 of the Planning Regulations requires the information within an EIAR to include: -

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

For the avoidance of any doubt about whether the MetroLink project should be considered a “natural” change, this EIAR describes, in outline, the likely evolution of the baseline scenario, both with and without the MetroLink project. This outline has been completed with reasonable effort on the basis of available information, at the date of this application.

For this purpose, the potential for the Dublin Central proposed development to impact on a future environment that includes the MetroLink project has been carefully considered, by the Applicant and TII. The MEW has been designed and incorporated to the Dublin Central proposed development to ensure that it is structurally independent of, and not prejudicial to, the MetroLink project. It follows that the Dublin Central proposed development is not likely to have any significant impact on the MetroLink project to report within this EIAR.

Strictly, the likely effect of the MetroLink project on the Dublin Central proposed development is a matter to be examined, analysed and evaluated within the EIAR for the MetroLink project, and by An Bord Pleanála, the competent authority that must complete the assessment of the application for a Railway Order. Even so, for the sake of completeness, the Applicant is pleased to confirm that, on the basis of available information, at the date of this application, no significant adverse effect is predicted.

Similarly, the consideration of reasonable alternatives by TII in relation to the alignment of the MetroLink in this area and for the location of a station on O'Connell Street are matters to be examined, analysed and evaluated within the EIAR for the MetroLink project, and by An Bord Pleanála. Those are not matters studied by the Applicant and are not relevant to the Dublin Central proposed development, for the purposes of paragraph 2(b) of Schedule 6 to the Planning Regulations.

If, in future when more information is available about the MetroLink project, the planning authority requires further information about these matters, the Applicant would be pleased to address in response to a request for same.

The Description of Development in Section 3.6 should be read in conjunction with the plans and particulars submitted with the Planning Application.

This chapter has been prepared by Stephen Little, Managing Director and Michael O'Sullivan, Senior Planner, of Stephen Little & Associates. Stephen has 30 years' professional experience of town planning in Ireland, is a Corporate Member of both the Irish Planning Institute and the Royal Town Planning Institute and holds a Diploma in EIA Management (UCD). Michael has 8 years' professional experience in the planning in both the public sector and private consultancy in Ireland, has a MPlan – Master in Planning & Sustainable Development and is a Corporate Member of the Irish Planning Institute.

3.2 Site Context & Location

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

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

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

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

For the avoidance of doubt, the only development 'proposed' at this time is that subject of the planning application for Site 2 and No. 61 O'Connell Street Upper. The detail of the Proposed Development is set out in Section 3.6 of this chapter.

Site 2 is otherwise generally bounded by Henry Place and No. 59 O'Connell Street Upper to the south, the east side of Moore Lane to the west, the west side of O'Connell Street Upper to the east and No. 42 O'Connell Street Upper to the north.

No.61 O'Connell Street Upper is otherwise generally bounded No. 62 O'Connell Street Upper to the south, the east side of Henry Place to the west, the west side of O'Connell Street Upper to the east and No. 60 O'Connell Street Upper to the north.



Figure 3.1: Extract from Google Earth showing the Proposed Development location in red.

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

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

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

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

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

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

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

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

- BusÁras is located c. 600m (c. 8 – 10 minute walk) east of the application site, which allows interchange with Dublin Bus services, Córas Iompair Éireann (CIÉ) regional bus services and private intercity bus services.
- A proposed Metro line (MetroLink Project – at project design stage) will provide for a high-capacity, high-frequency rail service between Dublin Airport and the LUAS Green Line at Charlemont, with stops proposed at both ends of O'Connell Street. Metrolink proposes a stop under Site 2, the design of which will allow MetroLink to be developed independently by TII.

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

3.3 Dublin Central Masterplan

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

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

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

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

The Dublin Central Masterplan represents the full development envisaged by the Applicant for the entire of these urban blocks. Those elements outside the planning application site boundaries for Dublin Central Site 2 are not completely fixed. Site 1 remain simply an aspirational part of the Dublin Central Masterplan overall vision at this time. Concurrent planning applications for Sites 3, 4 and 5 were lodged to Dublin City Council in June 2021. A decision to grant permission was issued by Dublin City Council (DCC) on 12 January 2022 for Sites 3 and 4 and these permissions are now subject of appeals to An Bord Pleanála (ABP Ref. ABP-312603-22 and ABP-312642-22 respectively). A decision to grant permission for Site 5 was issued by DCC on 23 June 2022. That decision is now also the subject of a separate appeal to An Bord Pleanála (ABP Ref. 313947-22).

For the purpose of making the planning applications for the Proposed Development (Site 2 & No. 61 O'Connell Street Upper), and considering the cumulative effect of the proposed and planned project, the Dublin Central Masterplan represents the interim design for Site 1 (March 2021) and Site 3, 4, and 5 as per the proposal now subject of appeals to An Bord Pleanála. This is notwithstanding that further progress on planning design continues to be worked up in the meantime and ongoing.

The Dublin Central Masterplan has been divided into seven identifiable sites (Sites 1, 2AB, 2C, 3, 4, 5 and No. 61 O'Connell Street Upper) for the purpose of making planning applications – see Figure 3.2 below.



Figure 3.2: The Proposed Development (Site 2 and No. 61 O'Connell Street) shown within the context of the Dublin Central Masterplan.

Broadly each site is described as follows: -

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

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

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

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

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

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

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

(DCC Reg. Ref. 2861/21 refers – currently subject appeal to An Bord Pleanála – ABP Ref. ABP-312603-22)

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

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

(DCC Reg. Ref. 2862/21 refers – currently subject to appeal to An Bord Pleanála – ABP Ref. ABP-312642-22)

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

(DCC Reg. Ref. 2863/21 refers – currently subject to appeal to An Bord Pleanála – ABP Ref. ABP-313947-22)

No.61: Located in the south of the Masterplan, No.61 is bounded by Henry Place to the west, O'Connell Street Upper to the east, No. 60 O'Connell Street Upper to the north and No.62 O'Connell Street Upper to the south.

No. 61 O'Connell Street Upper is a protected structure and lies within the O'Connell Street Architectural Conservation Area.

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

	Site 1	Site 2AB	Site 2C	Site 3	Site 4	Site 5	No. 61	Total
	sq. m	sq. m	sq. m	sq. m	sq. m	sq. m	sq. m	sq. m
Office	3,610	16,804	16,910	-	295	5,799	-	43,418
Hotel	8,094	-	-	7,175	-	-	-	15,270
Residential	-	-	-	6,452	1,454	-	294	8,200
Retail	-	1,810	812	1,954	617	-	-	5,193
Café / Restaurant	-	1,705	473	138	864	679	52	3,876
Cultural / Gallery / Cafe	-	-	-	123	-	-	-	123
Leisure (Gym / Studio)	-	-	-	-	-	-	206	206
Extension to National Monument for ancillary use to National Monument – a cultural facility	-	-	-	-	60	-	-	60
Metro Enabling Works	-	2,388	7,424	-	-	-	-	9,812
Total	11,704	22,707	25,583	15,842	3,290	6,478	552	86,157

3.3.1 MetroLink

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

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

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

MetroLink Enabling Works

The MEW comprise a structural box (c. 120m length, c. 26m width, c. 34.5m depth) beneath the ground floor level, within which the MetroLink project can be positioned and above which the Applicant's project can be constructed. The structural box has been designed to accommodate the independent construction and operation of the planned station by TII. In addition, the Dublin Central proposed development has made allowance for future integration with the TII MetroLink project, by incorporation of co-ordinated structures, providing the structural envelope and co-ordinated voids to accommodate station entrances, ventilation and fire escape shafts. For example, there are two entrances to the MetroLink Station envisaged; one from O'Connell Street, one from Moore Lane. Allowances have been made for fire escapes, air intake and air extract flues and other ancillary operational requirements of a MetroLink Station, within the design of the Dublin Central proposed development.

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

The current NTA / TII proposal for the future subterranean MetroLink station at O'Connell Street is located under Site 2 of the Dublin Central Masterplan (Figure 3.3).

For avoidance of doubt, the use of these areas as part of the MetroLink project will be subject of an application to be made by TII in due course. The planning drawings being submitted by the Applicant, both as part of the Dublin Central Masterplan and as part of the planning application for Site 2, will clearly highlight this point of clarification.

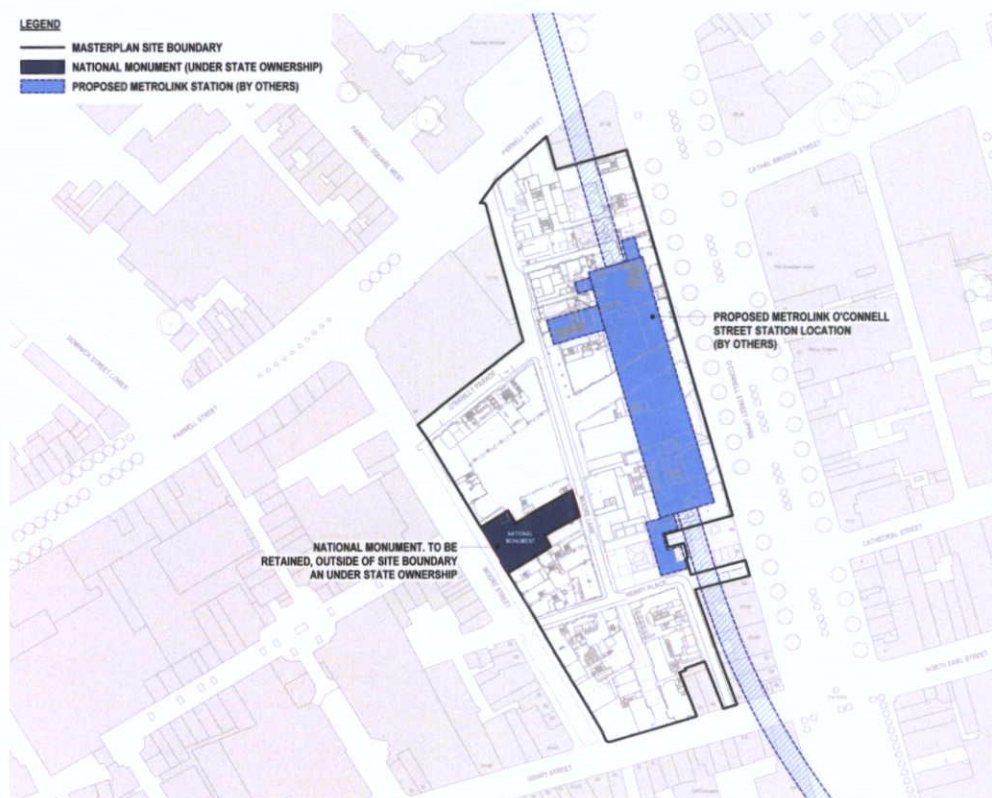


Figure 3.3: Outline of the MEW structural box in the context of the Dublin Central Masterplan.

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

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

3.4 General Description of Proposed Development

The Proposed Development consists of 2no. separate and concurrent planning applications. The following is an summary of the development proposed within each of the Sites.

3.4.1 Site 2

Site 2 comprises a mixed-use scheme (c. 38,479 sq. m gross floor area) ranging in height from 2 – 8 storeys over single level basements including a new street between O'Connell Street Upper and Moore Lane, a new controlled Laneway from Moore Lane (adjacent No. 42 O'Connell Street Upper – a Protected Structure). The proposed development accommodates: -

- 6no. units for use a 'licensed restaurant / café units with takeaway / collection facility' at ground floor level (Unit 1 – c. 67 sq. m and Unit 2 – c. 244 sq. m on Moore Lane, Unit 3 – c. 178 sq. m and Unit 4 – c. 75sq. m on O'Connell Street Upper, Unit 5 – c. 58 sq. m on New Street and Unit 6 – c. 296 sq. m on Moore Lane and New Street;
- 1no. unit for use a 'licensed restaurant / café units with takeaway / collection facility' across basement, ground, 1st and 2nd floor (c. 878 sq. m) on O'Connell Street Upper;
- 8no. retail units, each for use as a 'shop' or 'licensed restaurant / café units with takeaway / collection facility' at ground floor level (Unit 1 – c. 1,041 sq. m on O'Connell Street Upper and Moore Lane, Unit 2 – c. 311 sq. m and Unit 3 – c. 260 sq. m on O'Connell Street Upper and New Street, Unit 4 – c. 452 sq. m on New Street, Units 5 – c. 251 sq. m on Moore Lane, Unit 6 – c. 162 sq. m and Units 7 – c. 58 sq. m on O'Connell Street Upper and Unit 8 – c. 40 sq. m on Moore Lane and new controlled Laneway); Temporary use of retail Unit 8 (c. 40 sq. m) as a delivery hub, pending the completion of same at Site 5 under DCC Reg. Ref. 2863/21;
- Office use (c. 33,714 sq. m) from 1st to 7th floor with access from O'Connell Street Upper, rear of No. 59 O'Connell Street upper and new plaza on Henry Place and new controlled Laneway. Terrace proposed at 1st, 3rd, 4th, 6th and 7th floor are proposed;
- Refurbishment of the 'Reading Room' (rear of No. 59 O'Connell Street Upper, Dublin 1) as 'licensed restaurant / café units with takeaway / collection facility' at ground floor level and ancillary café use at basement level (c. 244 sq. m in total).
- The single level basement comprises: -
 - Access ramp from Moore Lane.
 - 32no. car parking space.
 - 372no. bicycle parking spaces with access to secure bicycle storage areas from the new plaza on Henry Place and the new controlled laneway from Moore Lane.
 - Plant and waste storage areas.
- A structural box (120m length, 26m width, 34.5m depth) beneath the ground floor level that has been designed to accommodate the independent construction and operation of the planned O'Connell Street MetroLink Station by Transport Infrastructure Ireland, including provision of the structural envelope and co-ordinated voids to accommodate station entrances, ventilation and fire escape shafts through this part of the Dublin Central proposed development. These ensure that the Dublin Central proposed development is structurally independent of, and not prejudicial to, the MetroLink project. The MetroLink project will be the subject of a separate application for approval to be made by Transport Infrastructure Ireland. This part of the Dublin Central proposed development is referred to as the MetroLink Enabling Works.

All associated and ancillary site development and landscape works, conservation, demolition, landscaping, temporary works, including: -

- Conservation, repair, refurbishment, and adaptive reuse of part of the existing building fabric, including: -

- Retention of part of the rear of Nos. 59 O'Connell Street Upper (known as the 'Reading Room') internal and external modifications and new shopfronts;
- Retention of the facades of Nos. 57 – 58 O'Connell Street Upper (Protected Structures);
- Retention of the facades of Nos. 52 – 54 O'Connell Street Upper (Carlton Cinema – Protected Structures) including the reinstatement of the canopies;
- Retention of the facades of Nos. 43 – 44 O'Connell Street Upper (Protected Structures);
- Retention of the facade of No. 45 O'Connell Street Upper;
- Works to include repair and upgrade works (where required) of retained masonry, external and internal joinery, plasterwork and features of significance;
- Conservation and repair of existing lightwells on O'Connell Street Upper;
- Demolition of all other existing buildings and structures on site (c. 22,521 sq. m) including No. 13 Moore Lane and No. 14 Moore Lane (otherwise known as Nos. 1 – 3 O'Rahilly Parade and Nos. 14 – 15 Moore Lane or Nos. 1 – 8 O'Rahilly Parade and Nos. 14 – 15 Moore Lane) to facilitate a temporary construction compound;
- Laying of services in Parnell Street westwards from Moore Lane for approximately 49 metres;
- Improvement works to the public realm on O'Rahilly Parade, Moore Lane, Henry Place, including the provision of a new entrance off O'Connell Street Upper for deliveries / emergency access. There are also adjustments and improvement works proposed at the junctions of Moore Street with Henry Place and with O'Rahilly Parade;
- Creation of a new street connecting O'Connell Street Upper with Moore Lane and provision of a new plaza at the junction of Moore Lane and Henry Place;
- 3no. telecommunication lattice towers which can accommodate 3no. 800mm antenna and 2no. 300mm microwave link dishes with associated equipment on the rooftop of Block 2C.
- 2no. ESB sub-stations;
- Building signage zones and retractable canopies.

3.4.2 No. 61 O'Connell Street Upper

No. 61 O'Connell Street Upper comprises the conservation, repair, refurbishment and adaptive reuse of an existing commercial building (4 storey over basement) to include: -

- A licensed restaurant / café unit with takeaway / collection facility unit (c. 35 sq. m gfa) at ground floor level on O'Connell Street Upper and a licensed restaurant / café unit with takeaway / collection facility unit (c. 10 sq. m gfa) at ground floor level on Henry Place;
- 3no. 2bed apartments from 1st to 3rd floor (1no. unit per storey); 1no. gym / leisure studio (c. 172 sq. m gfa) at basement level;

All associated and ancillary site development works, conservation, demolition, landscaping, temporary works, including: -

- The creation of a new pedestrian link through part of the ground floor connecting O'Connell Street Upper and Henry Place;
- Bicycle (8no.) and bin storage to rear of No. 61 O'Connell Street at ground floor level;
- Building signage zones and retractable canopy.

3.5 Statutory Planning Context

The lands on which the Proposed Development and the Masterplan is located is subject to national, regional, sub-regional, county and local planning policy. The following outlines high level planning policy of relevance to the future development of the Proposed Development. This section will not address the detailed policies and objectives contained in the various plans which are relevant to 'the Proposed Development'. These policies and objectives are addressed separately in the respective Site 2 – Planning Application Report and No. 61 O'Connell Street Upper – Planning Application Report, prepared by Stephen Little & Associates, Chartered Town Planners & Development Consultants which accompanies the Planning Application.

3.5.1 National Planning Framework – Ireland 2040

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

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

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

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

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

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

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

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

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

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

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

National Policy Objective 2a

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

National Policy Objective 3b

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

DCC PLAN NO 5126/22
RECEIVED: 26/10/2022

National Policy Objective 6

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

National Policy Objective 11

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

National Policy Objective 13

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

National Policy Objective 33

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

National Policy Objective 35

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

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

3.5.2 Eastern and Midlands Regional Spatial & Economic Strategy

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

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

The RSES contains the following elements: -

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

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

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

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

3.5.3 Dublin City Development Plan 2016 – 2022

3.5.3.1 Core Strategy

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

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

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

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

- **Economic:** Developing the city as a national gateway and focus for employment and creativity.
- **Social / Residential:** Developing a network of compact sustainable urban neighbourhoods, offering a range of facilities and house types.
- **Cultural / Built Heritage:** making provision for cultural facilities, raising awareness of cultural heritage and promoting safe and active streets through design of buildings and public realm, as part of the city’s build and natural heritage and unique identity.
- **Urban Form:** Creating a connected and legible city based on active streets and quality public spaces, with a distinct sense of place.
- **Movement:** Supporting modal shift to more sustainable transport modes of walking, cycling and use of public transport.

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

3.5.3.2 Land Use Zoning

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

The land use objective for the Z5 zoning seeks: -

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

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

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

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

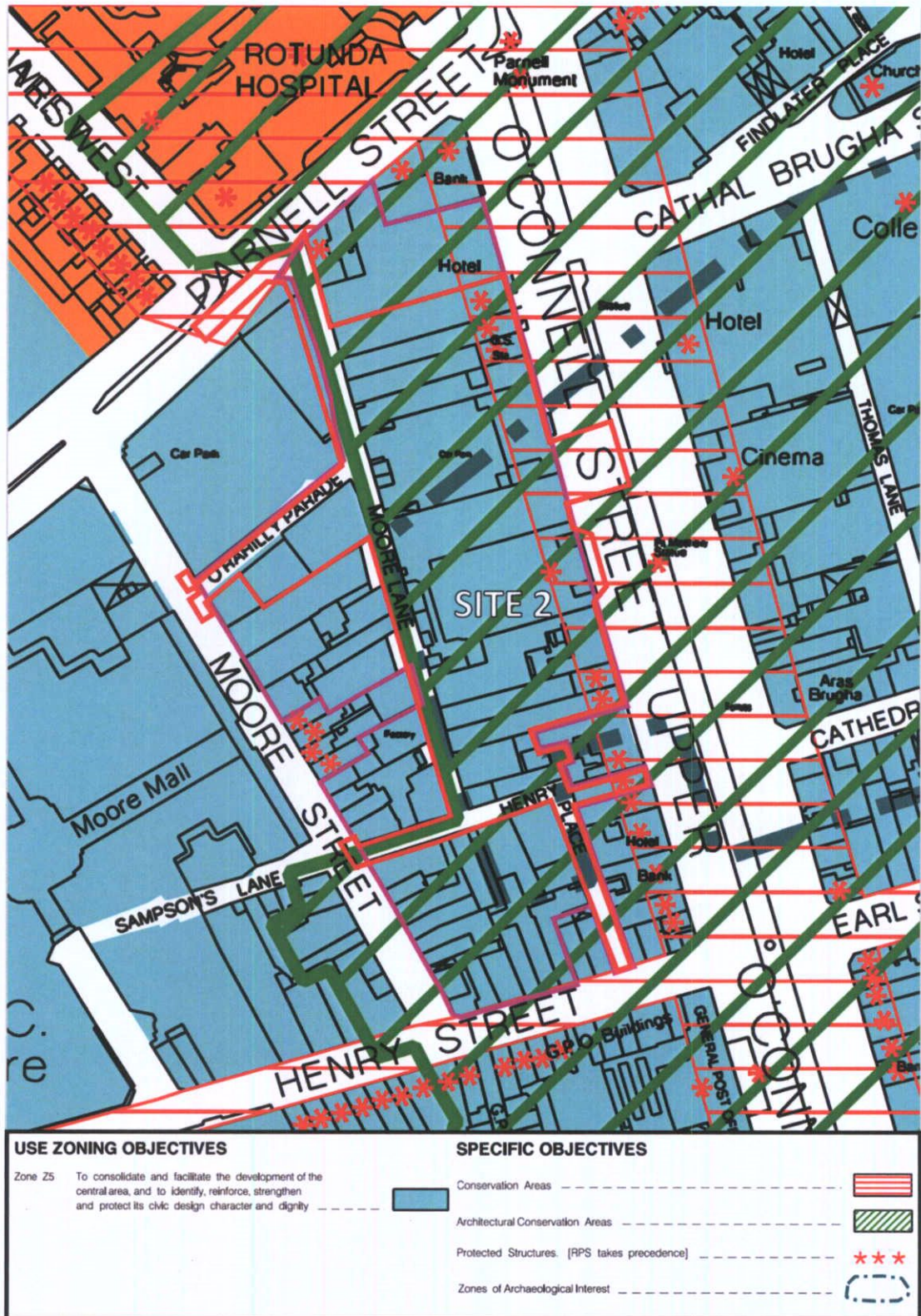


Figure 3.4: The indicative site outline of the Proposed Development outlined in red within the context of the Masterplan outlined in purple (Approximate Overlay by SLA). Please refer to Architects Drawings for the definitive red line boundary of the individual site of the Proposed Development.

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

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

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

3.6 Characteristics of the Proposed Development

The 2no. concurrent planning application are accompanied by detailed Planning Drawings and a detailed Design Statements, which provides a rationale for the design of each proposed scheme. We refer the Planning Authority to the following for further detail: -

- **Masterplan:** Masterplan Design Statement – Dublin Central Masterplan, prepared by ACME Architects.
- **Site 2:** Architectural Design Statement and drawings prepared by ACME / RKD and Grafton Architects.
- **No 61 O'Connell Street:** Architectural Design Statement prepared by RKD Architects.

3.6.1 Layout & Design

3.6.1.1 Site 2

In the first instance we refer to the enclosed plans and particulars that make up this planning application for detailed design, layout and technical descriptions of Site 2.

The proposed redevelopment at this site is the result of carefully considered architectural-led design and in-depth pre-planning consultation with the Planning Authority.

The Architectural Design Statements, prepared by Grafton Architects and ACME / RKD Architects, provides a clear illustration and description of the design context and evolution of Site 2. It covers the topics of building form, height and massing, architectural expression and materiality, amongst other detailed design matters.

It will make a positive contribution to the built character and visual amenity of this part of the City, befitting its prominent location on O'Connell Street and attracting footfall through the over Masterplan area.

Site 2 is further assessed in the Architectural Heritage Impact Assessment Report, prepared by Molloy & Associates, Conservation Architects, and the Landscape and Visual Impact Assessment, prepared by ARC Architectural Consultants.

3.6.1.2 No. 61 O'Connell Street Upper

In the first instance we refer to the enclosed plans and particulars that make up this planning application for detailed design, layout and technical descriptions of No. 61 O'Connell Street Upper.

The proposed development will see the refurbishment and sensitive adaptation of the existing building. The Architectural Design Statement, prepared by RKD Architects, provides a clear illustration and description of the design context of No. 61 O'Connell Street Upper.

No. 61 O'Connell Street Upper is further assessed in the Architectural Heritage Impact Assessment Report, prepared by Molloy & Associates, Conservation Architects, and the Landscape and Visual Impact Assessment, prepared by ARC Architectural Consultants.

3.6.2 Materials Strategy

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

3.6.3 Proposed Uses

3.6.3.1 Site 2

The below table provides a breakdown of the proposed uses within the application site.

Land Use	Area (sq. m)	%
Office	c. 33,714	87.6%
Café / Restaurant	c. 2,142	5.6%
Retail (for use as 'shop' or 'licenced restaurant / café units with takeaway / collection facility)	c. 2,622	6.8%
Total	c. 38,478	

Table 3.1: Table showing breakdown of proposed uses within Site 2.

Site 2 provides for 8no. retail units (c. 2,889sq. m). A varying range of units sizes are proposed to encourage a vibrant mix of retailers including indigenous operators.

10no. café / restaurant units (c. 2,016 sq. m gfa) are proposed in total as part of Site 2 to provide a variety of dining and social opportunities. The café / restaurant units are dispersed along the ground floor frontage between retail units to create varying levels of activity and animation. The 'Reading Room' building (to the rear of No. 59 – 60 O'Connell Street) will be adapted and used as a café / restaurant also and will provide activation of the proposed public plaza.

The upper floors of Site 2AB and Site 2C accommodate office use and communal open space. Site 2 provides for c. 34,349 sq. m. of office use between both Site 2AB and Site 2C.

A combined single level basement is proposed beneath Site 2AB and Site 2C. The basement accommodated car parking, bicycle parking, staff welfare facilities, waste storage areas and plant and services associated with the buildings above.

Below the single level basement associated with Site 2AB and 2AB will be the structural box associated with the MEW to facilitate the independent development of the future MetroLink Station (subject to future separate planning application by TII. For further details of basement structures, please refer to the Structural Report and Engineering Drawings, Subterranean Method Statement and Basement Impact Assessment, prepared by Waterman Structures Limited and the Outline Construction & Demolition Management Plan, prepared by Waterman Moylan Consulting Engineers.

3.6.3.2 No. 61 O'Connell Street Upper

The below table provides a breakdown of the proposed uses within the application site.

Land Use	Area (sq. m)	%
Residential	c. 294	53.3
Café / Restaurant	c. 52	9.4
Gym / Leisure	c. 206	37.3
Total	c. 552	

Table 3.2: Table showing breakdown of proposed uses within No. 61 O'Connell Street.

The proposal for No. 61 O'Connell Street Upper consists of the refurbishment of the buildings as residential use (comprising 3no. 2-bed apartment units) from 1st to 3rd floor including the creation of a new covered passageway through part of the ground floor connecting O'Connell Street Upper and Henry Place. 1no. café / restaurant unit is proposed at ground floor (c. 52 sq. m in total) on O'Connell Street Upper and 1no. leisure studio (c. 206 sq. m in total) is proposed at basement including the provision of 2no. changing rooms.

3.6.4 Building Height

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

Site 2AB

Site 2AB is predominantly 6 storeys in height. On O'Connell Street Upper the building presents a 4 storeys facade, aligned with the existing buildings on the street, to maintain a consistent parapet line as a key feature of the streetscape.

The 4th and 5th floor are progressively set back on O'Connell Street Upper, Moore Lane and Henry Place to reduce the perceived built mass from street level.

Adjacent the retained 'Reading Room' building the mass of the buildings steps down to 3 storeys to provide relief to the retained building as well as an appropriate transition in scale when viewed from Henry Place and along Moore Lane.

Site 2C

Site 2C ranges in height from 4 to 8 storeys. Similarly to Site 2AB, the building is stepped in order to reduce the impact of the building on O'Connell Street modulating from 4, 5, 6 and 8 storeys towards Moore Lane.

The tallest element of the block is located adjacent existing tall buildings in the for of the recently constricted completed Point A Hotel (7 storeys) and the Jurys Hotel (6 storeys).

No. 61 O'Connell Street Upper

There are no changes proposed the height of No. 61 O'Connell Street Upper. It will remain a 4 storey building over basement with single storey rear accommodation bicycle / waste storage and a retail kiosk on Henry Place.

3.6.5 Conservation Works & Adaptive Reuse

3.6.5.1 Site 2

Site 2 is located within the O'Connell Street & Environs Architectural Conservation Area (ACA). Site 2 also contains the following protected structures: -

- No. 43 O'Connell Street Upper.
- No. 44 O'Connell Street Upper.
- Nos. 52 – 54 O'Connell Street Upper.
- No. 57 O'Connell Street Upper.
- No. 58 O'Connell Street Upper.

Site 2 includes the conservation, repair, refurbishment and adaptive reuse of part of the existing building fabric, including: -

- Retention of part of the rear of No. 59 O'Connell Street Upper (known as the 'Reading Room') internal and external modifications and new shopfronts.
- Retention of the facades of Nos. 57 – 58 O'Connell Street Upper (Protected Structures).
- Retention of the facades of Nos. 52 – 54 O'Connell Street Upper (Carlton Cinema – Protected Structures) including the reinstatement of the canopies.
- Retention of the facades of Nos. 43 – 44 O'Connell Street Upper (Protected Structures).
- Retention of the facade of No. 45 O'Connell Street Upper.
- Works to include repair and upgrade works (where required) of retained masonry, external and internal joinery, plasterwork and features of significance.
- Conservation and repair of existing lightwells on O'Connell Street Upper.

This conservation approach seeks an appropriate balance between the conservation of a representative collection of 19th and 20th century buildings and the provision of high quality office retail and café / restaurant floor space that will drive the regeneration and active use of this significant city centre location. The general appearance, the historic uses and associations are largely maintained, particularly along O'Connell Street Upper.

Full details of the conservation works proposed can then be found in the following documents accompanying the planning application: -

- Planning Drawings and the Architectural Design Statements, prepared by Grafton Architects and ACME & RKD Architects.
- The Architectural Heritage Impact Assessment, prepared by Molloy and Associates provides a comprehensive assessment of the evolution of the conservation approach to the development of Site 2 and wider Masterplan.
- Chapter 15: Cultural Heritage (Architectural) of the EIAR also addresses the impact of the proposed development on Cultural Heritage.
- Structural Report, prepared by Waterman Structures Limited which provides details of the elements of historic significance will be retained and integrated with the new buildings proposed.

3.6.5.2 No. 61 O'Connell Street Upper

No. 61 O'Connell Street Upper is located within the O'Connell Street & Environs Architectural Conservation Area (ACA). No 61 O'Connell Street Upper is a protected structure.

For No. 61 O'Connell Street Upper the general approach will consist of the conservation, repair, refurbishment and adaptive reuse of part of the existing building fabric.

Full details of the conservation works proposed can then be found in the following documents accompanying the planning application: -

- Planning Drawings and the Architectural Design Statements, prepared by RKD Architects.
- The Architectural Heritage Impact Assessment, prepared by Molloy and Associates provides a comprehensive assessment of the evolution of the conservation approach to the development of Site 2 and wider Masterplan.
- Chapter 15: Cultural Heritage (Architectural) of the EIAR also addresses the impact of the proposed development on Cultural Heritage.
- Structural Report, prepared by Waterman Structures Limited which provides details of the elements of historic significance will be retained and integrated with the new buildings proposed.

3.6.6 Demolition & Excavation

3.6.6.1 Site 2

Other than those buildings identified in Section 3.6.6 above, Site 2 includes the demolition of all other existing buildings on the site (c. 22,521 sq. m gfa).

The majority of the buildings within Site 2 are to be demolished. A number of protected and non-protected facades are to be retained and integrated into Site 2 including: -

- Retention of part of the rear of No. 59 O'Connell Street Upper (known as the 'Reading Room') internal and external modifications and new shopfronts.
- Retention of the facades of Nos. 57 – 58 O'Connell Street Upper (Protected Structures).
- Retention of the facades of Nos. 52 – 54 O'Connell Street Upper (Carlton Cinema – Protected Structures) including the reinstatement of the canopies.
- Retention of the facades of Nos. 43 – 44 O'Connell Street Upper (Protected Structures).
- Retention of the facade of No. 45 O'Connell Street Upper.
- Works to include repair and upgrade works (where required) of retained masonry, external and internal joinery, plasterwork and features of significance.
- Conservation and repair of existing lightwells on O'Connell Street Upper.

The retention of these facades along O'Connell Street Upper is consistent with the approach already permitted under the extant permission on site (DCC Reg. Ref. 2479/08, ABP PL29N.232347 refers). The replacement buildings behind the facades and infill buildings between the retained facades will maintain the historic plot width and reflect the existing materiality drawing on the historical character of O'Connell Street Upper.

To the rear of Nos. 59 – 60 O'Connell Street Upper a building known as the 'Reading Room' will be retained. The building has been enveloped by 20th century development along Moore Lane and will be reinvigorated to for a centre piece of the proposed public plaza at the junction of Moore Lane and Henry Place.

In order to facilitate the construction Site 2 including basement levels and the MEW, excavation and secant piling will be carried out. For specific details of the secant piling proposed, please refer to the Structural Report, Drawings and Subterranean Construction Method Statement, prepared by Waterman Structures Limited and the Outline Construction & Demolition Management Plan, prepared by Waterman Moylan Consulting Engineers, that are accompanying this application.

3.6.6.2 No. 61 O'Connell Street Upper

Minor demolition works are proposed in No. 61 O'Connell Street Upper to accommodate the new pedestrian link at ground floor and the revised layout for the building (leisure use at basement, café / restaurant / retail use at ground floor and residential use above).

3.6.7 Drainage Infrastructure & Flood Risk

3.6.7.1 Site 2

Wastewater

It is proposed to provide 2no. new 225mm connections to the existing public network, 1no. for Site 2AB and 1no. for Site 2C. Both connections will be made to the existing sewers in Moore Lane, to the west of the site. A new manhole will be constructed at each of the two connection points.

Any existing drainage connections at the site are to be decommissioned, with the existing drain capped from within the site to decommission the pipe. Although the existing drainage infrastructure consists of combined foul and surface water sewers, private foul and surface water drainage will be drained on completely separate systems throughout the development.

Irish Water issued a Confirmation of Feasibility (CoF) for the proposal, dated 12 May 2022 (refer to Engineering Assessment Report, prepared by Waterman Moylan Consulting Engineers). The CoF notes that connection to the existing wastewater network is feasible without the need for any infrastructure upgrade works by Irish Water.

Surface Water

The option to discharge to the surface water network was determined not to be feasible for Site 2AB given the shallow depth of the existing sewer and given the flat gradients of the surrounding road network. It is proposed to drain surface water from Site 2AB to the existing public combined water sewer adjacent to the site in O'Connell Street Upper. Nonetheless, private foul and surface water will be drained on completely separate systems throughout the development, with a view to connecting to any future separate surface water network that could be introduced in the area. Surface water will be discharged from Site 2AB at a controlled rate limited to the practical minimum rate of 2 l/s.

For Site 2C, it has been determined to be feasible to discharge to the surface water network. It is proposed to extend the existing sewer along Parnell Street as far as Moore Lane, continuing south along Moore Lane as far as Site 2C. Surface water will discharge from Site 2C to the surface water network at a controlled rate limited to the practical minimum rate of 2 l/s.

A mixture of hard and soft landscaping is proposed which will incorporate a range of permeable material and water attenuation measures. Sustainable Urban Drainage systems (SuDS) for managing stormwater for Site 2 include: -

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

It is proposed to incorporate a Storm Water Management Plan through the use of various SuDS techniques to treat and minimise surface water runoff from the site.

Surface water will be discharged at a controlled rate limited to the practical minimum rate of 2 l/s. This discharge rate has been discussed and agreed with Dublin City Council Drainage Division. Excess surface water runoff during storm events will be attenuated using a combination of blue roofs and an underground concrete attenuation tank.

The existing site is almost entirely hardstanding, without such SuDS features, and as such the introduction of any SuDS features will result in a net reduction in the surface water discharging from the site compared to the current scenario. The site currently discharges unrestricted and unattenuated to the combined network, so the introduction of flow control devices and attenuation storage will significantly reduce the runoff rate during storm events.

Water Supply

It is proposed to provide 2no. new metered water supply connections to the existing public network, 1no. for Site 2AB and 1no. for Site 2C. Both connections will be made to the 250mm watermain in O'Connell Street Upper.

Irish Water issued a Confirmation of Feasibility (CoF) for the proposal, dated 12 May 2022 (refer to Engineering Assessment Report, prepared by Waterman Moylan Consulting Engineers). The CoF notes that connection to the existing wastewater network is feasible without the need for any infrastructure upgrade works by Irish Water.

3.6.7.2 No. 61 O'Connell Street Upper

Wastewater

Foul water will continue to discharge from No. 61 O'Connell Street Upper via the same connection to the existing 2,200mm x 760mm foul water sewer in O'Connell Street Upper.

Irish Water issued a Confirmation of Feasibility (CoF) for the proposal, dated 12 May 2022 (refer to Engineering Assessment Report, prepared by Waterman Moylan Consulting Engineers). The CoF notes that connection to the existing wastewater network is feasible without the need for any infrastructure upgrade works by Irish Water.

Surface Water

Surface water will continue to discharge from No. 61 O'Connell Street Upper via the same connection to the existing 2,200mm x 760mm foul water sewer in O'Connell Street Upper.

Water Supply

Water will continue to be supplied to No. 61 O'Connell Street Upper via the same connection to the existing 250mm ductile iron main in O'Connell Street Upper.

Irish Water issued a Confirmation of Feasibility (CoF) for the proposal, dated 12 May 2022 (refer to Engineering Assessment Report, prepared by Waterman Moylan Consulting Engineers). The CoF notes that connection to the existing wastewater network is feasible without the need for any infrastructure upgrade works by Irish Water.

3.6.7.3 Flood Risk

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

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

3.6.8 Landscape Proposal

3.6.8.1 Site 2

Site 2 has been well considered in respect of landscaping. This consideration extends to the proposed new passageway, the communal residential amenity open spaces and the hotel terraces at ground and upper levels. The extent of these proposals are described in the Dublin Central Site 2 Landscape Planning Report, prepared by GrossMax Landscape Architects, to accompany this application.

The landscape proposals integrate the SUDS measures and public lighting proposals prepared by Waterman Moylan Consulting Engineers and StudioFractal Architectural Lighting Consultants, respectively.

At street level, the landscape approach is to increase permeability, activate frontages, improve the public realm and facilitate connections with adjoining areas.

Site 2 forms part of the wider Masterplan, which has been prepared to provide a comprehensive and coherent urban design strategy, developed by ACME Architects. A Landscape Masterplan, prepared by GrossMax Landscape Architects provide a homogenous approach to landscaping and the public realm across Dublin Central. These have informed the Site 2 design and landscape proposals.

3.6.8.2 No. 61 O'Connell Street Upper

No. 61 O'Connell Street includes the provision of a pedestrian connection from O'Connell Street Upper to Henry Place. The proposed landscaping will be limited to the pedestrian link, however, in terms of quality and materiality the proposal will continue the strategy set out in the Landscape Masterplan, prepared by GrossMax Landscape Architects.

3.6.9 Open Space Provision

The Dublin Central Masterplan Design Statement that accompanies this application responds to the existing character of the area and proposes a network of new streets, lanes and public spaces that connect with the existing key thoroughfares of O'Connell Street Henry Street and Moore Street.

3.6.9.1 Site 2

Public Open Space

A new plaza is proposed forming a part of the new public open space located on Henry Place in Site 2 (adjacent the 'Reading Room'). This will form a focal point at the junction of Moore Lane and Henry Place.

Communal Open Space

Site 2 delivers several communal courtyards and terraces associated with the office components of this mixed used development. These are proposed to be located on the 4th, 5th, 6th and 7th floor.

3.6.9.2 No. 61 O'Connell Street Upper

No. 61 O'Connell Street Upper includes the creation of a new pedestrian link through the ground floor between O'Connell Street Upper and Henry Place. This will provide greater permeability within the wider Masterplan area.

3.6.10 Car Parking

Site 2 and No. 61 O'Connell Street Upper are within walking distance of a range of transport options including LUAS Red Line stops, Connolly Train Station, Bus Aras and various interurban and Dublin Bus routes which allows greater flexibility with regard to accessibility and encouraging a modal shift toward sustainable modes of transport.

3.6.10.1 Site 2

A total of 32no. car parking spaces including 1no. disabled space will be provided at basement level with access by ramp down from Moore Lane in Site 2.

3.6.10.2 No. 61 O'Connell Street Upper

No car parking is provided for No. 61 O'Connell Street Upper.

3.6.11 Bicycle Parking

3.6.11.1 Site 2

A total of 372no. bicycle parking places are provided in dedicated, secure facilities within the basement area and at a grade which meets the requirements the Dublin City Development Plan 2016 – 2022 on site 2. 172 no. spaces are provided at basement level serving Site 2AB and 193no. spaces are provided at basement level serving Site 2C

3.6.11.2 No. 61 O'Connell Street Upper

8no. spaces provided within secure storage area to the rear of No. 61 O'Connell Street Upper. Access to this area is from No. 61 O'Connell Street Upper and the new pedestrian link between O'Connell Street Upper and Henry Place.

3.6.12 Energy Efficiency

We refer the Planning Authority in the first instance to the Dublin Central – Site 2 Energy & Sustainability Statement, prepared by BDP Consulting Engineers, that accompanies this planning application and confirms the energy efficiency measures that have been incorporated in Site 2.

A number of sustainable design features have been included in Site 2 to ensure that energy efficiency standards are met and / or exceeded. Such measures assist in reducing the overall CO₂ emissions over the lifetime of the building with subsequent positive impacts on the environment and comfort and wellbeing of prospective residents. A summary of the key environmental performance targets that have been set for the development are as follows: -

- The Site 2 buildings are aspiring to meet a Net Zero Carbon strategy to align with the aspirations set out by Dublin City Council within Section 16.2 (Design, Principles & Standards) of the DCC Development Plan.
- The design intent at present for the developments hot water, heating and cooling system designs are based on a combination of highly efficient air source and water to water heat pumps with no fossil fuels being consumed throughout the entire project, avoiding the production of large amounts of local pollution within an urban environment.
- The Site 2 buildings will meet and exceed the new NZEB (Nearly Zero Energy Buildings) requirements set out in the revised Part L document.
- The Site 2 buildings will achieve a BER "A" rated energy certificate for all buildings.
- The Site 2 buildings will target a reduction in mains water consumption of more than 60% when compared to similar developments and this will be further explored post planning.
- Site 2 has set progressive targets for embodied carbon in its brief, based on recently published LETI (London Energy Transformation Initiative) targets for 2030.
- The Site 2 buildings has benchmarked itself against up to planning against Sustainability Assessments including; BREEAM, LEED, WELL Building Standard, WIRED Score where applicable. As a minimum, the scheme will adopt the principles of all and pursuing the formal rating and certification will be subject to cost/benefit feasibility post planning.

3.6.13 Refuse & Collection

We refer the Planning Authority to the Operational Waste Management Plan (enclosed in Appendix 14.2 of this EIAR), prepared by AWN Consulting for further detail.

3.6.13.1 Site 2

Dedicated communal Waste Storage Areas (WSAs) have been allocated within the development design for Site 2. The WSA for Site 2AB is located at basement level and the WSA for Site 2C is located at ground floor level and access from the new controlled arcade along the northern edge of the building adjacent No. 42 O'Connell Street Upper.

3.6.13.2 No. 61 O'Connell Street Upper

Dedicated communal Waste Storage Areas (WSAs) have been allocated within the refurbishment of No. 61 O'Connell Street Upper.

Access to this area is from No. 61 O'Connell Street Upper and the new pedestrian link between O'Connell Street Upper and Henry Place.

3.7 Project Life Cycle

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

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

3.7.1 Construction Phase

We refer the Planning Authority, in the first instance, to the Outline Construction & Demolition Management Plan prepared by Waterman Moylan Consulting Engineers which outlines the overall construction programme for the Masterplan. The Masterplan needs to be delivered in stages to suit the constraints of the site. The five major constraints that have dictated the strategy are as follows: -

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

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

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

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

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

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

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

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

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

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

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

The 15 year duration has been supported by TII as part the Applicant's First Party Appeal of Condition 5 of DCC Reg. Ref. 2863/21 (ABP Ref. ABP-313947-22 refers). The TII submission is included in the Programme Report, prepared by Certo Project Management contained in Appendix A of the Masterplan Outline Construction & Demolition Management Plan, prepared by Waterman Moylan Consulting Engineers.

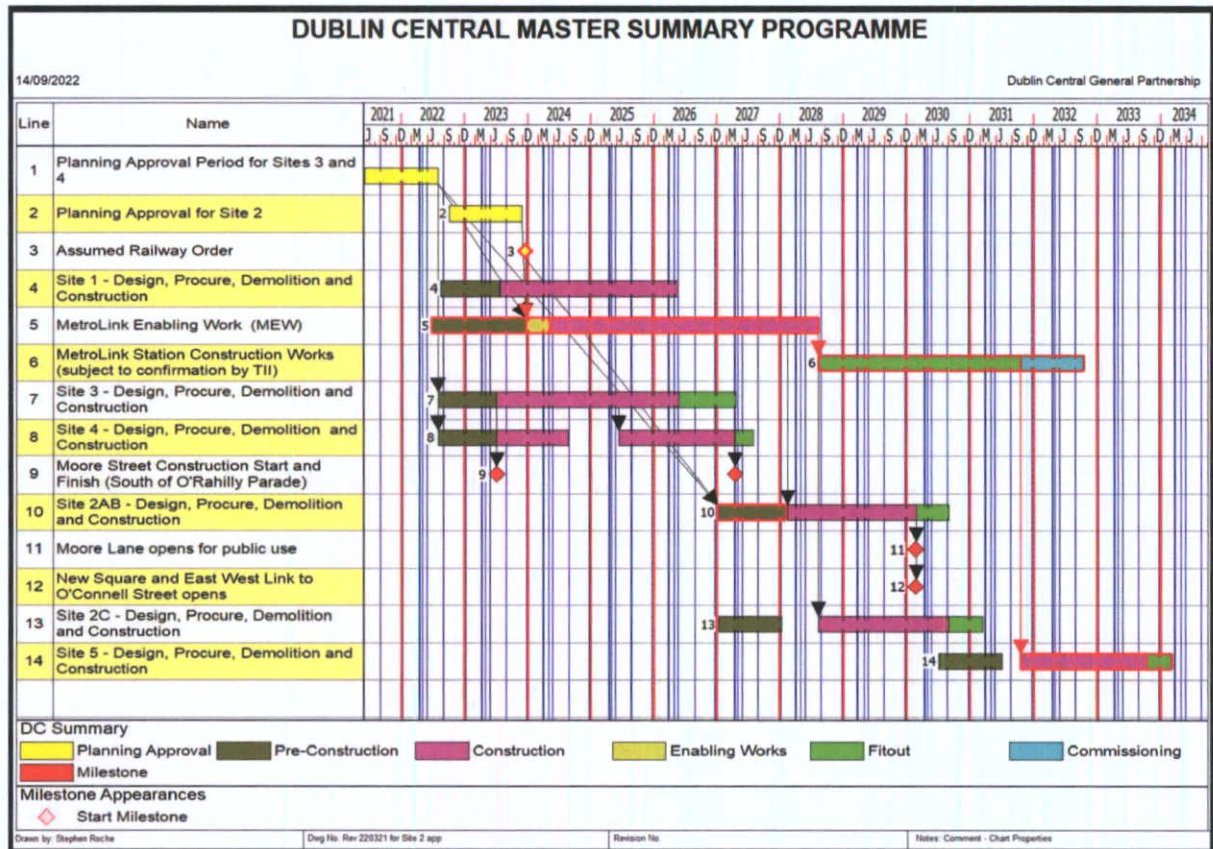


Figure 3.5: Extract from the Dublin Central Masterplan Outline Construction & Demolition Management Plan showing the timeline for the development of each Site and the expected construction timeframe of the TII Metrolink Station.

We refer the Planning Authority also to the Masterplan Outline Construction & Demolition Management Plan (See Appendix 3.1), prepared by Waterman Moylan Consulting Engineers which sets out how the construction of the Dublin Central Project will be appropriately managed on site. Appendix A of that Report contains the Programme Report prepared by Certo Project Management showing the timeline for the development of each Site and the expected construction timeframe of the Metrolink Station.

For the avoidance of doubt, each individual ‘Site’ application will be accompanied by a standalone Outline Construction & Demolition Management Plan and Preliminary Construction Traffic Management Plan, prepared by Waterman Moylan, Consulting Engineers, to demonstrate that the management of the individual ‘Site’ is also appropriately considered.

3.7.1.1 Construction Activities

There are a number of construction activities involved in a project such as this. The activities (independent of phasing) can be divided into six general categories: -

- **Demolition:** Demolition of existing building on site, where relevant, and removal of demolition waste off-site.
- **Excavation:** This includes remaining site clearing post demolition and earthworks – soil / rock removal – required to prepare the site for basements, where relevant, the foundations and structures above.
- **Structure:** Structure includes the foundations and the physical frame of the structures above.

- **Enclosures:** The enclosures for the buildings will be formed from concrete / steel frame, brick, block work, timber, and glass, with pitched and flat roofs, all with the required levels of insulation and waterproof membranes.
- **Services:** The requisite services will be provided including drainage and lightning.
- **Landscaping:** The landscaping works include hard landscaping, street furniture and tree planting.

The Outline Construction & Demolition Management Plan, prepared by Waterman Moylan, Consulting Engineers for Site 2 and No. 61 O'Connell Street Upper (See Appendix 3.2 and Appendix 3.3 respectively), consider the following as part of the management of the construction process: -

- **Site Setup** including but not limited to location of hoarding, location of site compound, access and egress into individual sites, crane strategy, parking provisions, services for the construction site (drainage, power etc.) and on site facilities (wheel washing, security etc.)
- **Construction Methodology** including but not limited to surveys required, approach to enabling works (demolition, excavation etc.), basement / foundations, superstructure and retention of existing building fabric where relevant.
- **Construction & Demolition Waste** including the management of all waste generated from the demolition and construction of each site.
- **Protection of Existing Buildings** including the retention of buildings / façades where relevant, exclusion zones (in particular adjacent No. 14 – 17 More Street – National Monument / Protected Structure) and movement monitoring programme.
- Control of **Noise, Dust and Vibration** including all appropriate mitigation measures.
- Approach to **Archaeological Monitoring**.

3.7.1.2 Construction Access

A Masterplan Preliminary Construction Traffic Management Plan (PCTMP) has been prepared by Waterman Moylan Consulting Engineers.

Two construction routes to the site have been identified both to Parnell Street. One would be via Summerhill and Parnell Street and the second preferred route via Dorset Street and Dominick Street Lower as shown in Figure 3.6.



Figure 3.6: Emerging Haul Routes for Construction Traffic (Inbound in green and outbound in red) – See Chapter 13: Material Assets (Transportation) also.

Traffic and other movements on the road network during the construction Site will be managed by carrying out the works in a number of stages to a sequence to be prepared in conjunction with Dublin City Council and implemented by the main Contractor.

Two alternative scenarios were developed in detail based on clockwise and anti-clockwise circulation around the block bounded by Moore Street, O'Rahilly Parade and Moore Lane.

The preferred option is the anticlockwise circulation included the local traffic management proposals presented in Figure 3.7. Inbound access for the majority of construction vehicles is proposed from Parnell Street to Moore Street / O'Rahilly Parade and outbound departures from Moore Lane to Parnell Street.

This preferred option was selected on the basis of a number of local constraints including: -

- The lack of a stacking lane on Parnell Street in advance of the left turn into Moore Lane should there be a delay entering Moore Lane for whatever reason.
- The restricted width of the left turn from Parnell Street around Conway's public house into Moore Lane which could cause delays due to the slow deliberate turning for vehicles across a busy restricted area.
- The relatively easy right (and left) turns from Parnell Street to Moore Street.
- The availability of a stacking area for the right (and left) turns from Parnell Street into Moore Street.

Local traffic management on Moore Lane would require the presence of temporary traffic signals and / or flagmen at different locations and at different times to facilitate vehicles passing depending on the movements in progress.

Arrivals are proposed from Parnell Street via Moore Street and O'Rahilly Parade. Some limited departures are proposed to O'Connell Street Upper via Henry Street up to 11h00 after which Henry Street is restricted to pedestrians only. The remaining departures are proposed to Parnell Street via Moore Lane.

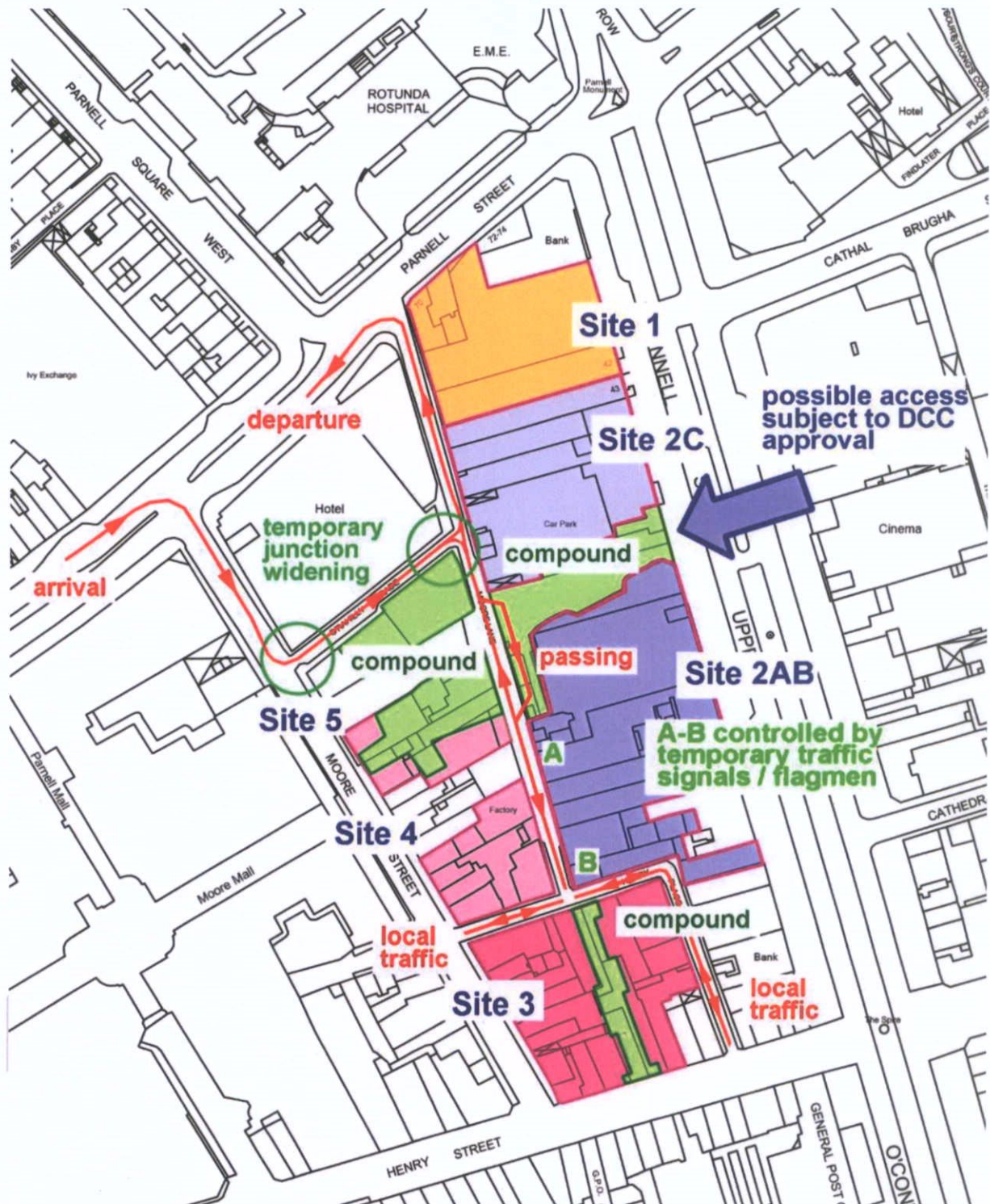


Figure 3.5: Construction Traffic Management – See Chapter 13: Material Assets (Transportation) also.

For further detail on the Outline Construction & Demolition Management Plan for Site 2 and No. 61 O'Connell Street Upper, we refer to Appendix 3.2 and Appendix 3.3 of this EIA where greater detail can be found.

3.7.1.3 Air Quality – Dust & Dirt

The appointed Contractor shall put in place a regime for monitoring dust levels in the vicinity of the Site during the Construction Phase. The level of monitoring and adoptions of mitigation measures will vary throughout the Construction Phase depending on the type of activities being undertaken and the prevailing weather conditions at the time

The potential impacts associated with air quality during the Construction Phase are addressed in Chapter 9: Climate (Air Quality & Climate Change).

3.7.1.4 Noise & Vibration

The potential impacts associated with noise and vibration during the Construction Phase, are addressed in Chapter 12: Air (Noise & Vibration).

3.7.1.5 Waste

Chapter 14: Material Assets (Waste) of this EIAR includes details regarding the anticipated amounts of waste generated from the project, the subsequent potential impacts and the mitigation measure proposed to ameliorate any anticipated negative impacts. An Outline Construction and Demolition Waste Management Plan has been prepared also (contained in Appendix 14.1 of this EIAR) and sets out how the demolition and construction waste will be managed as part of the Proposed Development.

In summary, all waste generated during the construction and operational periods is proposed to be appropriately disposed of in accordance with the Waste Management Plans.

3.7.1.6 Health & Safety Issues

The development will comply with all Health & Safety Regulations during the construction of the project. Where possible potential risks will be omitted from the design so that the impact on the construction phase will be reduced.

3.7.2 Operational Phase

The Proposed Development is a mixed-use development comprises office, retail and café / restaurant uses.

The primary direct significant environmental effects will arise during the Construction Phase. As a result, the Operational Phase of the Proposed Development is therefore relatively benign and not likely to give rise to any significant additional impacts in terms of activities, materials or natural resources used or effects, residues or emissions which are likely to have a significant impact on human beings, flora and fauna, soils, water, air and climate.

The primary likely significant environmental impacts of the Operational Phase as a result of the Proposed Development are fully addressed in the relevant specialist chapters of this EIAR.

The Proposed Development also has the potential for cumulative, secondary and indirect impacts (i.e. traffic) and can be difficult to quantify due to complex inter-relationships.

However, all interactions and cumulative impacts are unlikely to be significant, have been addressed in Chapter 20: Summary of Cumulative Impacts and Interactions of this EIAR.

3.8 Related Development and Cumulative Impacts

Each Chapter of the EIAR includes a cumulative impact assessment of the Proposed Development with other planned projects in the immediate area. The potential cumulative impacts primarily relate to traffic, dust, noise and other nuisances from the construction of the development, with other planned or existing projects, and each of the following EIAR chapters has regard to these in the assessment and mitigation measures proposed.

As such, with the necessary mitigation for each environmental aspect, it is anticipated that the potential cumulative impact of the proposed development in conjunction with the other planned developments will be minimal.

4 EXAMINATION OF ALTERNATIVES

4.1 Introduction

This Chapter of the EIAR sets out the reasonable alternatives that have been considered for the proposed development and provides an indication of the main reasons for the final scheme choice, taking into account the effects on the environment in the context of the characteristics of the site (receiving environment). Article 5(1)(d) of the EIA Directive requires Environmental Impact Assessment Reports (EIAR) to include the following: -

“a description of the reasonable alternatives studied by the developer, which are relevant to the project and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the project on the environment”.

Paragraph 2 of Annex IV elaborates the requirement, as follows: -

“A description of the reasonable alternatives (for example in terms of project design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.”

Pursuant to Section 3.4.1 of the Environmental Protection Agency (EPA) Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (EPA, 2022), the consideration of alternatives also needs to be cognisant of the fact that: -

“...in some instances some of the alternatives described below will not be applicable – e.g. there may be no relevant ‘alternative location’... but there may be alternative design options”

In accordance with EPA Guidelines (2022), different types of alternative may be considered at several key phases during the process. As environmental issues emerge during the preparation of the EIAR, alternative designs may need to be considered early on in the process or alternative mitigation options may need to be considered towards the end of the process.

The EPA Guidelines (2022) states: -

“The objective is for the developer to present a representative range of the practicable alternatives considered. The alternatives should be described with ‘an indication of the main reasons for selecting the chosen option’. It is generally sufficient to provide a broad description of each main alternative and the key issues associated with each, showing how environmental considerations were taken into account in deciding on the selected option. A detailed assessment (or ‘mini-EIA’) of each alternative is not required.”

Thus, the reasonable alternatives studied by the project design team and in the context of the associated Regulations, the alternatives of the proposed project in this EIAR Chapter as follows: -

- Alternative Locations.
- ‘Do Nothing’ Alternative.
- Alternative Processes.
- Alternative Mitigation Measures.
- Alternative Layouts & Designs.

This chapter has been prepared by Stephen Little, Managing Director and Michael O’Sullivan, Senior Planner, of Stephen Little & Associates. Stephen has 30 years professional experience of town planning in Ireland, is a Corporate Member of both the Irish Planning Institute and the Royal Town Planning Institute and holds a Diploma in EIA Management (UCD). Michael has 8 years’ professional experience in the planning in both the public sector and private consultancy in Ireland, has a MPlan – Master in Planning & Sustainable Development and is a Corporate Member of the Irish Planning Institute.

4.2 Development Rationale

The proposed development seeks to provide a mixed-use development and related facilities on lands zoned "Z5 – City Centre". The nature of the development proposed is actively promoted at this location by Dublin City Council (DCC), through its Development Plan and having regard to results of other strategic plans and guidance.

The assessment of the proposed scheme in this EIAR has had regard to the detailed design as described and illustrated in the accompanying plans & particulars which accompany the 3no. separate and concurrent planning applications to DCC. This includes the relevant drawings and reports prepared by the Design Team.

4.3 Reasonable Alternatives Studied

The alternatives considered during the development of this project are considered below.

4.3.1 Alternative Locations

Under the Dublin City Development Plan 2016 – 2022, the site is subject to the zoning objective, "Z5 – City Centre", in common with much of the city centre area in the immediate vicinity of the application site. The land use objective for the Z5 zoning seeks: -

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

The proposed development represents a sustainable, compact redevelopment, regeneration and revitalisation of an underutilised brownfield site at a city centre location. The proposed development is expected to generate the critical mass that will make a significant contribution to developing a strong city core.

National, regional and local policy emphasise the importance of reinforcing the primacy of Dublin city centre within the retail hierarchy, of encouraging the redevelopment of brownfield sites in city centre locations and encouraging residential and other development proximate to public transportation.

As such it is considered that the site is entirely suitable for the nature of development as proposed in the planning application. No alternative site location for the proposed development could achieve the same sustainable, compact redevelopment, regeneration and revitalisation of an underutilised brownfield site at a city centre location.

4.3.2 'Do-Nothing' Alternative

In the event of a 'do-nothing' scenario, the site would remain 'as-is' with the site remaining as a brownfield urban regeneration opportunity site in the city of Dublin City Centre. It would remain a hugely under-utilised part of the City that has been identified for regeneration / redevelopment since the Integrated Area Plan for O'Connell Street in 1997.

The subject site has been zoned for "Z5 – City Centre" which promotes mixed-use development to consolidate and strengthen the role of the city centre.

A do-nothing approach would be contrary to the Council's objectives to promote compact urban development and the regeneration of brownfield lands at this site, in accordance with national, regional and local planning policy and guidance. It would potentially result in a failure to meet the key requirements of the Core Strategy – to promote economic growth; to achieve a compact, integrated city and promote socially inclusive communities; to increase awareness of cultural heritage; to create a safe, connected, legible and active city centre; to encourage greater use of sustainable transport. An opportunity to achieve efficient and compact development which will benefit from a significant degree of public transport connectivity (Luas, Bus, bicycle and future Metro Station) will be lost. A 'do nothing' approach is considered inappropriate from a planning, employment, housing and tourism perspective.

From an environmental perspective, beyond impact on human health from a failure to deliver compact urban form (mix of uses on brownfield, underutilised, city centre lands); socially inclusive communities (mix of uses including residential units); further sustainable development based on alternatives to travel by private car (development in a highly accessible location); and sense of cultural identity and civic pride (awareness, conservation and adaptive reuse of cultural heritage), a 'do nothing' approach is otherwise likely to result in a neutral impact on the environment in respect of material assets, land, water, air, climate and biodiversity.

4.3.3 Alternative Processes

Alternative processes for the proposed housing, supporting facilities, amenities and infrastructure, at construction and operational phase of the development, are discussed below: -

- **Construction Phase:** The proposed construction works comprise relatively standard building construction processes. As such there are no specific alternative construction processes identified in this EIAR.
- **Operational Phase:** No new, unusual or technically challenging operational techniques are required, as such no alternative operational processes have therefore been considered at this point.

4.3.4 Alternative Mitigation Measures

The mitigation measures outlined in the various chapters of this EIAR are considered appropriate to the location, nature and extent of the project and its potential impacts. Where relevant, any alternative mitigation measures have been considered within the various chapters of this EIAR.

4.3.5 Alternative Layouts & Designs

The most important of the reasonable alternatives considered are alternative layouts and designs, so these are considered in a little more detail below.

This section provides an overview of how the proposed development has evolved to date by way of consideration of alternative designs and how the final scheme within the planning application made to DCC has been reached. Various options were considered as Site 2 progressed and key considerations and amendments to the design were incorporated, having regard to the environmental issues pertaining to the lands.

The EIAR provides reasonable evidence that the proposed development can be accommodated at this location without predicted risk of significant adverse impact on the environment, subject to implementation of the identified mitigation measures at construction and operational stages.

No specific further alternatives in respect of the nature, design and layout of the proposed development have been identified in the recommended EIAR mitigation measures.

4.3.5.1 Previously Permitted Scheme – DCC Reg. Ref. 2479/08 (ABP Ref. PL29N.232347)

On 24 April 2008 planning permission was sought by Chartered Land Limited (the Applicant's predecessor in title) for commercial-led mixed use redevelopment of lands amounting to c. 2.17 Ha. That site did not include the Patrick Conway's Public House, which now forms part of the Dublin Central Masterplan.

That proposed development comprised a mixed-use development (c. 158,026 sq. m) with five basement levels and rising to 13no. storeys (from Level -5 to Level +12). A new east-west street connecting O'Connell Street and Moore Street and another New Street connecting with Henry Street was also proposed.

The uses proposed on site included retail, including a major anchor store, office, residential, cultural, restaurants, bars and open space. A large roof top garden, with a visitor attraction in the form of a Sky Lift and observation deck was proposed at roof level or Level +13.

The decision by DCC was appealed to An Bord Pleanála by a number of parties (ABP Ref. PL29N.232347). In April 2009, An Bord Pleanála held an Oral Hearing of the project.

By letter dated 11 August 2009, An Bord Pleanála issued a Section 132 letter inviting the Applicant to address particular concerns raised by the Board in the form of a revised scheme. That Section 132 Letter sought to address the concerns of the Inspector (16no. items).

In March 2010, the Board made an Order to Grant Permission for the revised development, subject to Conditions.

The revised permitted proposal ultimately comprises a retail-led mixed use development (total gross floor area c. 122,892 sq. m), including retail, restaurant / cafe, office, gallery, commemorative centre and residential uses, in buildings ranging from 3 to 6 storeys, over three levels of enclosed basement parking, with an associated network of open, sheltered and enclosed streets and spaces, and associated site development works including building demotion and retention.

An Extension of Duration was granted by Dublin City Council on 21 July 2016 for a further 5 years for the permitted scheme outlined above (DCC Reg. Ref. 2479/08 x1 refers). This permission has subsequently withered.

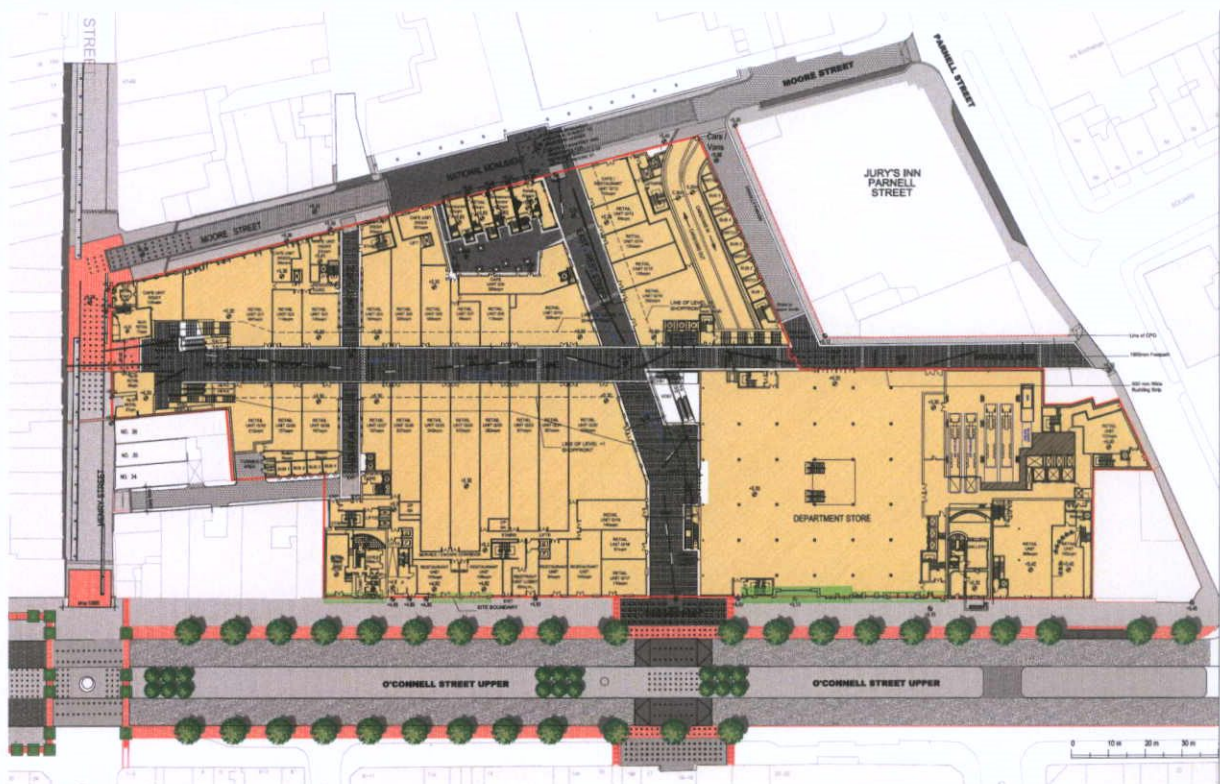


Figure 4.1: Layout of the permitted scheme granted by An Bord Pleanála – DCC Reg. Ref. 2479/08 (ABP Ref. PL29N.232347).

The permitted scheme outlined above comprises almost the entire of the Masterplan area. The Proposed Development the subject of this application comprises part only, within Site 2 and No. 61 O'Connell Street Upper. Were it possible to implement the layout and design permitted it would not facilitate the MetroLink Project designed by Transport Infrastructure Ireland (TII).

As set out in Chapter 3: Description of Proposed Development the Applicant has agreed a Memorandum of Understanding with the National Transport Agency (NTA) / TII. The proposed development accommodates a structural box (c. 120m length, c. 26m width, c. 34.5m depth) beneath the ground floor level that has been designed to accommodate the independent construction and operation of the planned O'Connell Street MetroLink Station by TII, including provision of the structural envelope and co-ordinated voids to accommodate station entrances, ventilation and fire escape shafts through this part of the Dublin Central proposed development. These ensure that the proposed development is structurally independent of, and not prejudicial to, the MetroLink project (Metro Enabling Works – MEW).

As such, the permitted scheme is no longer considered a viable option as the design and layout does not cater for the implementation of the MetroLink Station – a key piece of national public transport infrastructure.

Environmental Effects of the Final Proposed Development compared to Permitted Scheme			
Environmental Factor	Headings Under which the Environmental Factors were assessed	Topic	Comparative Effect of preferred option
Population and Human Health		Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
Biodiversity		Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
Land, Soil & Geology		Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
Water	Surface Water	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
	Waste Water	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
	Water Supply	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
	Flood Risk	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
Climate	Air Quality & Climate Change	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
	Sunlight / Daylight	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
Air	Noise and Vibration	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
Material Assets	Traffic and Transport	Construction Phase	<u>Neutral, imperceptible, temporary</u> Site works will be largely identical.

		Operational Phase	<u>Negative, significant and long-term</u> MetroLink station not facilitated to provide significant public transport hub in Dublin City centre.
	Waste	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
Landscape and Visual	Visual Impact	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
Cultural Heritage	Architectural Heritage	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
	Archaeological Heritage	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.

4.3.5.2 Metro Enabling Works

The Applicant has agreed a Memorandum of Understanding with the NTA/TII to complete the enabling works that would accommodate the planned future MetroLink O'Connell Street station under Dublin Central Site 2AB and Site 2C. This would also ensure that the Applicant's project is structurally independent of, and not prejudicial to, the TII MetroLink Project. It should be noted that no metro enabling works will be undertaken by the Applicant until the NTA / TII have secured an enforceable railway order.

The Site 2 proposals accommodate a structural box beneath ground floor level that has been designed to accommodate the independent construction and operation of the planned O'Connell Street MetroLink Station by Transport Infrastructure Ireland (TII), including provision of the structural envelope and co-ordinated voids to accommodate station entrances, ventilation and fire escape shafts through this part of the proposed development. These MetroLink Enabling Works (MEW) ensure that the Dublin Central proposed development is structurally independent of, and not prejudicial to, the MetroLink project. This application does not include any request for permission for railway works, the use of railway works or the operation of a railway. The MetroLink project will be the subject of a separate application for Railway Order to be made by TII. In the event that MetroLink project is delayed or does not proceed, the Dublin Central proposed development can be completed, occupied and used regardless. The Dublin Central proposed development is not dependent on the MetroLink project in any way, whether functionally or otherwise. The MetroLink project is not, therefore, part of the project the subject of this application or its accompanying EIAR.

This EIAR describes, in outline, the likely evolution of the current state of the environment (the baseline scenario), both with and without the MetroLink project. This outline has been completed with reasonable effort on the basis of available information, at the date of this application. For this purpose, the potential for the proposed development to impact on a future environment that includes the MetroLink project has been carefully considered, by the Applicant and TII. The MEW has been designed and incorporated to the proposed development to ensure that it is structurally independent of, and not prejudicial to, the MetroLink project. It follows that the proposed development is not likely to have any significant impact on the MetroLink project to report within this EIAR, or any different effect on the environment, after its evolution to include the MetroLink project.

The reasonable alternatives, in terms of design, technology, location, size and scale, relevant to MetroLink will be the subject of examination, analysis and evaluation within the separate application for railway order to be made by TII.

The iterative approach to the design of the MEW has required significant dialogue with TII following the decision during public consultation to move the MetroLink station under the urban block to form an integrated station.

The design for the O'Connell Station has been completed by Jacobs Idom on behalf of TII and in co-ordination with the Applicant's Design Team.

The design co-ordination will ensure the delivery of a station that can be accommodated within the Site 2 proposals while ensuring critical constraints relating to track alignment, station volume, platform length and construction methodology are fully respected. These constraints severely limit flexibility in terms of its dimensions and position within the site (See enclosed document entitled "O'Connell Street Options Assessment Briefing Note" dated August 2022, prepared by TII).

The MEW has been designed for the proposed development to ensure that it is structurally independent of, and not prejudicial to, the MetroLink project. The design work has included, but not been limited to, co-ordination on: -

- Access points from street level.
- Fire escape.
- Ventilation.
- Service co-ordination.
- Size and location of 'structural box'.
- Construction process.

In effect, adjustments have been made to the layout of Site 2 as the co-ordinated design of the MEW and the design for the O'Connell Street Station progressed. The layout as proposed as part of the Site 2 planning application represents the current agreed solution.

Environmental Effects of the Final Proposed Development compared to Permitted Scheme			
Environmental Factor	Headings Under which the Environmental Factors were assessed	Topic	Comparative Effect of preferred option
Population and Human Health		Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
Biodiversity		Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
Land, Soil & Geology		Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
Water	Surface Water	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
	Waste Water	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
	Water Supply	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
	Flood Risk	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
Climate	Air Quality & Climate Change	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.

	Sunlight / Daylight	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
Air	Noise and Vibration	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
Material Assets	Traffic and Transport	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
	Waste	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
Landscape and Visual	Visual Impact	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
Cultural Heritage	Architectural Heritage	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
	Archaeological Heritage	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.

4.3.5.3 Dublin Central Masterplan – Mid. 2020

To date, multiple meetings have been held with the Planning Department of DCC in relation to the re-development proposals for Dublin Central. On each occasion the Conservation Department has been part of these discussions.

A proposal was included in the earlier stages of the Masterplan to include a canopy made up of a series of individual structures (single column with a pad on top) to give the sense of a sheltered, or covered street. Furthermore, a modest projection of these structures into O'Connell Street was proposed to mark the entrance of the New Street (similar to that of the Carton Cinema). The width of this new street and how the proposed buildings addressed the street varied north and south.

DCC raised concerns at Pre-Planning consultation stage that the canopy would impact on the views along O'Connell Street and would potentially 'compete' with the portico projection of the GPO. DCC also raised concerns regarding how the proposed buildings addressed the street varied north and south of it and also that the new street was too wide in the context of how this impacted on O'Connell Street.

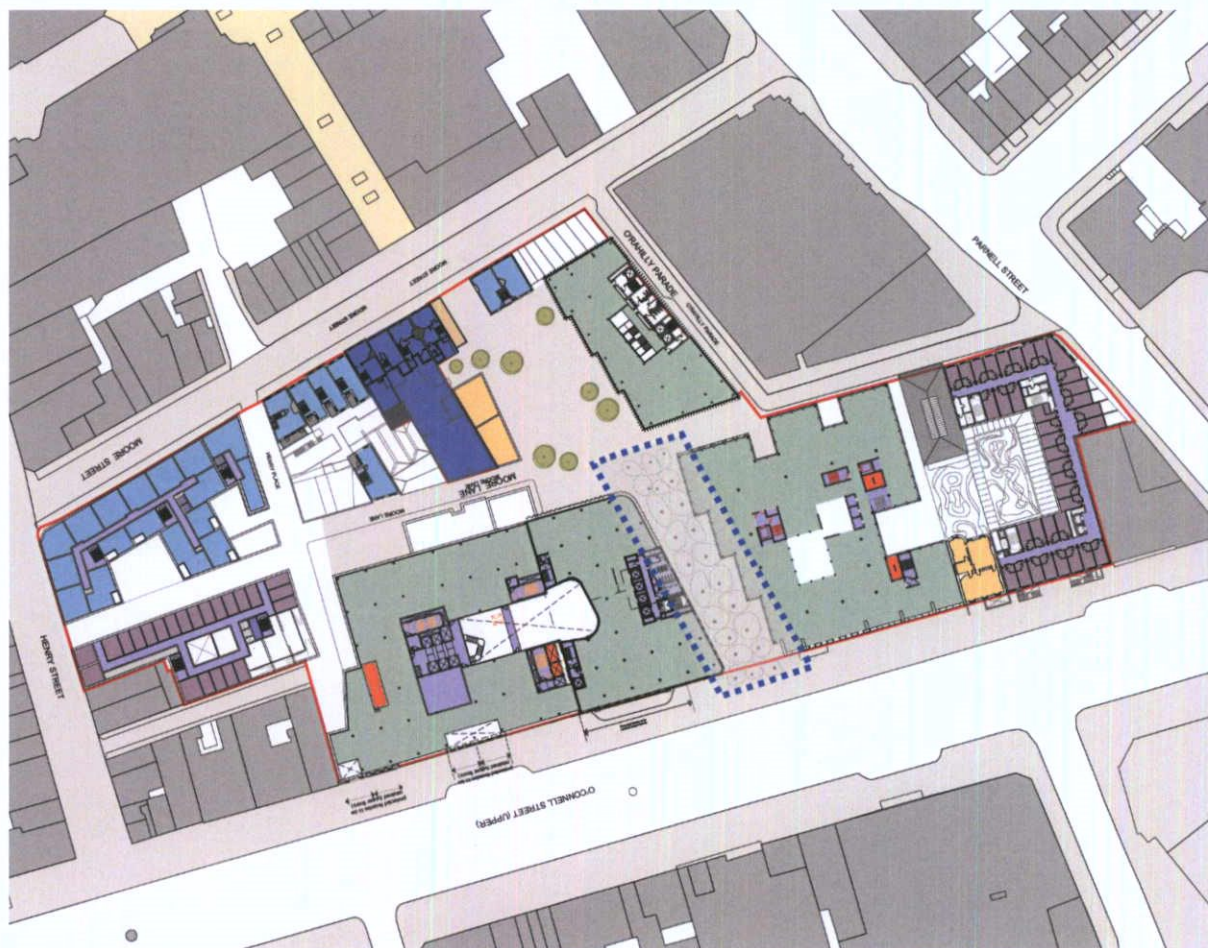


Figure 4.2: Iteration of the Masterplan from July 2020 showing the inclusion of a canopy within the New Street proposed between O’Connell Street and Moore Street – outlined by a blue dashed line (Overlay by SLA).

As such, having considered the matter further the proposal to include the canopy was omitted from the Masterplan, the new street was narrowed and a more complimentary and coherent approach to the building frontages along either side of the street were introduced following the comments provided by DCC.

Environmental Effects of the Final Proposed Development compared to Masterplan (Mid. 2020)			
Environmental Factor	Headings Under which the Environmental Factors were assessed	Topic	Comparative Effect of preferred option
Population and Human Health		Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
Biodiversity		Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
Land, Soil & Geology		Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.

Water	Surface Water	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
	Waste Water	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
	Water Supply	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
	Flood Risk	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
Climate	Air Quality & Climate Change	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
	Sunlight / Daylight	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
Air	Noise and Vibration	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
Material Assets	Traffic and Transport	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
	Waste	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
Landscape and Visual	Visual Impact	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
Cultural Heritage	Architectural Heritage	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
	Archaeological Heritage	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.

4.3.5.4 Dublin Central Masterplan – December 2020

The Applicant's Design Team and TII have been liaising closely with regard the future station interface with Site 2, formerly labelled Site 2AB and Site 2C.

The NTA and TII have also been engaging with DCC with regard the proposed development of a MetroLink Station at O'Connell Street. DCC sought to have the location of the station beneath Site 2 adjusted such that No. 59 – 60 O'Connell Street Upper could be retained. Under the original design for the station, No. 59 – 60 O'Connell Street Upper would have been demolished with the exception of the protected facades.

TII amended the design of the station location beneath Site 2 (essentially this reduced the length of the station) so that that No. 59 – 60 O'Connell Street Upper could be retained. It is noteworthy that neither No. 59, nor No. 60 Upper O'Connell Street Upper are owned, or controlled, by the Applicant.



Figure 4.3: Dublin Central Masterplan based on design and layout as of December 2020. Location of No. 59 – 60 shown indicatively by a blue dashed line (Overlay by SLA).

In effect, the Masterplan has been amended. The houses at No 59 – 60 O’Connell Street Upper are not under the Applicant’s control and have been omitted as part of the overall proposal. The rear plot of No 59 – 60 O’Connell Street Upper has been included in the current Masterplan, in order to retain No. 60A O’Connell Street Upper (or No. 19 Henry Place) – known as the ‘Reading Room’ and facilitate fire escape stair from the future MetroLink Station below (A Letter of Consent from accompanies this planning application).

Environmental Effects of the Final Proposed Development compared to Masterplan (December 2020)			
Environmental Factor	Headings Under which the Environmental Factors were assessed	Topic	Comparative Effect of preferred option
Population and Human Health		Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
Biodiversity		Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
Land, Soil & Geology		Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.

Water	Surface Water	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
	Waste Water	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
	Water Supply	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
	Flood Risk	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
Climate	Air Quality & Climate Change	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
	Sunlight / Daylight	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
Air	Noise and Vibration	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
Material Assets	Traffic and Transport	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
	Waste	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
Landscape and Visual	Visual Impact	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
Cultural Heritage	Architectural Heritage	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.
	Archaeological Heritage	Construction Phase Operational Phase	<u>Neutral, imperceptible and permanent</u> No perceived additional adverse effects during construction / operational phase.

4.3.5.5 Final Proposed Development

The final design of Site 2 presents the most effective utilisation of this significant site, fulfils Dublin City Council objectives to deliver compact urban form (mix of uses on brownfield, underutilised, city centre lands), integrate built and cultural heritage where possible (protected and non-protected structures), and achieve socially inclusive communities (proposal include active street frontage an a safe and legible network of city streets).

To summarise it is considered that the final design Site 2: -

- Advances the strategic and statutory objectives applicable to these lands and the wider area.
- Optimises development space within the overall site, in an efficient and sustainable manner.
- Provides a range of uses including retail, café / restaurant and office (in conjunction with other uses such as residential, hotel and cultural within the Masterplan) in close proximity to existing public transport.

- Facilitates additional permeability within the urban block.
- Avoids significant environmental impacts.
- Enables extensive economic development through both employment created at construction and operational stages, and also under future phases of development.
- Avoids the necessity to utilise in a non-sustainable manner other greenfield lands, particularly those in the Greater Dublin Area.
- Encourages the use of public transport and provides pedestrian and cycle links throughout and within the Masterplan to minimise car usage within the scheme.

The final iteration of Site 2 is not considered to give rise to any significant adverse environmental impacts. Mitigation measures to be implemented at construction and operation stages of the project are summarised in Chapter 18: Summary of Mitigation Measures of the EIAR.

The design for Site 1 is in ongoing discussions with Dublin City Council. Planning applications for Site 3, 4 and 5 are the subject of pending appeal to An Bord Pleanála.

DCC PLAN NO 5126/22
RECEIVED: 26/10/2022

5 POPULATION & HUMAN HEALTH

5.1 INTRODUCTION

This chapter of the Environmental Impact Assessment Report (EIAR) evaluates the impacts of the Proposed Development (as set out in Chapter 3: Description of Proposed Development of this EIAR) on population and human health.

In accordance with the European Commissions *Guidelines, Guidance on the preparation of the Environmental Impact Assessment Report (EU,2017) Guidelines on the Information to be contained in Environmental Impact Assessment Reports (EPA, 2022)*, and *Draft Advice Notes for Preparing Environmental Impact Statements (EPA, 2015)*, this chapter has considered the “*existence, activities and health of people*” with respect to “*topics which are manifested in the environment such as employment and housing areas, amenities, extended infrastructure or resource utilisation and associated emissions*”. Risk of Major Accidents is covered in Chapter 17: Risk Management (Major Accidents and Disasters) of this EIAR. Issues examined in this chapter include: -

- Demography.
- Population.
- Employment.
- Social Infrastructure.
- Landscape, Amenity and Tourism.
- Natural Resources.
- Air Quality.
- Noise & Vibration.
- Material Assets.
- Traffic.
- Health and Safety.

DCC PLAN NO 5126/22
RECEIVED: 26/10/2022

Where these topics are dealt with in further detail elsewhere in this EIAR, the relevant chapters have been cross referenced in this chapter.

5.2 ASSESSMENT METHODOLOGY

In accordance with the *Guidelines on the Information to be contained in Environmental Impact Assessment Reports (EPA, 2022)*, this chapter has considered that:

“in an EIAR the assessment of impacts on population and human health should refer to the assessment of those factors under which human health effects might occur, as addressed elsewhere in the EIAR e.g., under environmental factors of air, water soil etc”.

As per Article 3 of Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment, as amended by Directive 2014/52/EU: -

- 1) *The environmental impact assessment shall identify, describe, and assess in an appropriate manner, in the light of each individual case, the direct and indirect significant effects of a project on the following factors:*
 - population and human health;*
 - biodiversity, with particular attention to species and habitats protected under Directive 92/43/EEC and Directive 2009/147/EC;*
 - land, soil, water, air and climate;*
 - material assets, cultural heritage and the landscape;*
 - the interaction between the factors referred to in points (a) to (d).*

The effects referred to in paragraph 1 on the factors set out therein shall include the expected effects deriving from the vulnerability of the project to risks of major accidents and/or disasters that are relevant to the project concerned."

The 2017 publication by the European Commission (EC), *Environmental Impact Assessment of Projects: Guidance on the preparation of the Environmental Impact Assessment Report*, considered that: -

"Human health is a very broad factor that would be highly Project dependent. The notion of human health should be considered in the context of the other factors in Article 3(1) of the EIA Directive and thus environmentally related health issues (such as health effects caused by the release of toxic substances to the environment, health risks arising from major hazards associated with the Project, effects caused by changes in disease vectors caused by the Project, changes in living conditions, effects on vulnerable groups, exposure to traffic noise or air pollutants) are obvious aspects to study. In addition, these would concern the commissioning, operation, and decommissioning of a Project in relation to workers on the Project and surrounding population."

This chapter will follow these EC guidelines and will examine the health effects relevant to the Proposed Development as they relate to a relevant, defined study area. The effects of the Proposed Development on the population and human health are analysed in compliance with the requirements of the EPA Guidelines.

5.2.1 Assessment of Significance & Sensitivity

The assessment of significance is a professional appraisal based on the sensitivity of the receptor and the magnitude of the effect.

Within any area, the sensitivity of individuals in a population will vary. As such, it would be neither representative of the population, nor a fair representation of the range of sensitivities in a population was an overall sensitivity classification assigned to the population in question. As such, the precautionary principle has been adopted for this assessment, which assumes that the population within the study area is of a uniformly high sensitivity.

5.2.2 Magnitude of Impact

The magnitude of predicted impacts has been quantified in this assessment using the terms outlined in Table 5.1 below.

Magnitude	Description of Magnitude
High	Change in an environmental and/or socio-economic factor(s) as a result of the Proposed Development which would result in a major change to existing baseline conditions (adverse or beneficial)
Medium	Change in an environmental and/or socio-economic factor(s) as a result of the Proposed Development which would result in a moderate change to existing baseline conditions (adverse or beneficial)
Low	Change in an environmental and/or socio-economic factor(s) as a result of the Proposed Development which would result in a minor change to existing baseline conditions (adverse or beneficial)
Negligible	Change in an environmental and/or socio-economic factor(s) as a result of the Proposed Development which would not result in change to existing baseline conditions at a population level, but may still result in an individual impact (adverse or beneficial)
No change	No change would occur as a result of the Proposed Development which would alter the exiting baseline conditions (adverse or beneficial)

Table 5.1 Description of magnitude of predicted impacts.

5.2.3 Significance of Effects

The assessment of significant effects in this assessment is a professional appraisal and has been based on the relationship between the magnitude of effects (Section 5.2.2) and the sensitivity of the receptor. Table 5.2 below provides a matrix on the measure of the significance of effects as determined by the relationship between the magnitude of impact and the sensitivity of receptors.

		<i>Magnitude of Impact</i>			
		Negligible	Low	Medium	High
Sensitivity of Receptor	Negligible	Negligible	Negligible or minor	Negligible or minor	Minor
	Low	Negligible or minor	Negligible or minor	Minor	Minor or moderate
	Medium	Negligible or minor	Minor	Moderate	Moderate or major
	High	Minor	Minor or moderate	Moderate or major	Major

Table 5.2: Significance of effects and the sensitivity of the receptor.

5.2.4 Study Area

The Proposed Development site is located in central Dublin City. Given the nature of the Dublin Central development at the heart of Dublin City Centre and associated public realm, contributing towards the enhancement of Dublin City and the proposed O'Connell street metro stop as a transport interchange, the key population catchments (study areas) to consider are the 'City Area' and the 'ED Area'. The site adjoins the existing O'Connell, Street, Moore Street Parnell Street and Henry Street. The area selected for the assessment of the impact on human health has been defined as the Electoral Divisions (ED) of North City (ED 02075) Rotunda B (02089), Rotunda A (02088), Mountjoy A (02073), Mansion House A (02117), Royal Exchange A (02144), and North Dock C (02078). These areas have been considered in this chapter to provide a representative overview of the area within which the site is located. Therefore, the assessment in this chapter will apply to both the Dublin Central Masterplan area and the Proposed Development (Site 2 & No. 61 O'Connell Street Upper).

City Area

The subject site is located centrally within the Dublin City area, which is within the administrative area of Dublin City Council. As per the Dublin City Development Plan (2016 – 2022), Dublin City is zoned as objective Z5 – *'To consolidate and facilitate the development of the central area and to identify, reinforce, strengthen and protect its civic design character and dignity'* (Figure 5.1).

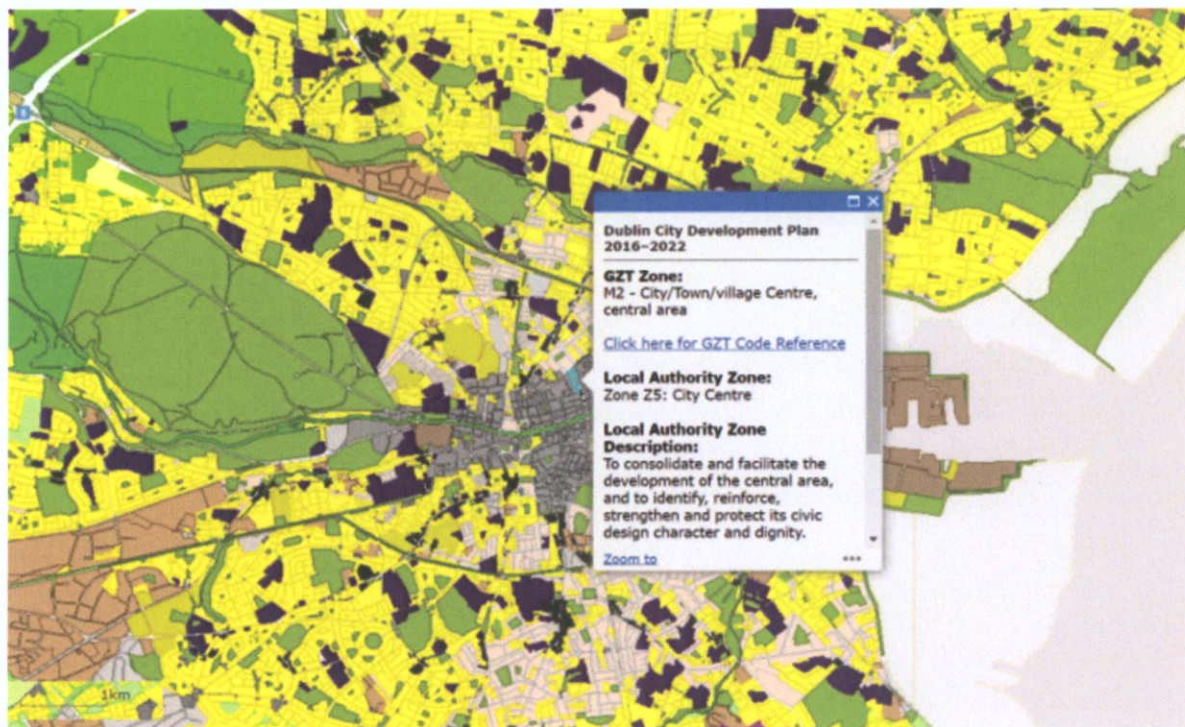


Figure 5.1: Zoning Map of Dublin City Central Area.

The site is located within the Dublin region, as defined by the Nomenclature of Territorial Units for Statistics (NUTS) developed by Eurostat. The Dublin region comprises counties Dublin city, Dun Laoghaire-Rathdown, Fingal and South Dublin.

5.3 RECEIVING ENVIRONMENT

5.3.1 Population & Demographics

5.3.1.1 Population

The most recent census of the population was carried out by the CSO on the 24th of April 2016, and the previous census on the 10th of April 2011. The census compiles data for the whole state as well as smaller individual areas including counties, cities, towns, and electoral divisions. Taking into consideration the location of the Proposed Development, the census information on population, age profile, employment, and social class, has been analysed in relation to the development site. The data from the 2022 (3rd April 2022) Census is still being collected and collated and is not yet available.

Table 5.3 denotes the population change at for the state, and electoral districts for the census years 2011 and 2016. The latest census data shows that the population surrounding the development site increased in size by 5.8% between the years 2011 and 2016 compared with 3.8% nationally. The average rate of population growth across the study area was an increase in 5.5%. The general increase in growth rate of surrounding areas, when compared to the state figures, suggests the increasing economic role of the areas surrounding the Proposed Development site.

Area	2011	2016	% Change 2011 – 2016
State	4,588,252	4,761,865	+3.8%
North City	5,345	5,654	+5.8%
Rotunda B	2,439	2,458	+0.8%
Rotunda A	4,698	5,965	+26.9%
Mountjoy A	5,326	5,389	+1.2%
Mansion House A	4,347	4,665	+7.3%
Royal Exchange A	4,481	4,329	-3.4%
North Dock C	4,345	4,214	-3.0%
Study Area (mean)	4,425	4,667	+5.5%

Table 5.3: Population change 2011 – 2016 (Source: www.cso.ie).

5.3.1.2 Age Profile

The age profile of the population in the area is an important parameter as it provides a good insight into the potential labour force, the demand for schools, amenities, other facilities, and the future housing demand. Table 5.4 shows the age profiles at a national level and electoral districts for the census year 2016.

Age	0-12	13-18	19-24	25-44	45-64	65+	Total Persons
State	18.48%	7.80%	6.96%	29.53%	23.84%	13.39%	4,761,865
North City	7.9%	2.6%	10.8%	55.9%	16.6%	6.1%	5,654
Rotunda B	9.8%	1.8%	11.1%	57.1%	15.9%	4.3%	2,458
Rotunda A	10.5%	4.1%	10.9%	47.8%	19.9%	6.8%	5,965
Mountjoy A	10.4%	6.3%	13.7%	47.5%	16.8%	5.3%	5,389
Mansion House A	8.9%	9.2%	18.1%	37.7%	17.1%	8.9%	4,665
Royal Exchange A	3.2%	4.2%	16.7%	44.8%	22.8%	8.2%	4,329
North Dock C	8.4%	4.2%	14.0%	47.8%	19.0%	6.6%	4,214
Study Area (Mean)	8.5%	4.8%	13.6%	48%	18.4%	6.7%	4,667.7

Table 5.4: Age profile 2016 (Source: www.cso.ie).

This table shows that both nationally and in the study area, the dominant age grouping is 25-44 at 29.53% and 48% of the total population, respectively. This also reflects that the overall labour force population (12-64 age group) in the study area is reflective of the national level. This is in keeping with census data from 2011 and 2006.

5.3.2 Socioeconomics

5.3.2.1 Employment

Table 5.5 presents the employment statistics nationally and at the county level in 2016 compared with 2011. The data shows that unemployment decreased significantly in the county, as well as nationally, reflecting the economic recovery in recent years.