

- **General**

National Monuments Legislation (as amended) states that in the event of the discovery of archaeological finds or remains, the NMI should be notified immediately. Provision must be made to allow for, and fund any, archaeological work that may be needed if any remains should be noted during ground preparation works or during construction. As described above, if features are revealed, the area will need to be investigated, allowing no further development to take place until the site is fully identified, recorded and excavated or, alternatively, avoided.

All archaeological issues shall be resolved to the satisfaction of the DHLGH and the NMI.

16.7.2.1.3 Public Realm Works – Historic paving and kerbing

The in-situ recording, cleaning and sequential lifting of the historic paving on Moore Lane and O'Rahilly Parade will be carried out by conservation contractors in association with the site archaeologist and conservation architect. It will be carried out in accordance with best practice as set out in the Department of Arts Heritage and Gaeltacht (now DHLGH) and Dublin City Council 2015 Advice Series '*Paving -the conservation of historic ground surfaces.*'

A thorough record will be carried out during the site preparation/ enabling works stage of construction, that is, when the streets are safely closed to the public, and the heritage consultants can carry out the careful removal of tarmac and cement to complete a record and condition survey. The results of survey will identify where and how the setts will be re-laid.

A detailed methodology of the lifting, transport storing and reinstatement of the setts will be submitted to the heritage authority for prior approval, an indicative methodology is provided as follows:

- **Proposed Removal Methodology**

Exposing the surface, recording, and lifting will be carried out in the enabling works phase of the project and well in advance of construction. It will precede the enabling works for Dublin Central Site 2 and thus will be well ahead of the commencement of Sites 3, 4 and 5. There will be temporary road closure to allow for the works to take place. A detailed methodology of the lifting, transport storing, and reinstatement of the setts will be submitted to the local authority for prior approval. Consultation will be needed to ensure that agreement is reached with all the relevant stakeholders, as the pavement forms part of the public realm.

The following is an outline methodology: -

- **Exemplars**

Consultation with conservation specialists will establish the most appropriate method to remove tarmacadam from the stone setts and concrete from the granite kerbs. A representative sample of tarmacadam will be removed in an area of c. 10sqm. The exemplar will be reviewed with the Local Authority and the methodology finalised.

- **In-situ recording and cleaning**

Once the tarmac is removed, a baseline drawn survey of the surviving setted pavement and kerbstones will be undertaken. The paving and kerbing will be gently cleaned in situ. Once cleaned, the heritage consultants will record the bond, showing the placement system of setts of varying size, sorting into rows, width of the joints, gutter details, edge conditions, camber of road surface, and falls of inclined borders any undulations and irregularities, including the concentration of heavily worn areas., so they can be re-laid in correct order. The judicious use of a laser/detailed topographical survey will also be considered.

A visual inspection will identify any indications of the 1916 rising battle on the setts – such as bullet scars etc., and their location recorded. A record will be taken of any particular concentration of these, as they may reveal any intensity of shots fired in a specific area which will inform the interpretation of the battle and of the reinstatement

measures. The existence and location of previous alterations will also be recorded where the coherence and integrity of the original bonding pattern was lost or disturbed in earlier poorly conceived interventions

The heritage consultants will assign each item with a unique reference code numbered on a survey drawing, and the individual stones numbered with a water-soluble marking to allow for the correct reinstatement of the paving.

- Lifting

A trial area of paving and kerbing will be lifted in an agreed location measuring c. 10sqm. These should be lifted manually. Joints should be raked out to their full depth taking care not to damage the arrises of the setts. After reviewing the trial area and approved method statement, the paving kerbing and stone setts will be lifted logically and sequentially. Records should be filed in a systematic way for reference during reinstatement and for archival purposes. The subbase bedding and jointing materials will also be analysed. Paving elements will be cleaned of all bedding and jointing materials and any other materials adhering to them.

- Storing

The setts and kerbs will be stored in a clean, dry secure storage facility until reinstatement which has yet to be identified. The setts and kerbstones will be laid on pallets and evenly supported to prevent breakage.

- Archaeology

Despite the services running along it the lanes surrounding the site, the laneways are likely to be the least archaeologically disturbed areas of the site. Licensed archaeological monitoring of any earthmoving works below the sub baselevel of the streets within the public realm will be monitored in order to identify any former street surfaces or potential undisturbed clays.

- Reinstatement

The uncovering and recording of the setts and kerbs in the earliest stages will, under discussion with the Local Authority, identify the most appropriate location for reinstatement. The setts will be re-laid following the historic layout, bonding pattern and junction details where surfaces are to be re-laid and maintain the same joint width and pointing detail.

- **Proposed Public Presentation Methodology**

The integration of the historic stone setts and kerbs into the design proposals will be considered subject to amount of original material available and condition surveys. It will also be managed in agreement with the statutory stakeholders.

As part of the Site 2 landscaping strategy, it is proposed to consolidate the historic setts from the current locations on O'Rahilly Parade and Moore Lane in order to provide a continuous visual appearance of the historic setts. The approximate quantity of stone setts and paving available based on the GPR survey would allow for the re-surfacing of Henry Place and the southern section of Moore Lane with historic setts. That is, in the area to the rear of the National Monument and along Henry Place where most of the 1916 activity was enacted. Correspondingly, the integration of the historic granite kerbs along Henry Place, and Moore Lane will be considered once further information is available about their dimensions, condition and the overall quantity available (Figure 16.47).

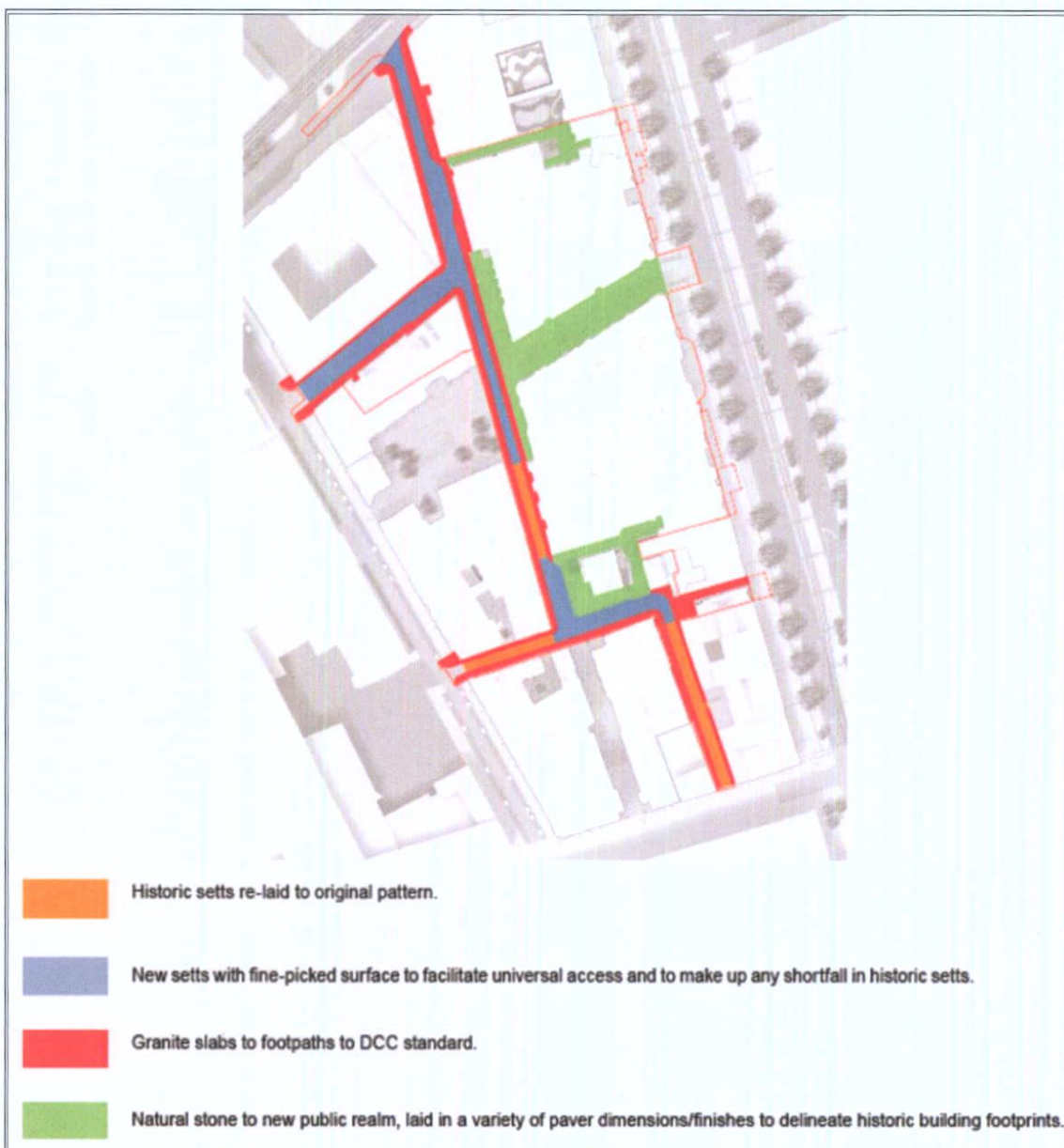


Figure 16.47: Indicative location for the re-laying of the historic setts in the public realm

16.7.2.2 Operational Stage

No further archaeological testing, excavation or monitoring works will be necessary during the operation phase of the development.

16.7.3 Proposed Development – No. 61 O'Connell Street Upper

16.7.3.1 Construction Stage

No measures are required from an archaeological perspective for the development of No. 61 O'Connell Street Upper during the construction or operational stages of the development.

16.7.3.2 Operational Stage

Not applicable.

16.8 RESIDUAL IMPACT

16.8.1 Dublin Central Masterplan

16.8.1.1 Construction Stage

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

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16.8.1.2 Operational Stage

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

16.8.1.3 Worst Case Impact

There is no worst case residual impact on the site.

16.8.2 Proposed Development – Site 2

16.8.2.1 Construction Stage

Following the implementation of an approved programme of mitigation, any impact on archaeological soils, finds or features identified within Site 2 will be resolved in consultation with the relevant authorities during the course of the project. There will therefore be negligible residual impacts on the archaeological resource. A beneficial residual impact will be the increased knowledge of the archaeology of this part of Dublin City.

16.8.2.2 Operational Stage

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

16.8.2.3 Worst Case Impact

There is no worst case residual impact on the site.

16.8.3 Proposed Development – No. 61 O'Connell Street Upper

16.8.3.1 Construction Stage

Not applicable.

16.8.3.2 Operational Stage

Not applicable.

16.8.3.3 Worst Case Impact

There is no worst case residual impact on the site.

16.9 MONITORING

16.9.1 Dublin Central Masterplan

16.9.1.1 Construction Stage

See section 16.7.7.1.2 above, monitoring is part of the mitigation strategy outlined above.

16.9.1.2 Operational Stage

Not applicable.

16.9.2 Proposed Development – Site 2

16.9.2.1 Construction Stage

See section 16.7.7.1.2 above, monitoring is part of a mitigation strategy outlined above.

16.9.2.2 Operational Stage

Not applicable.

16.9.3 Proposed Development – No. 61 O'Connell Street Upper

16.9.3.1 Construction Stage

Not applicable.

16.9.3.2 Operational Stage

Not applicable.

16.10 REINSTATEMENT

Not applicable.

16.11 DIFFICULTIES ENCOUNTERED

No difficulties were encountered during the compilation of this chapter.

17 RISK MANAGEMENT (MAJOR ACCIDENTS AND DISASTERS)

17.1 Introduction

This chapter of the Environmental Impact Assessment Report (EIAR) describes the Proposed Development in respect of its potential vulnerability to major accidents / disasters, and its potential to give rise to the same.

The assessment is carried out in compliance with the EIA Directive on the assessment of the effects of certain public and private projects on the environment, including amendments that entered into force on 16 May 2017 which states the need to assess: -

“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 underlying objective of this assessment is to ensure that appropriate precautionary actions are taken for those projects which *“because of their vulnerability to major accidents and/or natural disasters, are likely to have significant adverse effects on the environment.”*

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.

17.2 Assessment Methodology

The scope and methodology of this assessment is centred on the understanding that the Proposed Development will be designed, built and operated in line with best international current practice. As such, major accidents resulting from the Proposed Development would be very unlikely.

The scope and methodology presented in the following sections are based on the provisions of the EIA Directive, the EPA Guidelines, EU Commission guidance, as well as professional judgement.

A risk analysis-based methodology that covers the identification, likelihood and consequence of major accidents and / or disasters has been used for this assessment (Refer to Section 17.5 for further detail on this approach).

The assessment of the risk of major accidents and / or disasters considers all factors defined in the EIA Directive that have been considered in this EIAR, i.e. population and human health, biodiversity, land, soil, water, air, climate, material assets, cultural heritage and the landscape.

In the context of this environmental topic, the consideration of impacts for the Dublin Central Masterplan are considered to be the same as for the planning application for Site 2 of the Dublin Central Masterplan.

17.2.1 Guidance and Legislation

17.2.1.1 Legislative Requirements

The following paragraphs set out the requirements of the EIA Directive in relation to major accidents and / or disasters.

Recital 15 of the EIA Directive states that: -

“In order to ensure a high level of protection of the environment, precautionary actions need to be taken for certain projects which, because of their vulnerability to major accidents, and/or natural disasters (such as flooding, sea level rise, or earthquakes) are likely to have significant adverse effects on the environment. For such projects, it is important to consider their vulnerability (exposure and resilience) to major accidents and/or disasters, the risk of those accidents and/or disasters occurring and the

implications for the likelihood of significant adverse effects on the environment. In order to avoid duplications, it should be possible to use any relevant information available and obtained through risk assessments carried out pursuant to Union legislation, such as Directive 2012/18/EU of the European Parliament and the Council and Council Directive 2009/71/Euratom, or through relevant assessments carried out pursuant to national legislation provided that the requirements of this Directive are met."

It is clear from the EIA Directive that a major accident and / or disaster assessment is most readily applied to 'Control of Major Accident Hazards involving Dangerous Substances' (COMAH) sites or major industrial / energy installations. Notwithstanding, the assessment of major accidents and disasters for the Proposed Development has been carried out for completeness given the strategic nature of the Proposed Development.

Article 3 of the EIA Directive requires that the EIAR shall identify, describe and assess in the appropriate manner, the direct and indirect significant effects on population and human health, biodiversity, land, soil, water, air and climate, material assets, cultural heritage and landscape deriving from (amongst other things) the "vulnerability of the project to risks of major accidents and / or disasters that are relevant to the project concerned".

The information relevant to major accidents and/or disasters to be included in the EIAR is set out in Section 8 of Annex IV of the EIA Directive as follows: -

"(8) A description of the expected significant adverse effects of the project on the environment deriving from the vulnerability of the project to risks of major accidents and/or disasters which are relevant to the project concerned. Relevant information available and obtained through risk assessments pursuant to Union legislation such as Directive 2012/18/EU of the European Parliament and of the Council or Council Directive 2009/71/Euratom or relevant assessments carried out pursuant to national legislation may be used for this purpose provided that the requirements of this Directive are met. Where appropriate, this description should include measures envisaged to prevent or mitigate the significant adverse effects of such events on the environment and details of the preparedness for and proposed response to such emergencies."

17.2.1.2 Guidance Documents

A number of guidance documents and published plans have been reviewed and considered in order to inform this assessment, as described in the following sections.

- European Commission – Environmental Impact Assessment of Projects – Guidance on the preparation of the Environmental Impact Assessment Report (2017).
- Environmental Protection Agency Guidelines (2022).
- Guidance on Assessing and Costing Environmental Liabilities (2014).
- A Framework for Major Emergency Management Guidance Document 1-A Guide to Risk Assessment in Major Emergency Management (2010).
- A National Risk Assessment for Ireland 2017 (2017).
- A Guide to Risk Assessment in Major Emergency Management (2010).

17.3 Receiving Environment

The Proposed Development forms part of a Dublin Central Masterplan area c. 2.2 Ha in area and is generally bounded by Parnell Street, O'Rahilly Parade, O'Connell Street Upper, Henry Street, Moore Street, Dublin 1. Both Moore Lane and Henry Place are located within the Dublin Central Masterplan area.

O'Connell Street is regarded as one of the principal thoroughfares of the Capital and has historic associations with the Easter Rising. Moore Street is well known for its street trader markets and Henry Street is one of the busiest shopping streets in the state. The site is located at the heart of the retail and historic core of Dublin City centre.

O'Connell Street has been identified in several policy documents as a major street of national importance, which has the potential to become the premier street in the state. The Street is regarded as one of the principal thoroughfares of the Capital and links to Henry Street which is one of the busiest shopping streets in the state. The land uses on O'Connell Street largely consist of retail, office, financial institutions and other non-retail uses. The upper floors appear to be or were predominantly used as office space or for storage.

Moore Street (to the west of O'Connell Street) has historic associations with the 1916 Easter Rising and Moore Street is well known for its street trader markets. Moore Lane primarily functions as a service lane serving the rear buildings fronting on to main thoroughfares as well as accommodating some warehousing and small scale offices.

The site is proximate to several well-known cultural, historical and transport landmarks. It is located c. 250m north of O'Connell Bridge and the River Liffey and next to the Spire of Dublin. The Gate Theatre and the Ambassador music venue are also located at Parnell Square, directly across the road from the northern corner of the Dublin Central site. The Hugh Lane Gallery (Charlemont House), the Irish Writer's Museum and the Abbey Presbyterian Church, are located to the north of the site, on Parnell Square North. The Savoy Cinema and Cineworld are both within walking distance of the site and are located on O'Connell Street and Parnell Street, respectively. The James Joyce Centre, the Abbey Theatre and the Liberty Hall Theatre are also located within walking distance of the site. 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.

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 Dublin Central Masterplan area is highly accessible by public transport as it is located proximate to Bus Aras and Connolly Station. It is served by the red and cross city LUAS lines and bus services on O'Connell Street. The red 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. A Metrolink Station, as part of the Metrolink Project is to be developed by Transport Infrastructure Ireland (TII), is to be located beneath Site 2 of the Dublin Central Masterplan.

17.4 Characteristics of the Proposed Development

In summary, the Proposed Development broadly comprises: -

Dublin Central Masterplan

The Dublin Central project is an expansive (c. 2.2 Ha) and complex regeneration project. It needs to be delivered in stages in response to site and project constraints.

A site wide cumulative masterplan has been prepared by Dublin Central GP Limited ('the Applicant') to set out the overall development vision for the entire of the Dublin Central project, the Dublin Central Masterplan ('the Masterplan').

The Masterplan area encompasses almost entirely three urban blocks. The area is bounded generally by O'Connell Street Upper and Henry Place to the east, Henry Street to the south, Moore Street to the west, and O'Rahilly Parade and Parnell Street to the north. Moore Lane extends south from Parnell Street through the centre of the masterplan area, as far as its junction with Henry Place.

The Masterplan represents the full development planned by the Applicant for the entire of these urban blocks. The Masterplan area has been divided into six identifiable sites for the purpose of making separate planning applications. The development 'proposed' at this time is that subject of the planning application for Site 2.

Site 2 is primarily located within the urban block between O'Connell Street Upper and Moore Lane and bounded by No. 42 O'Connell Street Upper to the North and No. 62 O'Connell Street and Henry Place to the south.

For the purpose of making the planning application for Site 2 and No. 61 O'Connell Street, and considering the cumulative effect of the proposed and planned project, the Masterplan represents the interim design for Site 1 (March 2021) and proposal for Site 3, 4 & 5 are as per the concurrent planning applications submitted to Dublin City Council in June 2021 (DCC Reg. Ref. 2861/21, 2862/21 and 2863/21 respectively refers – all currently subject of pending appeal to An Bord Pleanála). Further progress on planning design continues to be worked up in the meantime and is ongoing.

MetroLink 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.

Proposed Development

The description of Proposed Development can be summarised as: -

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.

No. 61 O'Connell Street Upper

No. 61 O'Connell Street 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.

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

17.5 Potential Impact of the Proposed Development

17.5.1 Dublin Central Masterplan

As discussed above, the scope and methodology of this assessment is centred on the understanding that the Dublin Central Masterplan would be designed, built and operated in line with best international current practice and, as such, the vulnerability of the Proposed Development to risks of major accidents and / or disasters is considered **low**.

Current EIA practice already includes an assessment of some potential accidents and disaster scenarios such as pollution incidents to ground and watercourses as well as assessment of flooding events. These are described in detail in the relevant EIAR assessment Chapters (refer to Chapter 7: Land, Soils & Geology and Chapter 8: Water for further detail).

MetroLink 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.

17.5.1.1 Site Specific Risk Assessment

A site-specific risk assessment identifies and quantifies risks focusing on: unplanned, but possible and plausible events occurring during the construction and operation of the Proposed Development. The approach to identifying and quantifying risks associated with the Proposed Development by means of a site-specific risk assessment is derived from the Environmental Protection Agency (EPA) guidance.

The criteria for categorising impact is derived from the Department of Environment, Heritage & Local Government (DoEHLG) guidance (Refer to below tables).

The following steps were undertaken as part of the site-specific risk assessment: -

- Risk identification.
- Risk classification, likelihood and consequence.
- Risk evaluation.

Risk Identification

The identification of plausible risks has been carried out in consultation with relevant specialists. A Risk Register which was prepared during the design of the Proposed Development was also reviewed in order to inform the identification of risks for this assessment. The identification of risks has focused on non-standard but plausible incidents that could occur at the Proposed Development during construction and operation.

In accordance with the European Commission Guidance risks are identified in respect of the developments: -

- 1) Potential vulnerability to disaster risks.
- 2) Potential to cause accidents and / or disasters.

Risk Classification

Having identified the potential risks, the likelihood of occurrence of each risk has been assessed. An analysis of safety procedures and proposed environmental controls was considered when estimating likelihood of identified potential risks occurring. Table 17.1 defines the likelihood ratings that have been applied.

The approach adopted has assumed a 'risk likelihood' where one or more aspects of the likelihood description are met, i.e. any risk to the Proposed Development less than extremely unlikely to occur has been excluded from the assessment. The likelihood rating assigned to each risk has assumed that all proposed mitigation measures and / or safety procedures are in place and have succeeded in reducing or preventing the major accident and / or disaster occurring.

Rating	Classification	Effect Description
1	Extremely Unlikely	May occur only in exceptional circumstances; once every 500 or more years.
2	Very Unlikely	Is not expected to occur; and / or no recorded incidents or anecdotal evidence; and / or very few incidents in associated organisations, facilities or communicates; and / or little opportunity, reason or means to occur. May occur once every 100-500 years.
3	Unlikely	May occur at some time; and / or few, infrequent, random recorded incidents or little anecdotal evidence; some incidents in associated or comparable organisations worldwide; some opportunity, reason or means to occur; May occur once per 10-100 years.
4	Likely	Likely to or may occur; regular recorded incidents and strong anecdotal evidence and will probably occur once per 1-10 years.
5	Very Likely	Very likely to occur; high level of recorded incidents and / or strong anecdotal evidence. Will probably occur more than once a year.

Table 17.1: Risk Classification Table – Likelihood.

Classification of Consequence

The consequence rating assigned to each risk has assumed that all proposed mitigation measures and / or safety procedures have failed to prevent the major accident and / or disaster occurring. The consequence of the impact if the event occurs has been assigned as described in Table 17.2.

The consequence of a risk to the Proposed Development has been determined where one or more aspects of the consequence description are met, i.e. risks that have no consequence have been excluded from the assessment.

Ranking	Consequence	Impact	Description
1	Minor	Life, Health, Welfare Environment Infrastructure Social	Small number of people affected; no fatalities and small number of minor injuries with first aid treatment. No contamination, localised effects <€0.5M. Minor localised disruption to community services or infrastructure (<6 hours).
2	Limited	Life, Health, Welfare Environment Infrastructure	Single fatality; limited number of people affected; a few serious injuries with hospitalisation and medical treatment required.

Ranking	Consequence	Impact	Description
		Social	Localised displacement of a small number of people for 6-24 hours. Personal support satisfied through local arrangements. Simple contamination, localised effects of short duration €0.5-3M Normal community functioning with some inconvenience.
3	Serious	Life, Health, Welfare Environment Infrastructure Social	Significant number of people in affected area impacted with multiple fatalities (<5), multiple serious or extensive injuries (20), significant hospitalisation. Large number of people displaced for 6-24 hours or possibly beyond; up to 500 evacuated. External resources required for personal support. Simple contamination, widespread effects or extended duration €3-10M. Community only partially functioning, some services available.
4	Very Serious	Life, Health, Welfare Environment Infrastructure Social	5 to 50 fatalities, up to 100 serious injuries, up to 2000 evacuated. Heavy contamination, localised effects or extended duration €10-25M. Community functioning poorly, minimal services available.
5	Catastrophic	Life, Health, Welfare Environment Infrastructure Social	Large numbers of people impacted with significant numbers of fatalities (>50), injuries in the hundreds, more than 2000 evacuated. Very heavy contamination, widespread effects of extended duration >€25M. Serious damage to infrastructure causing significant disruption to, or loss of, key services for prolonged period. Community unable to function without significant support.

Table 17.2: Risk Classification Table – Likelihood.

Risk Evaluation

In accordance with the DoEHLG Guidelines (2010), the evaluated major accidents and natural disasters (MANDs) will be subject to a risk matrix to determine the level of significance of each risk for each scenario. These have been grouped according to 3 categories: -

- **High Risk**
Scenarios that have an evaluation score of 12 – 25, as indicated by the Red Zones in Table 17.3.
- **Medium Risk**
Scenarios that have an evaluation score of 8 – 11 as indicated by the Amber Zone in Table 17.3.
- **Low Risk**
Scenarios that have an evaluation score 1 – 7, of as indicated by the Green Zones in Table 17.3.

Likelihood	5 – V. Likely					
	4 – Likely					
	3 – Unlikely					
	2 – V. Unlikely					
	1 – Ext. Unlikely					
		1 – Minor	2 – Limited	3 – Serious	4 – V. Serious	5 – Catastrophic
Consequence of Impact						

Table 17.3: Risk Matrix – Levels of Significance.

Significant effects resulting from MANDs are adverse effects that are described as ‘Significant’, ‘Very Significant’ or ‘Profound’ under the EPA Guidelines (2022) and Volume 2, Section 2: The EIA Process of this report. Consequently, MANDs that fall within Amber or Red Zones (‘Medium’ or ‘High’ Risk Scenarios) are brought forward for further consideration and assessment for further mitigation.

17.5.1.2 Construction Stage

Risk ID	Potential Risk	Possible Cause	Requirement for further assessment?
Potential Vulnerability to Accidents and / or Disasters			
A	Flooding of site, from the River Liffey.	Proximity to River Liffey. Extreme weather – periods of heavy rainfall, taking into account climate change, strong winds and tidal events	No. The Dublin Central Masterplan area is not at risk of flooding. The Proposed Development will have no impact on floodplain storage and conveyance and will also not increase flood risk off site during construction. Earthworks operations shall be carried out such that surfaces shall be designed with adequate falls, profiling and drainage to promote safe run-off and prevent ponding and flooding. Refer to findings of the Masterplan Flood Risk Assessment, prepared by Waterman Moylan Consulting Engineers.
Potential to Cause Major Accidents and / or Disasters			
B	Fire / Explosion	<ul style="list-style-type: none"> Damage to unmapped services / utilities during earth works. Vehicle and vehicle collision. 	No. The construction phase will be carried out in accordance with all relevant health and safety guidance and legislation, as well as the provisions of the Construction and Demolition Management Plans, prepared by Waterman Moylan Consulting Engineers.
C	Unplanned outages / disruption to services	Damage to unmapped services / utilities during earth works.	No. Disruption to services not considered to constitute a ‘major accident or disaster’ for the purposes of this assessment.
D	Road traffic accidents resulting from construction phase traffic or temporary	<ul style="list-style-type: none"> Driver error. Object on road. Failure of vehicle control systems. Public confusion. 	No. The construction phase be carried out in accordance with all relevant health and safety guidance and legislation, as well as the provisions of the Construction &

	construction traffic management measures.		Demolition Management Plans, prepared by Waterman Moylan Consulting Engineers.
E	Contamination of the groundwater / surface water.	Construction phase spills or leakages.	No. The construction phase of the Proposed Development will be carried out in accordance with construction best-practise and provisions of the Construction & Demolition Management Plans, prepared by Waterman Moylan Consulting Engineers.
F	Falling debris from construction vehicles / cranes or cranes striking rail overhead cables or poles	<ul style="list-style-type: none"> Inadequate securing. Overloading of vehicles. 	No. The construction phase will be carried out in accordance with construction best-practise and provisions of the Construction & Demolition Management Plans, prepared by Waterman Moylan Consulting Engineers.
G	Release of asbestos fibres to atmosphere or surface water	<ul style="list-style-type: none"> Inadequate handling and removal of Asbestos Containing Materials (ACMs). Removal of un-surveyed ACM. 	No. A number of buildings within the Dublin Central Masterplan area which will be demolished contain asbestos. The construction phase will be carried out in accordance with construction best-practise and provisions of the Construction & Demolition Management Plans, prepared by Waterman Moylan Consulting Engineers.

Table 17.4: Risk Register – Construction Stage.

None of the potential construction phase risks considered have been identified as requiring further assessment.

17.5.1.3 Operational Stage

Risk ID	Potential Risk	Possible cause	Requirement for further assessment?
Potential Vulnerability to Disaster Risks			
H	Flooding of site	Extreme weather – periods of heavy rainfall, taking into account climate change, strong winds and tidal events.	No. The site is not at risk of flooding. The Dublin Central Masterplan have no impact on floodplain storage and conveyance. The likelihood of flooding is further minimised with adequate sizing of the on-site surface network and SuDS measures. Refer to findings of the Masterplan Flood Risk Assessment prepared by Waterman Moylan Consulting Engineers.
I	Incident at nearby SEVESO site resulting in off-site environmental impact	<ul style="list-style-type: none"> Fire / Explosion. Equipment / Infrastructure failure. 	No. A “consultation distance” is very broadly defined under Regulation 2 of the COMAH Regulations as “a distance or area relating to an establishment, within which there are potentially significant consequences for human health or the environment from a major accident at the establishment.

Risk ID	Potential Risk	Possible cause	Requirement for further assessment?
			<p>The consultation distance for some types of COMAH facility ranges from 300m for establishments where the risk is from flammable non-pressurised materials, to 1 km for establishments where chemical processing involving flammable or toxic substances takes place, to 2km for establishments with bulk storage of pressurised or toxic substances, triggering an obligation on the Planning Authority to notify the Health & Safety Authority (HSA). The consultation distance is included in <i>italics</i> after each listed SEVESO site below.</p> <p>Upper Tier Sites in proximity: -</p> <ul style="list-style-type: none"> • Indaver Ireland Ltd., Tolka Quay Road, Dublin Port, Dublin 1 (<i>700m from perimeter</i>) – c. 2.5 km from the Dublin Central Masterplan area. • Dublin Waste to Energy Ltd., Pigeon House Road, Ringsend, Dublin 4 (<i>300m from bund wall</i>) – c. 3 km from the Dublin Central Masterplan area. • National Oil Reserves Agency Ltd., Shellybanks Road, Ringsend, Dublin 4 (<i>300m from perimeter</i>) – c. 4 km from the Dublin Central Masterplan area. • Tedcastles Oil Products Yard 2, Tolka Quay Road, Dublin Port, Dublin 1 (<i>400m from perimeter</i>) – c. 3.5 km from the Dublin Central Masterplan area. • Valero Energy (Ireland) Ltd., Dublin Joint Fuels Terminal, Alexandra Road, Dublin Port, Dublin 1 (<i>400m from perimeter</i>) – c. 4 km from the Dublin Central Masterplan area. • Fareplay Energy Ireland, Tankfarm 1, Alexandra Road and Tankfarm 2, Tolka Quay Road, Dublin Port, Dublin 1 (<i>400m from perimeter</i>) – c. 3.5 km from the Dublin Central Masterplan area. • Calor Teoranta, Tolka Quay, Dublin 1 (<i>600 m from perimeter</i>) – c. 4 km from the Dublin Central Masterplan area. <p>Lower Tier Site in proximity: -</p> <ul style="list-style-type: none"> • Circle K Terminal 1, Alexandra Road, Dublin Port, Dublin 1 (<i>400m from perimeter</i>) – c. 4 km from the Dublin Central Masterplan area. • Circle K Yard 3, Alexandra Road, Dublin Port, Dublin 1 (<i>300m from perimeter</i>) – c. 4 km from the Dublin Central Masterplan area. • Electricity Supply Board, North Wall Generating Station, Alexandra Road, Dublin (<i>300m from bund wall</i>) – c. 4 km from the Dublin Central Masterplan area. • Electricity Supply Board, Poolbeg Generating Station, Ringsend, Dublin 4 (<i>300 m from bund wall</i>) – c. 4.8km from the Dublin Central Masterplan area. Iarnrod Eireann, Alexandra

Risk ID	Potential Risk	Possible cause	Requirement for further assessment?
			<p>Rd, North Wall, Dublin 1 (300m from bund wall) – c. 3 km from the Dublin Central Masterplan area.</p> <ul style="list-style-type: none"> • Iarnrod Eireann Maintenance Works, Inchicore, Dublin 8 (300m from bund wall) – c. 4.5 km from the Dublin Central Masterplan area. • Tedcastles Oil Products Yard 1, Promenade Road, Dublin 1 (400m from perimeter) – c. 3.5 km from the Dublin Central Masterplan area. • Synergen Power Ltd t/a ESB Dublin Bay Power, Pigeon House Road, Ringsend, Dublin 4 (300m from bund wall) – c. 3 km from the Dublin Central Masterplan area. <p>As can be seen from the above list, the nearest COMAH site is 2.5 km from the Dublin Central Masterplan area.</p>
J	Incident at nearby LUAS	<ul style="list-style-type: none"> • Fire Explosion. • Act of terrorism. 	Yes.
Potential to Cause Accidents and / or Disasters			
K	Fire / Explosion	<ul style="list-style-type: none"> • Equipment or infrastructure failure. • Act of terrorism. • Electrical problems. 	<p>No.</p> <p>The Proposed Development will be designed, built and operated in line with best international current practice, and will be compliant with all relevant Health and Safety and Fire regulation and guidance.</p>
L	Collision of Aircraft	<ul style="list-style-type: none"> • Failure of air traffic control systems • Act of terrorism 	<p>No.</p> <p>The Proposed Development does not include buildings in excess of 9 storeys. There are no active airfields or airports within 15km of the site.</p>
M	Public safety on O'Connell Street / general area.	<ul style="list-style-type: none"> • Crime • Public negligence 	<p>No.</p> <p>Individual accidents / incidents are not considered to constitute a 'major accident / disaster' for the purposes of this assessment</p>
N	Vehicle collisions on site.	<ul style="list-style-type: none"> • Public negligence. • Failure of vehicular operations. 	<p>No.</p> <p>The existing street network will be retained and 2no. new streets will be introduced as part of the Dublin Central Masterplan. Individual accidents / incidents are not considered to constitute a 'major accident / disaster' for the purposes of this assessment.</p>
O	Incident on future MetroLink.	<ul style="list-style-type: none"> • Act of terrorism • Explosion/fire 	Yes.

Table 17.5: Risk Register – Operational Stage.

The potential operation phase risks identified for further assessment include: **J** 'Incident at nearby LUAS' and **O** 'Incident on future MetroLink'.

17.5.1.4 Risk Assessment

Risk ID	Potential Risk	Possible cause	Environmental Effect	Likelihood Rating	Consequence Rating	Risk Score (Consequence x Likelihood)
J	Incident at nearby LUAS	<ul style="list-style-type: none"> • Fire explosion / • Act of terrorism 	<ul style="list-style-type: none"> • Illness, injury or death • Air quality effects 	2	4	8
<p>Basis of Likelihood: Whilst the <i>National Risk Assessment 2019</i> has identified the risk to Ireland from both domestic and international terrorism, such an incident is considered 'very unlikely' in that there are no similar 'recorded incidents or anecdotal evidence' of an attack of this magnitude in Ireland. The city centre location makes the LUAS stops on O'Connell Street a potential target notwithstanding the highly unlikely potential for occurrence.</p> <p>Basis of Consequence: Such an attack in Ireland could have significant impact in terms of public safety and security in the short term. Likewise, a breakdown in international peace and security arising from inter-state wars or other armed conflicts could have significant repercussions for Ireland and the EU, including potential impacts on energy supplies, transport routes or the environment. Thus, a 'very serious' consequence is identified in that such an even would result in numerous injuries and possibly fatalities, and there would be 'localised effects for an extended duration.'</p>						
Risk ID	Potential Risk	Possible cause	Environmental Effect	Likelihood Rating	Consequence Rating	Risk Score (Consequence x Likelihood)
O	Incident on future MetroLink	<ul style="list-style-type: none"> • Fire explosion / • Act of terrorism 	<ul style="list-style-type: none"> • Illness, injury or death • Air quality effects 	2	4	8
<p>Basis of Likelihood</p> <p>Whilst the <i>National Risk Assessment 2019</i> has identified the risk to Ireland from both domestic and international terrorism, such an incident is considered 'very unlikely' in that there are no similar 'recorded incidents or anecdotal evidence' of an attack of this magnitude in Ireland. The city centre location makes the future MetroLink stops on O'Connell Street a potential target notwithstanding the highly unlikely potential for occurrence.</p> <p>Basis of Consequence</p> <p>Such an attack in Ireland could have significant impact in terms of public safety and security in the short term. Likewise, a breakdown in international peace and security arising from inter-state wars or other armed conflicts could have significant repercussions for Ireland and the EU, including potential impacts on energy supplies, transport routes or the environment. Thus, a 'very serious' consequence is identified in that such an even would result in numerous injuries and possibly fatalities, and there would be 'localised effects for an extended duration.'</p>						

Table 17.6: Risk Assessment – Operational Stage.

This risk assessment in Table 17.6 categorises each of the potential risks by their 'risk score'. A corresponding risk matrix is provided in Table 17.7 which is colour coded in order to provide an indication of the critical nature of each risk. As outlined in Section 17.5.1.1, the red zone represents 'high risk scenarios', the amber zone represents 'medium risk scenarios' and the green zone represents 'low risk scenarios'.

Likelihood	5 – V. Likely					
	4 – Likely					
	3 – Unlikely					
	2 – V. Unlikely					
	1 – Ext. Unlikely					
		1 – Minor	2 – Limited	3 – Serious	4 – V. Serious	5 – Catastrophic
Consequence of Impact						

Table 17.7: Risk Matrix – Levels of Significance.

17.5.1.5 Do-Nothing Impact

In the event that the Dublin Central Masterplan does not proceed, the site would remain in its current underutilised, brownfield state. In absence of an increased number of people residing, working or visiting the site, there would be **no increase** in the risk of major accidents occurring due to human interaction, should a disaster take place.

17.5.1.6 Construction Stage

None of the potential risks to be noted during the construction phase were identified as requiring further assessment.

17.5.1.7 Operational stage

From examining the plausible risks presented in Table 17.7, the scenario with the highest risk score in terms of a major accident and / or disaster was identified as being 'Incident at nearby LUAS' and 'Incident on Future MetroLink'.

This risk was given a score of 8 indicating a scenario that is '**very unlikely**' to occur, but which would have '**very serious**' consequences should it do so. According to the risk matrix in Table 17.7, this indicates a '**medium risk scenario**'.

The Global Terrorism Index (GTI) is a comprehensive study analysing the impact of terrorism for 163no. countries and which covers 99.7 per cent of the world's population. In 2018, Ireland ranked as the 65th country most impacted by terrorism of the 163no. countries. Whilst the National Risk Assessment 2019 has identified the risk to Ireland from both domestic and international terrorism, there are no similar 'recorded incidents or anecdotal evidence' of attacks of this magnitude in Ireland.

17.5.2 Cumulative

As outlined in sections 17.5.1.6 and 17.5.1.7 above, **no likely risks** of a major accident / disaster occurring are identified during construction stage. A **medium risk** of major accident / disaster is identified during the operational phase. No cumulative effects are identified.

17.5.3 Proposed Development

17.5.3.1 Construction Stage

The potential risk during the construction phase of the Proposed Development is the same as described under 17.5.1.6.

17.5.3.2 Operational Stage

The potential risk during the operational phase of the Proposed Development is the same as described under 17.5.1.6.

17.5.3.3 Do-Nothing Impact

The 'do-noting' impact of the Proposed Development will be the same as described under 17.5.1.5.

17.6 Mitigation Measures (Ameliorative, Remedial or Reductive Measures)

17.6.1 Rating of Major Accidents and Disasters without Mitigation

17.6.1.1 Construction Phase

The mitigation measures relevant to each environmental factor outlined in chapters 5 – 16 of the EIAR, as well as in the Construction Management Plan, will be implemented during the construction phase and will collectively mitigate the risk of major accidents and disasters during this time.

The construction phase will be carried out in accordance with best practice site management measures relating to health and safety and emergency response. These measures are described in the Outline Construction Management Plan, prepared by Waterman Moylan Consulting Engineers.

17.6.1.2 Operational Stage

No mitigation or monitoring measures are proposed specific to reducing the risk of major accident / disaster during operation.

17.7 Residual Impact of the Proposed Development

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

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

17.8 Monitoring

No monitoring associated with risks of major accidents and / or disaster is proposed during construction or operational phases.

17.9 Reinstatement

No reinstatement measures are necessary during the construction or operational phases of this development.

17.10 Difficulties Encountered

No difficulties were encountered during the assessment process.

18 SUMMARY OF MITIGATION MEASURES

18.1 Introduction

This Chapter of the EIAR collates and summarise the mitigation measures recommended for each of the environmental topics examined in Chapters 5 – 17 of this EIAR.

These mitigation measures and any associated monitoring comprise what would be implemented during the Demolition, Construction and Operational Phase to reduce the potential for significant adverse impact of the proposed development on the environment.

This Chapter does not expand on the reasoning or expected effectiveness of the proposed mitigation or monitoring measures. For such descriptions, we refer to each of the individual chapters of the EIAR.

A number of the recommended mitigation measures would be expected to be required as a condition of any grant of permission by Dublin City Council.

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

18.2 Proposed Mitigation Measures

18.2.1 Population and Human Health (Chapter 5)

The impacts on the local population in terms of residents and businesses are considered to be mainly positive in the sense of creating direct employment opportunities and indirect additional business, both during the construction and operational phases. Once operational there will be significant positive contributions to the residential, community and cultural aspects of Dublin City Centre.

Mitigation measures proposed to minimise the potential impacts on human health in terms of Climate (Air Quality and Climate Change), Climate (Daylight & Sunlight), Air (Noise and Vibration), Landscape and Visual Impact Assessment and Material Assets (Transportation) are discussed in the relevant sections of Chapters 9, 10, 11, 12 and 13 of this EIAR respectively.

Similarly, mitigation measures set out in Chapter 7: Land, Soils & Geology and Chapter 8: Water of the EIAR will ensure the risk of impacts to Human Health is low and that the residual effect on the environment is imperceptible.

18.2.1.1 Dublin Central Masterplan

Construction Stage

Prior to the commencement of construction, the appointed contractor will be required to obtain formal agreement from the Local Authority on pollution prevention measures as well the overall approach and emergency procedures for all construction stages. All demolition works are to be in accordance with the following guidelines:

- BS 6187:2000 'Code of practice for demolition'
- Health and Safety Executive Guidance Notes GS 29 / 1, 2, 3 & 4.
- S.I. 504 Safety, Health & Welfare at Work (Construction) regulations 2013
- Air Pollution Act 1987
- Environmental Protection Agency Act 1992
- BS 5228:2009 Part 1 'Noise Control on Construction & Open Sites'.

Prior to the works commencing, detailed photograph surveys (condition schedules) of adjoining walls, roads, footpaths, grass verges etc. are to be prepared. Copies of the relevant parts are to be made available to adjoining owners and Dublin City Council. This record will form the basis of assessing repairs to adjoining areas in the future should a dispute arise as to their cause.

Roadways are to be kept clean of dirt and other debris. A road sweeping truck is to be provided if necessary, to ensure that this is so.

The Contractor will be responsible for the security of the site. The Contractor will be required to: -

- Operate a site induction process for all site staff.
- Ensure all site staff shall have current 'safe pass' cards.
- Install adequate site hoarding to the site boundary.
- Maintain site security staff at all times.
- Separate pedestrian access from construction at the main site entrance off the Naas Road and provide a safe walkway for pedestrians along the main access road into the site.
- Ensure restricted access is maintained to the works.

The construction works will be hoarded off or fenced off from the public at all times. A 2.4 m minimum high plywood painted timber hoarding will be provided along the long-term boundaries at the entrance, and at other areas around the site where the perimeter fence/wall is not deemed sufficient for safety and security reasons. Heras type fencing will be used on short term site boundaries where appropriate to suit the works.

Controlled access points to the site, in the form of gates or doors/turnstiles, will be kept locked any time that these areas are not monitored (e.g., outside working hours). During working hours, a gates person will control traffic movements and deliveries at any active site access to ensure safe access and egress to and from site onto the public roads.

A Traffic Management Plan has been prepared by the contractor and will be agreed with Dublin City Council's Transportation Department and An Garda Siochana, to mitigate any impact of construction on the surrounding road network (Further details are provided in Chapter 13: Material Assets (Transportation) of this EIAR and in the Traffic Management Plan).

As detailed in Chapter 7: Land, Soil & Geology of this EIAR, there is no evidence of a significant soil hazard on site or requirement for dewatering of groundwater. Waste Acceptance Criteria (WAC) testing was carried out on soil samples. In RC-8 and W-2, the levels of sulphate, total dissolved solids, TPH and PAHs exceeded the inert waste WAC. However, all of the levels were less than the non-hazardous WAC. In BH-12, which was located on the southeast perimeter of the site TPH and mercury were detected above the inert waste WAC in the upper fill sample; however the levels of these parameters in the underlying fill and natural ground were less than the inert WAC.

Chapter 8: Water of this EIAR states that there is no potential for flooding and the proposed design incorporates attenuation measures to ensure development will not result in increased flooding off site. In order to mitigate the potential dust-related health impacts during the construction phase, a dust minimisation plan will be formulated. This plan will draw upon best practice mitigation measures from Ireland, the UK and the USA to ensure the highest level of mitigation possible. Further detail is provided in Chapter 9: Climate (Air Quality and Climate Change) of this EIAR.

Best practice noise and vibration control measures will be employed by the contractor during the construction phase in order to avoid significant impacts at the nearest sensitive buildings. The best practice measures set out in BS 5228 (2009) Parts 1 and 2 will be complied with. Further details are provided in Chapter 11: Air (Noise & Vibration).

Operational Stage

In light of the fact that any of the impacts associated with the operation of the Dublin Central Masterplan on Human Health and Population are either not significant or positive, no further mitigation measures are required. Notwithstanding the lack of need for mitigation measures, Section 11.6.2 of Chapter 11: Air (Noise & Vibration) of this EIAR outlines a number of noise mitigation measures which will further reduce the likely noise impacts arising from entertainment noise and internal building façade noise.

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

Construction Stage

The mitigation measures of the Proposed Development are the same as the mitigation measures of the Dublin Central Masterplan described in Section 18.2.1.1.

Operational Stage

The mitigation measures of the Proposed Development are the same as the mitigation measures of the Dublin Central Masterplan described in Section 18.2.1.1.

18.2.2 Biodiversity (Chapter 6)

18.2.2.1 Dublin Central Masterplan

This section presents the mitigation measures that will be implemented during construction and operation to avoid the potential impacts of the Proposed Development on KERs as outlined above. All of the mitigation measures will be implemented in full. They are in accordance with best practice, and tried and tested, effective control measures to protect the receiving environment.

Mitigation Measures for Designated Sites During Construction Stage

European Sites

As set out in the Appropriate Assessment Screening Report, in concluding that the Proposed Development is not likely to have a significant effect on any European sites, mitigation measures intended to avoid or reduce any harmful effects of the Proposed Development on European sites were not required or taken into account.

National Sites

As there is no risk of the Proposed Development to affect the integrity of any nationally designated site, mitigation measures intended to avoid or reduce any harmful effects of the Proposed Development on nationally designated sites were not required or taken into account.

Mitigation Measures for Birds during Construction Stage

Bird species are protected under the Wildlife Acts and it is an offence to disturb birds while on their nests, or to wilfully take, remove, destroy, injure or mutilate their eggs or nests. There is potential for direct impacts on nesting birds and/or mortality of birds (including birds of local importance (higher value)) arising from the Proposed Development. This scenario would be most likely if works were to occur during the time of year when birds are likely to be nesting (which is from 1 March to 31 August, inclusive).

Where feasible, vegetation (e.g. scrub) will not be removed, between the 1 March and the 31 August, to avoid direct impacts on nesting birds. Where the construction programme does not allow this seasonal restriction to be observed, then these areas will be inspected by a suitably qualified ecologist for the presence of breeding birds prior to clearance. Areas found not to contain nests will be cleared within 3 days of the nest survey, otherwise repeat surveys will be required.

Measures to prevent herring gulls nesting on the rooftops of the buildings and pigeons within the buildings may also be undertaken well in advance of breeding bird season. This includes measures such as: -

- Kite hawks to discourage birds from the site.

- A specialist bird proof net to restrict access and prevent gulls from nesting.¹
- Blocking up any broken windows/access points into buildings.

These measures must be undertaken by a specialist, and before any birds begin to nest on or in the buildings (i.e. between October – February).

Mitigation Measures for Birds during Operational Stage

Mitigation measures are not required as operational phase impacts predicted on bird species as a result of the Proposed Development will be short-term and not significant.

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

This section presents the mitigation measures that will be implemented during construction and operation to avoid the potential impacts of the Proposed Development on KERs as outlined above. All of the mitigation measures will be implemented in full. They are in accordance with best practice, and tried and tested, effective control measures to protect the receiving environment.

Mitigation Measures for Designated Sites during Construction Stage

European Sites

As set out in the Appropriate Assessment Screening Report (Scott Cawley Ltd 2022) enclosed with this application, in concluding that the Proposed Development is not likely to have a significant effect on any European sites, mitigation measures intended to avoid or reduce any harmful effects of the Proposed Development on European sites were not required or taken into account.

National Sites

As there is no risk of the Proposed Development to affect the integrity of any nationally designated site, mitigation measures intended to avoid or reduce any harmful effects of the Proposed Development on nationally designated sites were not required or taken into account.

Mitigation Measures for Birds during Construction Stage

Bird species are protected under the Wildlife Acts and it is an offence to disturb birds while on their nests, or to wilfully take, remove, destroy, injure or mutilate their eggs or nests. There is potential for direct impacts on nesting birds and/or mortality of birds (including birds of local importance (higher value) arising from the Proposed Development. This scenario would be most likely if works were to occur during the time of year when birds are likely to be nesting (which is from 1 March to 31 August, inclusive).

Where feasible, vegetation (e.g. scrub) will not be removed, between the 1 March and the 31 August, to avoid direct impacts on nesting birds. Where the construction programme does not allow this seasonal restriction to be observed, then these areas will be inspected by a suitably qualified ecologist for the presence of breeding birds prior to clearance. Areas found not to contain nests will be cleared within 3 days of the nest survey, otherwise repeat surveys will be required.

Measures to prevent herring gulls nesting on the rooftops of the buildings, and pigeons nesting within the buildings, may also be undertaken well in advance of breeding bird season. This includes measures such as:

- Kite hawks to discourage birds from the site.

¹ Sullivan, I. & Lusby, J. (2021). Wildlife in Buildings: Linking our built and natural heritage. BirdWatch Ireland.

- A specialist bird proof net to restrict access and prevent gulls from nesting.²
- Blocking up any open/broken windows or access points into the buildings.

These measures must be undertaken by a specialist, and before any birds begin to nest on or in the buildings.

Mitigation Measures for Birds Operational Stage

Mitigation measures are not required as operational phase impacts predicted on bird species as a result of the Proposed Development, will be **short-term** and **not significant**.

18.2.3 Land, Soils and Geology (Chapter 7)

18.2.3.1 Dublin Central Masterplan

Construction Stage

To reduce the quantity of soil to be removed from or imported into the site, the floor levels of the proposed buildings and roads are designed to match existing levels and minimise the cut and fill balance. The number of vehicle movements offsite will be minimised by this optimisation. However, given that there are significant basement areas proposed, including the proposed underground Metrolink station, it is anticipated that there will be a significant surplus of soil to be removed from the site.

Surplus subsoil and rock that may be required to be removed from site will be deposited in approved fill areas or to an approved waste disposal facility. Surplus subsoil will be stockpiled on site, in such a manner as to avoid contamination with builders' waste materials, etc., and so as to preserve the materials for future use as clean fill. A Construction Management Plan will need to include protocols for soil removal and should be implemented by the development's main contractor during the construction stage.

Where contaminated soils are encountered during the works, they will be excavated and disposed of off-site in accordance with the Waste Management Acts, 1998-2006, and associated regulations and guidance provided in Guidelines for the Management of Waste from National Road Construction Projects published by the National Roads Authority in 2008.

The provision of wheel wash facilities at the construction entrances to the development will minimise the amount of soils deposited on the surrounding road network. The adjoining road network will be cleaned on a regular basis, as required, to prevent the build-up of soils from the development site on the existing public roads.

Measures will be implemented throughout the construction stage to prevent contamination of the soil and adjacent watercourses from oil and petrol leakages. Suitable bunded areas will be installed for oil and petrol storage tanks. Designated fuel filling points will be put in place with appropriate oil and petrol interceptors to provide protection from accidental spills. Refuelling will be restricted to these allocated re-fuelling areas. This area is to be an impermeable bunded area designed to contain 110% of the volume of fuel stored.

During excavation works, temporary sumps will be used to collect any surface water run-off thereby avoiding of standing water within the basement and other excavations.

Silt traps, silt fences and tailing ponds will need to be provided by the contractor where necessary to prevent silts and soils being washed away by heavy rains during the course of the construction stage. Surface water runoff and water pumped from the excavation works will be discharged via a silt trap / settlement pond to the existing combined drainage system which discharges to the Dublin

² Sullivan, I. & Lusby, J. (2021). *Wildlife in Buildings: Linking our built and natural heritage*. BirdWatch Ireland

Wastewater Treatment Plant at Ringsend. Straw bales will be used at the outfall to filter surface water to remove contaminants.

Dampening down measures with water sprays will be implemented during periods of dry weather to reduce dust levels arising from the development works.

After implementation of the above measures, the proposed development will not give rise to any significant long term adverse impact. Moderate negative impacts during the construction stage will be short term only in duration.

A Construction Management Plan, Traffic Management Plan and Waste Management Plan will be implemented by the contractor during the construction stage to control the above remedial measures.

Operational Stage

No mitigation measures for soils or geology will required during the operational stage.

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

Construction Stage

The mitigation measures for the Proposed Development (Site 2AB, Site 2C and 61 O'Connell Street Upper, including associated Metro Enabling Works and Public Realm Works) are the same as the mitigation measures set out for the Dublin Central Masterplan described in Section 18.2.3.1

Operational Stage

No mitigation measures for soils or geology will required during the operational stage.

18.2.4 Water (Chapter 8)

18.2.4.1 Dublin Central Masterplan

Mitigation measures will be implemented on a site by site basis in line with best practice standards. The relevant mitigation measures for Site 2AB, Site 2C and 61 O'Connell Street Upper are set out in Section 18.2.4.2 below. The same standards will be implemented as part of the development of the other sites within the Dublin Central Masterplan area.

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

Water Supply

Construction Stage

A method statement setting out in detail the procedures to be used when working in the vicinity of existing watermains will be produced by the contractor for any construction works within the vicinity of watermains and for roads or services crossing watermains.

All watermains will be cleaned and tested in accordance with Irish Water guidelines prior to connection to the public watermain.

All connections to the public watermain will be carried out by, or under the supervision of, Irish Water.

Potential negative impacts during construction stage will be short term only.

Operational Stage

Water meters will be installed at connection points, with locations to be agreed and approved by Irish Water, and these meters will be linked to Irish Water's monitoring system by telemetry. These meters will facilitate the early detection of unusual water usage in the network and identify potential leaks in the system.

All plumbing fixtures and fittings and sanitary wear to be installed within the development should be to the current best practice for water consumption to minimise future water usage.

It is not envisaged that any further remedial or reductive measures will be necessary on completion.

Foul Water Drainage

Construction Stage

In order to reduce the risk of defective or leaking foul sewers, the following remedial measures will be implemented: -

- All new foul sewers will be tested by means of an approved air test during the construction stage in accordance with Irish Waters Code of Practice and Standard Details.
- All private drainage will be inspected and signed off by the design Engineer in accordance with the Building Regulations Part H and BCAR requirements.
- Foul sewers will be surveyed by CCTV to identify possible physical defects.
- The connection of the new foul sewers to the public sewer will be carried out under the supervision of Irish Water and will be checked prior to commissioning.
- Prior to commencement of excavations in public areas, all utilities and public services will be identified and checked, to ensure that adequate protection measures are implemented during the construction stage.

Operational Stage

All foul drains will be tested and surveyed prior to connection to the public sewers to minimise the risk of uncontrolled ground water penetration or leakage of the foul water to ground water on the site.

Otherwise, no remedial or reductive measures are deemed to be necessary after completion of the development of the Dublin Central Masterplan, other than normal maintenance of the foul sewer system.

Surface Water Drainage

Construction Stage

The contractor will prepare and implement a Construction Management Plan which will outline the requirements for the storage and handling of fuel, including the refuelling of vehicles in designated refuelling zones to minimise the risk of spillages, and the impact of spillages should they occur.

The Construction Management Plan will also utilise sedimentation controls, including silt traps, tailings ponds and silt fences during the construction period.

All private drainage will be inspected and signed off by the design Engineer in accordance with the Building Regulations Part H and Building Control (Amendment) Regulations (BCAR) requirements. This will reduce the possibility of any cross connections being constructed.

Operational Stage

Surface water will be attenuated privately within each site of the Dublin Central Masterplan, and will discharge to the public network at a controlled rate limited to 2l/s from each site.

In addition, the SuDS devices outlined in Section 8.4.1.3 will reduce and slow down the rate of surface water runoff from each site within the Dublin Central Masterplan. This will minimise peak flows in the downstream system during major storm events. Gullies and the flow control devices shall be regularly maintained to avoid blockages.

The SuDS treatment train will also treat the surface water discharging to the public network, removing pollutants from the surface water runoff. Maintenance of these SuDS devices will be required to ensure that they continue to treat the surface water as designed.

18.2.5 Climate (Air Quality and Climate Change) (Chapter 9)

18.2.5.1 Dublin Central Masterplan

Construction Stage

A detailed dust minimisation plan associated with a high level risk of dust impacts is outlined in Appendix 9.2. This plan draws on best practice mitigation measures from Ireland, the UK and the USA in order to ensure the highest level of mitigation possible. Care has specifically been paid to the requirements and recommendations within the Dublin City Council's guidance entitled "*Air Quality Monitoring and Noise Control Unit's Good Practice Guide for Construction and Demolition*".

In summary some of the measures which will be implemented will include: -

- Prior to demolition blocks should be soft striped inside buildings (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).
- During the demolition process, water suppression should be used, preferably with a hand-held spray. Only the use of cutting, grinding or sawing equipment fitted or used in conjunction with a suitable dust suppression technique such as water sprays/local extraction should be used.
- Drop heights from conveyors, loading shovels, hoppers and other loading equipment should be minimised, if necessary fine water sprays should be employed.
- Hard surface roads will be swept to remove mud and aggregate materials from their surface while any un-surfaced roads will be restricted to essential site traffic.
- Any road that has the potential to give rise to fugitive dust will be regularly watered, as appropriate, during dry and/or windy conditions.
- Vehicles exiting the site shall make use of a wheel wash facility where appropriate, prior to entering onto public roads.
- Vehicles using site roads will have their speed restricted, and this speed restriction will be enforced rigidly. On any un-surfaced site road, this will be 20 kph, and on hard surfaced roads as site management dictates.
- Public roads and footpaths outside the site will be regularly inspected for cleanliness and cleaned as necessary. If sweeping using a road sweeper is not possible due to the nature of the surrounding area then a suitable smaller scale street cleaning vacuum will be used.
- Material handling systems and site stockpiling of materials will be designed and laid out to minimise exposure to wind. Water misting or sprays will be used as required if particularly dusty activities are necessary during dry or windy periods.
- During movement of materials both on and off-site, trucks will be stringently covered with tarpaulin at all times. Before entrance onto public roads, trucks will be adequately inspected to ensure no potential for dust emissions.

- Hoarding or screens shall be erected around works areas to reduce visual impact. This will also have an added benefit of preventing larger particles of dust from travelling off-site and impacting receptors.

At all times, these procedures will be strictly monitored and assessed. In the event of dust nuisance occurring outside the site boundary, movements of materials likely to raise dust will be curtailed and satisfactory procedures implemented to rectify the problem before the resumption of construction operations.

Operational Stage

The impact of the Proposed Development on air quality and climate is predicted to be imperceptible with respect to the operational phase in the long term. Therefore, no additional site specific mitigation measures are required beyond the incorporated design mitigation as described in Section 9.5.1.2.2 and 9.5.2.2.2 in Chapter 9 of this EIAR.

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

Construction Stage

The mitigation measures outlined in Section 9.6.1.1 and Appendix 9.2 of Chapter 9 of this EIAR will be applied across the site for each phase of the development

Operational Stage

No mitigation is required for the operational phase of the development as no significant impacts to air quality or climate are predicted.

18.2.6 Climate (Sunlight & Daylight) (Chapter 10)

No mitigation measures are proposed as the impact of Sunlight and Daylight is relatively insignificant and considered consistent with development within a city centre environment.

18.2.7 Air, Noise and Vibration (Chapter 11)

18.2.7.1 Dublin Central Masterplan

Construction Stage

Mitigation measures for the construction phase are set out below in order to reduce potential impacts as far as practicable to within the adopted design goals for noise and vibration. These mitigation measures should be read in tandem with the specific noise mitigation measures in line with the DCC GPG for high risk sites, as presented in Appendix 11.2.

Noise Mitigation Measures

The contract documents will clearly specify the construction noise criteria included in this chapter which the construction works must operate within. The Contractor undertaking the construction of the works will be obliged to take specific noise abatement measures and comply with the recommendations of *BS 5228-1:2009+A1:2014 Code of Practice for Noise and Vibration Control on Construction and Open Sites – Noise* and the European Communities (Noise Emission by Equipment for Use Outdoors) Regulations, 2001. These measures will ensure that: -

- No plant used on site will be permitted to cause an ongoing public nuisance due to noise.
- The best means practicable, including proper maintenance of plant, will be employed to minimise the noise produced by on site operations.

- All vehicles and mechanical plant will be fitted with effective exhaust silencers and maintained in good working order for the duration of the contract.
- Compressors will be attenuated models fitted with properly lined and sealed acoustic covers which will be kept closed whenever the machines are in use and all ancillary pneumatic tools shall be fitted with suitable silencers.
- Machinery that is used intermittently will be shut down or throttled back to a minimum during periods when not in use;
- Any plant, such as generators or pumps that is required to operate outside of normal permitted working hours will be surrounded by an acoustic enclosure or portable screen.

BS 5228 -1:2009+A1 2014 includes guidance on several aspects of construction site practices, which include, but are not limited to: -

- Selection of quiet plant.
- Control of noise sources.
- Screening.
- Hours of work.
- Liaison with the public.

Further comment is offered on these items in the following paragraphs.

Noise control measures that will be considered include the selection of quiet plant, enclosures and screens around noise sources, limiting the hours of work and noise monitoring. The contractor will be required to conduct construction noise predictions prior to works taking place and put in place the most appropriate noise control measures depending on the level of noise reduction required at any one location.

Selection of Quiet Plant

The potential for any item of plant to generate noise will be assessed prior to the item being brought onto the site. The least noisy item of plant will be selected wherever possible. Should a particular item of plant already on the site be found to generate high noise levels, the first action will be to identify whether or not said item can be replaced with a quieter alternative.

For static plant such as compressors and generators used at work areas such as construction compounds etc., the units will be supplied with manufacturers' proprietary acoustic enclosures where possible.

General Comments on Noise Control at Source

If replacing a noisy item of plant is not a viable or practical option, consideration will be given to noise control "at source". This refers to the modification of an item of plant, or the application of improved sound reduction methods in consultation with the supplier or the best practice use of equipment and materials handling to reduce noise.

In practice, a balance may need to be struck between the use of all available techniques and the resulting costs of doing so. It is therefore proposed to adopt the concept of "Best Available Techniques" as defined in EC Directive 96/61. In this context "best" means "the most effective in achieving a high general level of protection of the environment as a whole".

Proposed techniques will also be evaluated in light of their potential effect on occupational health and safety. The following outline guidance relates to practical noise control at source techniques which relate to specific site considerations: -

- For mobile plant items such as cranes, dump trucks, excavators and loaders, the installation of an acoustic exhaust and/or maintaining enclosure panels closed during operation can reduce noise levels by up to 10dB. Mobile plant will be switched off when not in use and not left idling.
- For piling plant, noise reduction can be achieved by enclosing the driving system in an acoustic shroud. For steady continuous noise, such as that generated by diesel engines, it is possible to reduce the noise emitted by fitting a more effective exhaust silencer system or utilising an acoustic canopy to replace the normal engine cover.
- For all materials handling, the contractor will ensure that best practice site noise control measures are implemented including ensuring that materials are not dropped from excessive heights and drop chutes/dump trucks are lined with resilient materials, where relevant.
- Where compressors, generators and pumps are located in areas in close proximity to noise sensitive properties/ areas and have potential to exceed noise criterion, these will be surrounded by acoustic lagging or enclosed within acoustic enclosures providing air ventilation.
- Resonance effects in panel work or cover plates can be reduced through stiffening or application of damping compounds; rattling and grinding noises can be controlled by fixing resilient materials in between the surfaces in contact.
- Demountable enclosures can also be used to screen operatives using hand tools and may be moved around site as necessary.
- All items of plant will be subject to regular maintenance. Such maintenance can prevent unnecessary increases in plant noise and can serve to prolong the effectiveness of noise control measures.

Screening

Typically screening is an effective method of reducing the noise level at a receiver location and can be used successfully as an additional measure to other forms of noise control. The effectiveness of a noise screen will depend on the height and length of the screen, its mass, and its position relative to both the source and receiver.

The length of the screen should in practice be at least five times the height, however, if shorter sections are necessary then the ends of the screen will be wrapped around the source. BS 5228 - 1:2009+A1 states that on level sites the screen should be placed as close as possible to either the source or the receiver. The construction of the barrier will be such that there are no gaps or openings at joints in the screen material. In most practical situations the effectiveness of the screen is limited by the sound transmission over the top of the barrier rather than the transmission through the barrier itself. In practice, screens constructed of materials with a mass per unit of surface area greater than 10kg/m² will give adequate sound insulation performance.

Construction noise calculations have assumed a partial line of sight (-5dB) is achieved using a solid 2.4m high standard construction site hoarding. It will be a requirement for works occurring immediately in proximity to the closest noise sensitive locations along the site boundary, that the line of sight is further blocked such that a reduction of at least 10dB is achieved between the noise sensitive façade and construction activities. A reduction of this order can be achieved using a higher perimeter screen or using localised screening around specific items of plant.

Annex B of BS 5228-1:2009+A1:2014 (Figures B1, B2 and B3) provide typical details for temporary and mobile acoustic screens, sheds and enclosures that can be constructed on site from standard materials.

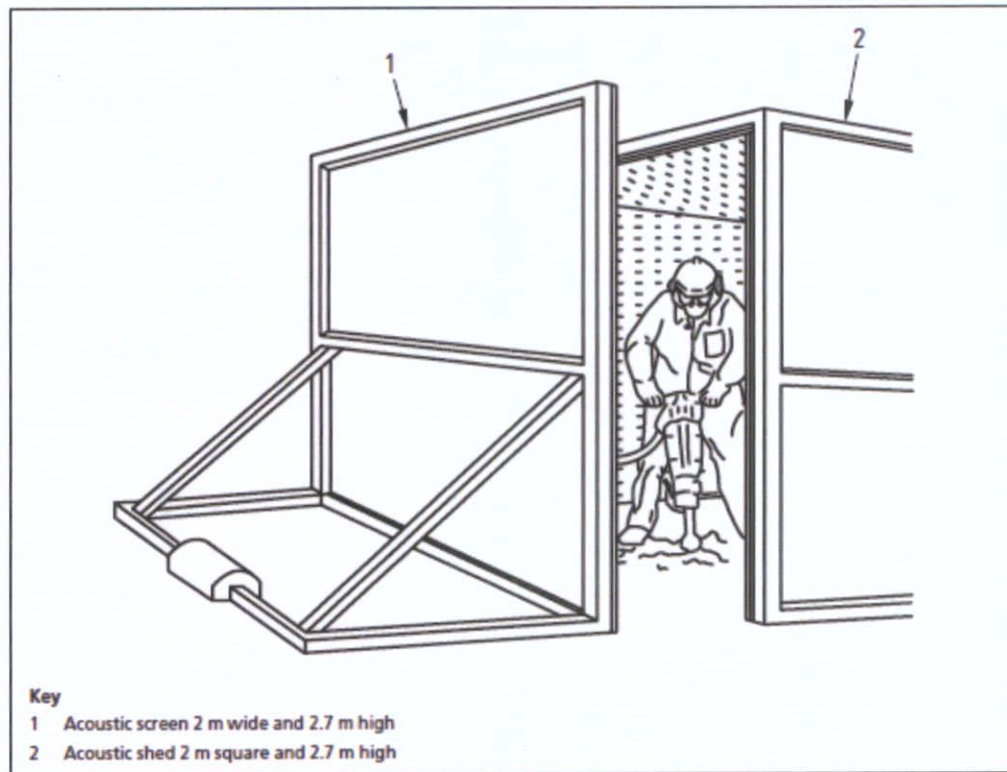


Table B.4 Measured sound reduction given by types of partial enclosure

Type of enclosure (see Figure B.3)	Reduction dB(A)		
	Facing the opening(s)	Sideways	Facing rear of shed
Open-sided shed lined with absorbent material; no screen	1	9	14
Open-sided shed lined with absorbent material; with reflecting screen in front	10	6	8
Open-sided shed lined with absorbent material; with absorbent screen in front	10	10	10

Figure 18:1: Typical Acoustic Screen / Shed Detail.

In addition, careful planning of the site layout will also be considered. The placement of temporary site buildings such as offices and stores between the site and sensitive locations can provide a good level of noise screening during the phasing of works.

Hours of Work

Construction activity will mostly take place during daytime hours Monday to Friday and a half day on Saturdays. In the event of it being deemed necessary to undertake works outside these, it will be necessary to obtain prior written approval from Dublin City Council. Such approval would typically only be granted on submission of details of the activity accompanied by an assessment of potential noise impact.

Consideration should be given to the scheduling of activities in a manner that reflects the location of the site and the nature of neighbouring properties. Each potentially noisy event/activity should be considered on its individual merits and scheduled according to its noise level, proximity to sensitive locations and possible options for noise control.

Depending on the noise emission levels experienced and associated noise impact, the contractor should be flexible and able to conduct certain works at hours which reflect periods when the neighbouring properties have lower sensitivities to noise.

Liaison with the Public

Clear forms of communication will be established between the contractor and noise sensitive areas in proximity so that residents or building occupants are aware of the likely duration of activities likely to generate higher noise or vibration.

The duration of piling, excavation and other high noise or vibration activities works is usually short in relation to the length of construction work as a whole, and the amount of time spent working near to sensitive areas can represent only a part of the overall period. Subjective impacts during these phases can be significantly reduced if timelines and potential impacts are known in advance.

Noise Control Audits

It is recommended that noise control audits be conducted at regular intervals throughout the demolition/construction programme. In the first instance, it is recommended that such audits take place on a monthly basis. This is subject to review, however, and the frequency of audits may be increased if deemed necessary.

The purpose of the audits will be to ensure that all appropriate steps are being taken to control construction noise emissions. To this end, consideration should be given to issues such as the following (note that this list is not intended to be exhaustive): -

- Hours of operation being correctly observed.
- Opportunities for noise control "at source".
- Optimum siting of plant items.
- Plant items being left to run unnecessarily.
- Correct use of proprietary noise control measures.
- Materials handling.
- Poor maintenance.
- Correct use of screening provided and opportunities for provision of additional screening.

Piling

Piling is the construction activity which is most likely to cause disturbance. General guidance in relation to piling is outlined in the following paragraphs.

Piling programmes should be arranged so as to control the amount of disturbance in noise and vibration sensitive areas at times that are considered of greatest sensitivity. If piling works are in progress on a site at the same time as other works of construction or demolition that themselves may generate significant noise and vibration, the working programme should be phased so as to prevent unacceptable disturbance at any time.

During consultation the planner, developer, architect and engineer, as well as the local authority, should be made aware of the proposed method of working of the piling contractor. The piling contractor should in turn have evaluated any practicable and more acceptable alternatives that would economically achieve, in the given ground conditions, equivalent structural results.

It should be remembered that a decision regarding the type of pile to be used on a site will normally be governed by such criteria as loads to be carried, strata to be penetrated and the economics of the system, for example the time it will take to complete the installation and other associated operations

such as soil removal. It may not be possible for technical reasons to replace a noisy process by one of the 'quieter piling' alternatives. Even if it is possible, the adoption of a quieter method may prolong the piling operation; the net result being that the overall disturbance to the community will not necessarily be reduced.

On typical piling sites the major sources of noise are essentially mobile and the noise received at any control points will therefore vary from day to day as work proceeds. The duration of piling works is usually short in relation to the length of construction work as a whole, and the amount of time spent working near to noise sensitive areas can represent only a part of the piling period.

Noise reduction can be achieved by enclosing the driving system in an acoustic shroud. For steady continuous noise, such as that generated by diesel engines, it may be possible to reduce the noise emitted by fitting a more effective exhaust silencer system or utilising an acoustic canopy to replace the normal engine cover.

Screening by barriers and hoardings is less effective than total enclosure but can be a useful adjunct to other noise control measures. For maximum benefit, screens should be close either to the source of noise (as with stationary plant) or to the listener. Removal of a direct line of sight between source and listener can be advantageous both physically and psychologically. In certain types of piling works there will be ancillary mechanical plant and equipment that may be stationary, in which case, care should be taken in location, having due regard also for access routes. When appropriate, screens or enclosures should be provided for such equipment.

Contributions to the total site noise can also be anticipated from mobile ancillary equipment, such as handling cranes, dumpers, front end loaders etc. These machines may only have to work intermittently, and when safety permits, their engines should be switched off (or during short breaks from duty reduced to idling speed) when not in use.

All mechanical plant should be well maintained throughout the duration of the piling works. When a site is in a residential environment, lorries should not arrive at or depart from the site at times incontinent to residents.

Metro Enabling Works

As discussed in previous sections, a 4m tall hoarding will be required at the north west site boundary in the vicinity of O'Rahilly Parade and the Jury's Inn hotel. Localised screening is required around breakers and static plant items.

Vibration

On review of the likely vibration levels associated with construction activities, it may be concluded that the construction of the Proposed Development is not expected to give rise to vibration that is either significantly intrusive or capable of giving rise to structural or cosmetic damage to adjacent buildings.

In the case of vibration levels giving rise to human discomfort, in order to minimise such impacts, the following measures shall be implemented during the construction period: -

- A clear communication programme will be established to inform adjacent building occupants in advance of any potential intrusive works which may give rise to vibration levels likely to exceed perceptible levels. The nature and duration of the works will be clearly set out in all communication circulars.
- Appropriate vibration isolation shall be applied to plant, where feasible.
- Monitoring will be undertaken at identified sensitive buildings, where proposed works have the potential to be at or exceed the vibration limit values.

Operational Stage

Mitigation measures for the operational phase are set out to ensure that operational noise sources associated with the Dublin Central Masterplan will operate within the relevant noise criteria so that there is no resultant negative impact on nearby noise sensitive receivers.

Noise Mitigation Measures

Mechanical Plant Noise

During the detailed design of the development, the selection and location of mechanical and electrical plant will be undertaken in order to ensure the noise emission limits set out above are not exceeded. In addition to selecting plant with suitable noise levels, the following best practice measures are recommended for all plant items in order to minimise potential noise disturbance for adjacent buildings: -

- Where ventilation is required for plant rooms, consideration will be given to acoustic louvers or attenuated acoustic vents, where required to reduce noise breakout.
- Ventilation plant serving plant rooms and car parks will be fitted with effective acoustic attenuators to reduce noise emissions to the external environment.
- The use of perimeter plant screens will be used, where required, for roof top plant areas to screen noise sources.
- The use of attenuators or silencers will be installed on external air handling plant.
- All mechanical plant items e.g. fans, pumps etc. shall be regularly maintained to ensure that excessive noise generated any worn or rattling components is minimised.
- Any new or replacement mechanical plant items, including plant located inside new or existing buildings, shall be designed so that all noise emissions from site do not exceed the noise limits outlined in this document.
- Installed plant will have no tonal or impulsive characteristics when in operation.

Inward Noise Impact

Inward noise impacts across the development are assessed and appropriate mitigation specified across the Dublin Central Masterplan to ensure that, when window are closed that the internal noise level targets are achieved.

Assessment of Site 1 will follow the methodology set out in this document once the design is finalised. Measured noise levels across the development will be used to assess the levels of noise intrusion and to ascertain the need for appropriate mitigation.

18.2.7.2 Proposed Development – Site 2

Construction Stage

The mitigation measures outlined in Section **Error! Reference source not found.** for general, above-ground construction works associated with the Masterplan construction stage are also applicable for the Proposed Development. These mitigation measures should be read in tandem with the specific noise mitigation measures in line with the DCC GPG for high risk sites, as presented in Appendix 11.2.

Regarding below-ground construction associated with Site 2 and the MEW, the assessment has concluded that the following should be implemented:

- 4m site hoarding in the north west sector of the Proposed Development site.
- Localised screening around breakers and static plant.

Operational Stage

Mechanical Plant Noise

The mitigation measures outlined in Section 12.6.1.2 are also applicable to the Proposed Development.

Inward Noise Impact

In the context of the Proposed Development, the facades highlighted in Figure 18:2 and Figure 18:3 will be provided with glazing that achieves the minimum sound insulation performance as set out in Table 11.34.

The specification applies only to office spaces on the facades indicated. Retail and food & beverage units along these facades do not have a sound insulation requirement. Other facades in the development have no minimum requirement for sound insulation.

The overall R_w values outlined in this section are provided for information purposes only. The overriding requirement is the Octave Band sound insulation performance values which may also be achieved using alternative glazing configurations. Any selected system will be required to provide the same level of sound insulation performance set out in Table 18.1.

Site	Façade	Glazing Octave Band Centre Frequency (Hz)						R_w
		125	250	500	1000	2000	4000	
Site 2	RED	19	27	34	39	35	40	35
	ORANGE	20	22	27	32	32	37	30

Table 18.1: Glazing Specification

Façade specifications are marked up in Figure 18:2 and Figure 18:3 below.

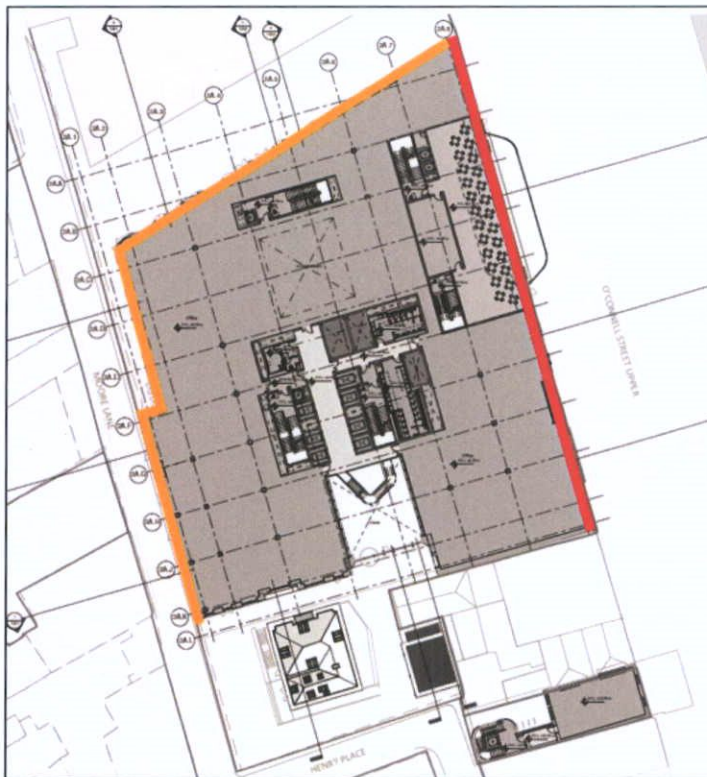


Figure 18:2: Glazing Requirement – Site 2AB

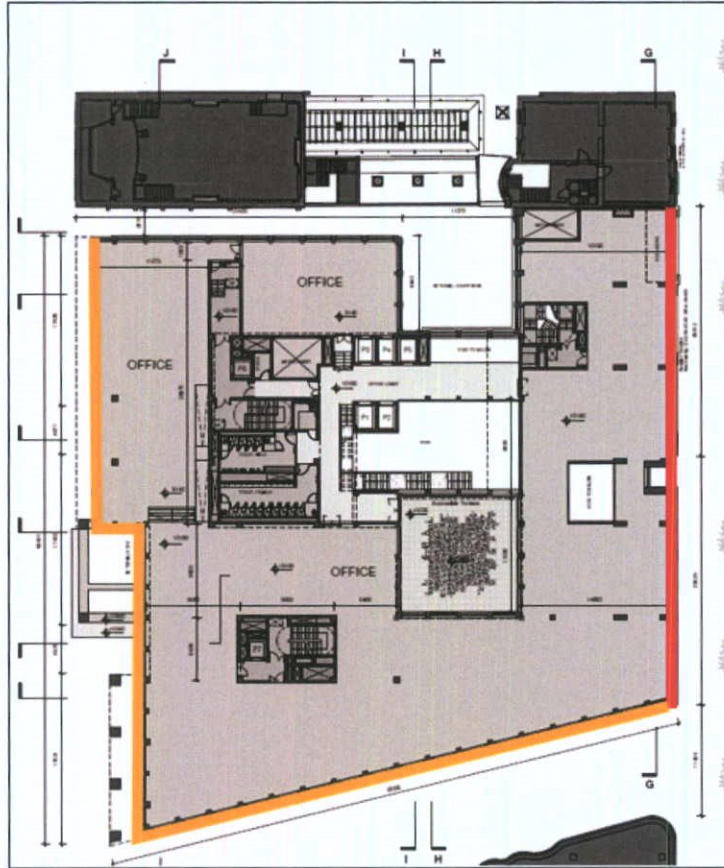


Figure 18.3: Glazing Requirement – Site 2C

18.2.7.3 Proposed Development – No. 61 O’Connell Street Upper

Construction Stage

The mitigation measures outlined in Section Error! Reference source not found. in Chapter 11 for the construction stage are also applicable for the Proposed Development. These mitigation measures should be read in tandem with the specific noise mitigation measures in line with the DCC GPG for high risk sites, as presented in Appendix 11.2.

Operational Stage

Mechanical Plant Noise

The mitigation measures outlined in Section 11.6.1.2 are also applicable to the Proposed Development.

Inward Noise Impact

Facades marked up in Figure 18.4 will be provided with glazing and ventilators that achieves the minimum sound insulation performance as set out in Table 18.2.

Site	Façade	Glazing Octave Band Centre Frequency (Hz)						Ventilator	
		125	250	500	1000	2000	4000	R _w	D _{n,e,w}
61 O’Connell Street	RED	21	29	36	41	37	42	38	39

Table 18.2: Glazing Specification

The overall R_w and $D_{ne,w}$ outlined in this section are provided for information purposes only. The overriding requirement is the Octave Band sound insulation performance values which may also be achieved using alternative glazing and ventilation configurations. Any selected system will be required to provide the same level of sound insulation performance set out in Table 18.2.

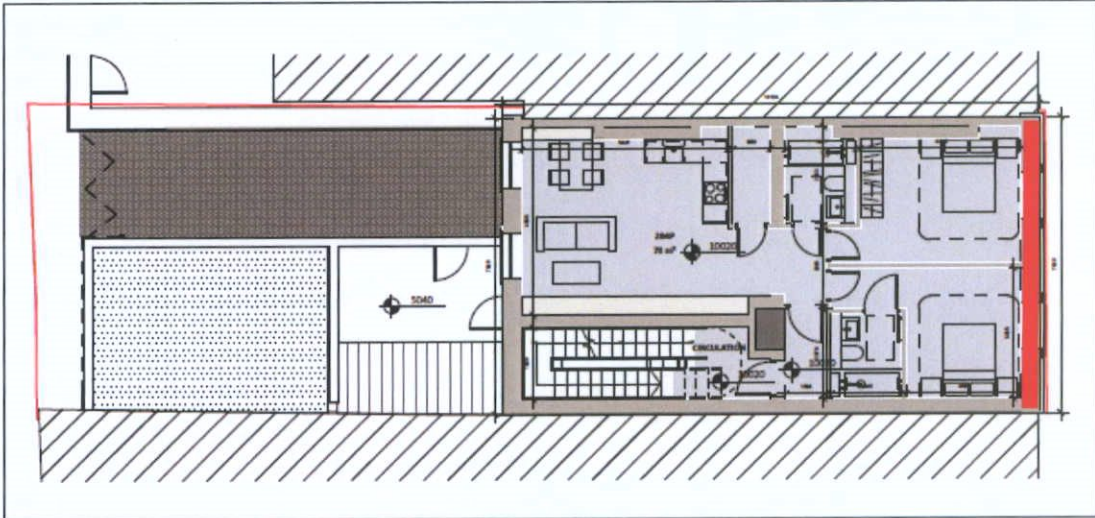


Figure 18:4: Glazing Requirement – 61 O'Connell Street

18.2.8 Landscape and Visual Impact (Chapter 12)

18.2.8.1 Dublin Central Masterplan

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

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

Construction Stage

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

Operational Stage

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

18.2.9 Material Assets (Transport) (Chapter 13)

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

Construction Stage

The primary mitigation measure during the Construction Stage will be the implementation of the Construction Traffic Management Plan and the Construction Management & Waste Management Plan.

This will require all deliveries to and collection from the subject site to comply with the DCC requirements for HGV movements including the use of the Designated HGV Routes illustrated in Figure 13.20.

Two construction routes to the site have been identified both to Parnell Street. One will be from Dorset Street via Dominick Street and one from Summerhill via Parnell Street.

Proposal for local traffic management during the various stages of construction have also been prepared and will be incorporated in the detailed *Construction Traffic Management Plan* to be prepared by the appointed Contractor in conjunction with Dublin City Council for approval.

Traffic and other movements on the road network during the Construction Stage 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.

During the Construction Stage, the appointed Contractor will be required to maintain access along Moore Lane and Henry Place to existing properties at the times currently permitted by Dublin City Council or as may otherwise be agreed with the property owners and DCC.

Operational Stage

The primary mitigation measure during the Operational Stage will be the implementation of the Travel Plan for Dublin Central and in particular the Action Plan section of the Travel Plan which will implement the management of travel demand.

Mitigation measures to limit the impact of the future intensification of public transport services through Bus Connects and Metrolink, are outside the control of the Dublin Central project.

18.2.9.2 Cumulative Development

Construction Stage

The Mitigation Measures for the Cumulative Development arising from the Construction Stage will be the same as the Mitigation Measures for the Proposed Development described in Section 18.2.9.1

Operational Stage

The Mitigation Measures for the Cumulative Development arising from the Construction Stage will be the same as the Mitigation Measures for the Proposed Development described in Section 18.2.9.1

18.2.10 Material Assets (Waste) (Chapter 14)

18.2.10.1 Dublin Central Masterplan

This section outlines the measures that will be employed in order to reduce the amount of waste produced, manage the wastes generated responsibly and handle the waste in such a manner as to minimise the effects on the environment.

Construction Stage

requirements of The EPA, Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for Construction & Demolition Projects' (2021) and the Best Practice Guidelines for the Preparation of Waste Management Plans for Construction and Demolition Projects (DoEHLG, 2006) and is included as Appendix 14.1 enclosed with this EIAR. The mitigation measures outlined in the RWMP will be implemented in full and form part of mitigation strategy for the site. The mitigation measures presented in this RWMP will ensure effective waste management and minimisation, reuse, recycling, recovery and disposal of waste material generated during the excavation and construction phases of the proposed development.

Prior to commencement, the appointed Contractor(s) will be required to refine / update the RWMP (Appendix 14.1 enclosed with this EIAR) in agreement with DCC and in compliance with any planning conditions, or submit an addendum to the RWMP to DCC, detailing specific measures to minimise waste generation and resource consumption, design for maintenance and replacement and provide details of the proposed waste contractors and destinations of each waste stream.

The Contractor will be required to fully implement and update the RWMP throughout the duration of the proposed construction and demolition phases.

A quantity of soil, stone, silt, sand and clay which will need to be excavated to facilitate the Proposed Development. Correct classification and segregation of the excavated material is required to ensure that any potentially contaminated materials are identified and handled in a way that will not impact negatively on workers as well as on water and soil environments, both on and off-site.

In addition, the following mitigation measures will be implemented: -

- Building materials will be chosen with an aim to 'design out waste'.
- On-site segregation of waste materials will be carried out to increase opportunities for off-site reuse, recycling and recovery. The following waste types, at a minimum, will be segregated: -
 - Concrete rubble (including ceramics, tiles and bricks).
 - Plasterboard.
 - Metals.
 - Glass.
 - Timber.
- Left over materials (e.g. timber off-cuts, broken concrete blocks / bricks) and any suitable construction materials shall be re-used on-site, where possible.
- All waste materials will be stored in skips or other suitable receptacles in designated areas of the site.
- Any hazardous wastes generated (such as chemicals, solvents, glues, fuels, oils) will also be segregated and will be stored in appropriate receptacles (in suitably bunded areas, where required).
- A Resource Manager will be appointed by the main Contractor(s) to ensure effective management of waste during the demolition, excavation and construction works.
- All construction staff will be provided with training regarding the waste management procedures.
- All waste leaving site will be reused, recycled or recovered, where possible, to avoid material designated for disposal.
- All waste leaving the site will be transported by suitably permitted contractors and taken to suitably registered, permitted or licenced facilities.
- All waste leaving the site will be recorded and copies of relevant documentation maintained.

Nearby sites requiring clean fill material will be contacted to investigate reuse opportunities for clean and inert material, if required. If any of the material is to be reused on another site as by-product (and not as a waste), this will be done in accordance with Article 27 of the EC (Waste Directive) Regulations (2011). EPA approval will be obtained prior to moving material as a by-product. However, it is not currently anticipated that Article 27 will be used.

These mitigation measures will ensure that the waste arising from the construction phase of the Proposed Development is dealt with in compliance with the provisions of the Waste Management Act 1996, as amended, associated Regulations and the Litter Pollution Act 1997, and the EMR Waste Management Plan 2015 – 2021. It will also ensure optimum levels of waste reduction, reuse, recycling and recovery are achieved and will promote more sustainable consumption of resources.

Operational Stage

As previously stated, a project specific OWMP has been prepared and is included as Appendix 14.2 in this EIAR.

- The Operator / Facilities Manager of the masterplan during the operational phase will be responsible for ensuring – allocating personnel and resources, as needed – the ongoing implementation of this OWMP, ensuring a high level of recycling, reuse and recovery.

In addition, the following mitigation measures will be implemented: -

- The Operator / Facilities Manager will ensure on-Site segregation of all waste materials into appropriate categories, including (but not limited to): -
 - Organic waste.
 - Dry Mixed Recyclables.
 - Mixed Non-Recyclable Waste.
 - Glass.
 - Waste electrical and electronic equipment (WEEE).
 - Batteries (non-hazardous and hazardous).
 - Cooking oil.
 - Light bulbs.
 - Cleaning chemicals (pesticides, paints, adhesives, resins, detergents, etc.).
 - Furniture (and from time to time other bulky waste).
 - Abandoned bicycles.
- The Operator / Facilities Manager will ensure that all waste materials will be stored in colour coded bins or other suitable receptacles in designated, easily accessible locations. Bins will be clearly identified with the approved waste type to ensure there is no cross contamination of waste materials.
- The Operator / Facilities Manager will ensure that all waste collected from the Site of the Proposed Development will be reused, recycled or recovered, where possible, with the exception of those waste streams where appropriate facilities are currently not available.
- The Operator / Facilities Manager will ensure that all waste leaving the Site will be transported by suitable permitted contractors and taken to suitably registered, permitted or licensed facilities.

These mitigation measures will ensure the waste arising from the Proposed Development during the operational phase is dealt with in compliance with the provisions of the Waste Management Act 1996, as amended, associated Regulations, the Litter Pollution Act 1997, the EMR Waste Management Plan 2015 – 2021 and the DCC Waste Management (Storage, Presentation and Segregation of Household

and Commercial Waste) Bye-Laws 2018. It will also ensure optimum levels of waste reduction, reuse, recycling and recovery are achieved.

18.2.10.2 Proposed Development – Site 2

Construction Stage

As previously stated, a project specific RWMP has been prepared in line with the requirements of the requirements of The EPA, Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for Construction & Demolition Projects' (2021) and the Best Practice Guidelines for the Preparation of Waste Management Plans for Construction and Demolition Projects (DoEHLG, 2006) and is included as Appendix 14.1 included in this EIAR. The mitigation measures outlined in the RWMP will be implemented in full and form part of mitigation strategy for the site. The mitigation measures presented in this RWMP will ensure effective waste management and minimisation, reuse, recycling, recovery and disposal of waste material generated during the excavation and construction phases of the proposed development.

Prior to commencement, the appointed Contractor(s) will be required to refine / update the RWMP (Appendix 14.1) in agreement with DCC and in compliance with any planning conditions, or submit an addendum to the RWMP to DCC, detailing specific measures to minimise waste generation and resource consumption, design for maintenance and replacement and provide details of the proposed waste contractors and destinations of each waste stream.

The Contractor will be required to fully implement and update the RWMP throughout the duration of the proposed construction and demolition phases.

A quantity of soil, stone, silt, sand and clay which will need to be excavated to facilitate the Proposed Development. Correct classification and segregation of the excavated material is required to ensure that any potentially contaminated materials are identified and handled in a way that will not impact negatively on workers as well as on water and soil environments, both on and off-site.

In addition, the following mitigation measures will be implemented: -

- Building materials will be chosen with an aim to 'design out waste'.
- On-site segregation of waste materials will be carried out to increase opportunities for off-site reuse, recycling and recovery. The following waste types, at a minimum, will be segregated: -
 - Concrete rubble (including ceramics, tiles and bricks).
 - Plasterboard.
 - Metals.
 - Glass.
 - Timber.
- Left over materials (e.g. timber off-cuts, broken concrete blocks / bricks) and any suitable construction materials shall be re-used on-site, where possible.
- All waste materials will be stored in skips or other suitable receptacles in designated areas of the site.
- Any hazardous wastes generated (such as chemicals, solvents, glues, fuels, oils) will also be segregated and will be stored in appropriate receptacles (in suitably bunded areas, where required).
- A Resource Manager will be appointed by the main Contractor(s) to ensure effective management of waste during the demolition, excavation and construction works.
- All construction staff will be provided with training regarding the waste management procedures.

- All waste leaving site will be reused, recycled or recovered, where possible, to avoid material designated for disposal.
- All waste leaving the site will be transported by suitably permitted contractors and taken to suitably registered, permitted or licenced facilities.
- All waste leaving the site will be recorded and copies of relevant documentation maintained.

Nearby sites requiring clean fill material will be contacted to investigate reuse opportunities for clean and inert material, if required. If any of the material is to be reused on another site as by-product (and not as a waste), this will be done in accordance with Article 27 of the EC (Waste Directive) Regulations (2011). EPA approval will be obtained prior to moving material as a by-product. However, it is not currently anticipated that Article 27 will be used.

These mitigation measures will ensure that the waste arising from the construction phase of the Proposed Development is dealt with in compliance with the provisions of the Waste Management Act 1996, as amended, associated Regulations and the Litter Pollution Act 1997, and the EMR Waste Management Plan 2015 – 2021. It will also ensure optimum levels of waste reduction, reuse, recycling and recovery are achieved and will promote more sustainable consumption of resources.

Operational Stage

As previously stated, a project specific OWMP has been prepared and is included as Appendix 14.2.

- The Operator / Facilities Manager of the Site 2 during the operational phase will be responsible for ensuring – allocating personnel and resources, as needed – the ongoing implementation of this OWMP, ensuring a high level of recycling, reuse and recovery.

In addition, the following mitigation measures will be implemented: -

- The Operator / Facilities Manager will ensure on-Site segregation of all waste materials into appropriate categories, including (but not limited to): -
 - Organic waste.
 - Dry Mixed Recyclables.
 - Mixed Non-Recyclable Waste.
 - Glass.
 - Waste electrical and electronic equipment (WEEE).
 - Batteries (non-hazardous and hazardous).
 - Cooking oil.
 - Light bulbs.
 - Cleaning chemicals (pesticides, paints, adhesives, resins, detergents, etc.).
 - Furniture (and from time to time other bulky waste).
 - Abandoned bicycles.
- The Operator / Facilities Manager will ensure that all waste materials will be stored in colour coded bins or other suitable receptacles in designated, easily accessible locations. Bins will be clearly identified with the approved waste type to ensure there is no cross contamination of waste materials;
- The Operator / Facilities Manager will ensure that all waste collected from the Site of the Proposed Development will be reused, recycled or recovered, where possible, with the exception of those waste streams where appropriate facilities are currently not available; and
- The Operator / Facilities Manager will ensure that all waste leaving the Site will be transported by suitable permitted contractors and taken to suitably registered, permitted or licensed facilities.

These mitigation measures will ensure the waste arising from the Proposed Development during the operational phase is dealt with in compliance with the provisions of the Waste Management Act 1996, as amended, associated Regulations, the Litter Pollution Act 1997, the EMR Waste Management Plan 2015 – 2021 and the DCC Waste Management (Storage, Presentation and Segregation of Household and Commercial Waste) Bye-Laws 2018. It will also ensure optimum levels of waste reduction, reuse, recycling and recovery are achieved.

18.2.10.3 Proposed Development – No. 61 O'Connell Street Upper

Construction Stage

As previously stated, a project specific RWMP has been prepared in line with the requirements of the requirements of The EPA, Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for Construction & Demolition Projects' (2021) and the Best Practice Guidelines for the Preparation of Waste Management Plans for Construction and Demolition Projects (DoEHLG, 2006) and is included as Appendix 14.1 included in this EIAR. The mitigation measures outlined in the RWMP will be implemented in full and form part of mitigation strategy for the site. The mitigation measures presented in this RWMP will ensure effective waste management and minimisation, reuse, recycling, recovery and disposal of waste material generated during the excavation and construction phases of the proposed development.

Prior to commencement, the appointed Contractor(s) will be required to refine / update the RWMP (Appendix 14.1) in agreement with DCC and in compliance with any planning conditions, or submit an addendum to the RWMP to DCC, detailing specific measures to minimise waste generation and resource consumption, design for maintenance and replacement and provide details of the proposed waste contractors and destinations of each waste stream.

The Contractor will be required to fully implement and update the RWMP throughout the duration of the proposed construction and demolition phases.

A quantity of soil, stone, silt, sand and clay which will need to be excavated to facilitate the Proposed Development. Correct classification and segregation of the excavated material is required to ensure that any potentially contaminated materials are identified and handled in a way that will not impact negatively on workers as well as on water and soil environments, both on and off-site.

In addition, the following mitigation measures will be implemented: -

- Building materials will be chosen with an aim to 'design out waste'.
- On-site segregation of waste materials will be carried out to increase opportunities for off-site reuse, recycling and recovery. The following waste types, at a minimum, will be segregated: -
 - Concrete rubble (including ceramics, tiles and bricks).
 - Plasterboard.
 - Metals.
 - Glass.
 - Timber.
- Left over materials (e.g. timber off-cuts, broken concrete blocks / bricks) and any suitable construction materials shall be re-used on-site, where possible.
- All waste materials will be stored in skips or other suitable receptacles in designated areas of the site.
- Any hazardous wastes generated (such as chemicals, solvents, glues, fuels, oils) will also be segregated and will be stored in appropriate receptacles (in suitably bunded areas, where required).
- A Resource Manager will be appointed by the main Contractor(s) to ensure effective management of waste during the demolition, excavation and construction works.

- All construction staff will be provided with training regarding the waste management procedures.
- All waste leaving site will be reused, recycled or recovered, where possible, to avoid material designated for disposal.
- All waste leaving the site will be transported by suitably permitted contractors and taken to suitably registered, permitted or licenced facilities.
- All waste leaving the site will be recorded and copies of relevant documentation maintained.

Nearby sites requiring clean fill material will be contacted to investigate reuse opportunities for clean and inert material, if required. If any of the material is to be reused on another site as by-product (and not as a waste), this will be done in accordance with Article 27 of the EC (Waste Directive) Regulations (2011). EPA approval will be obtained prior to moving material as a by-product. However, it is not currently anticipated that Article 27 will be used.

These mitigation measures will ensure that the waste arising from the construction phase of the Proposed Development is dealt with in compliance with the provisions of the Waste Management Act 1996, as amended, associated Regulations and the Litter Pollution Act 1997, and the EMR Waste Management Plan 2015 – 2021. It will also ensure optimum levels of waste reduction, reuse, recycling and recovery are achieved and will promote more sustainable consumption of resources.

Operational Stage

As previously stated, a project specific OWMP has been prepared and is included as Appendix 14.2.

- The Operator / Facilities Manager of 61 O'Connell Street Upper during the operational phase will be responsible for ensuring – allocating personnel and resources, as needed – the ongoing implementation of this OWMP, ensuring a high level of recycling, reuse and recovery.

In addition, the following mitigation measures will be implemented: -

- The Operator / Facilities Manager will ensure on-Site segregation of all waste materials into appropriate categories, including (but not limited to): -
 - Organic waste.
 - Dry Mixed Recyclables.
 - Mixed Non-Recyclable Waste.
 - Glass.
 - Waste electrical and electronic equipment (WEEE).
 - Batteries (non-hazardous and hazardous).
 - Cooking oil.
 - Light bulbs.
 - Cleaning chemicals (pesticides, paints, adhesives, resins, detergents, etc.).
 - Furniture (and from time to time other bulky waste).
 - Abandoned bicycles.
- The Operator / Facilities Manager will ensure that all waste materials will be stored in colour coded bins or other suitable receptacles in designated, easily accessible locations. Bins will be clearly identified with the approved waste type to ensure there is no cross contamination of waste materials;
- The Operator / Facilities Manager will ensure that all waste collected from the Site of the Proposed Development will be reused, recycled or recovered, where possible, with the exception of those waste streams where appropriate facilities are currently not available; and

- The Operator / Facilities Manager will ensure that all waste leaving the Site will be transported by suitable permitted contractors and taken to suitably registered, permitted or licensed facilities.

These mitigation measures will ensure the waste arising from the Proposed Development during the operational phase is dealt with in compliance with the provisions of the Waste Management Act 1996, as amended, associated Regulations, the Litter Pollution Act 1997, the EMR Waste Management Plan 2015 – 2021 and the DCC Waste Management (Storage, Presentation and Segregation of Household and Commercial Waste) Bye-Laws 2018. It will also ensure optimum levels of waste reduction, reuse, recycling and recovery are achieved.

18.2.11 Cultural Heritage (Architectural) (Chapter 15)

18.2.11.1 Dublin Central Masterplan

Operational Phase

Construction stage impacts are envisaged as being short term, and whilst disruptive, will, on completion provide an enhanced urban environment in which all structures and spaces of architectural and cultural heritage interest can collectively thrive.

Construction Phase

Potential impacts are envisaged as arising at demolition, excavation and construction stages where the development sequence for multiple masterplan plan sites occur in tandem. It is envisaged over a prolonged period, that construction will be active to one or more development sites, with common road networks and site compound areas outside designated 'Sites' in correspondingly active use. As all works occur within or in the vicinity of the ACA and neighbouring protected and historic fabric, the impact of the proposed development is likely to be experienced by this built architectural heritage.

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

Operational Phase

Anticipated impacts for the urban character of O'Connell Street and the enclosing ACA streetscape

Please read in conjunction with Table 15.7.1 Summary of impacts for the enclosing environs (including the ACA) as described in Landscape and Visual Effects of Chapter 12 of the EIAR.

The streetscapes which enclose Site 2 have distinctive characters, dictating a specific response to each varying condition in an appropriately sensitive manner. Impacts of the proposed development on the setting of the ACA are described on a street-by-street basis as follows;

Summary Character Appraisal

The present O'Connell Street is an amalgamation of multiple eras, architectural styles and typologies.

The construction of the Carlisle Bridge and the widening of Drogheda Street by the Wide Street Commissioners in the eighteenth century established Sackville Street, now O'Connell Street, as one of the primary thoroughfares in the city. Over the course of the 19th century, many buildings were amalgamated, refashioned and adapted to reflect the increased commerciality of the street as it continued to prosper.

Historic events that led to the formation of the state, namely the Easter Rising in 1916 and the Civil War in 1922 had a lasting impact on the character of the street. The latter in particular, directly resulted in the loss of multiple 18th century structures. The reconstruction in the early 20th century,

which was carefully controlled by state authorities, is an insight into urban design concerns of the day. The focus was on the retention of 18th century urban character to a greater extent than retaining actual 18th century fabric, by reconstructing buildings which conformed to the heights and massing the earlier buildings. Materiality was also dictated by earlier Georgian ideals, with granite shopfronts and upper floors of brick or ashlar a prerequisite for approval. The adoption of Neo-Georgian architecture in the late 19th and early 20th century for public buildings was commonplace internationally, and it is not surprising that this was the preferred style for what was then, and is now, the primary civic street in the capital.

The late 20th century frontages at Nos.46-49 and No.59 upheld the 18th century scale of the street, although the materiality of glass and concrete does somewhat interrupt the solidity of what is primarily a masonry terrace. In embracing irregularity, it is this assortment of eras and styles, whilst contrary to the rigorous uniformity of the original Mall design, in its reimagined early 20th century form collectively establishes the present architectural character of O'Connell Street.

Addressing ACA Vulnerability

Despite recent investment in the upgrading of street surfaces, post the introduction of the LUAS line, the building fabric and streetscape have continued to decline. Underutilised sites and vacant plots from unrealised developments are not only visually disfiguring but have wider social and economic impacts which negatively afflict the wider area.

The proposed development which encompasses the majority of the west side of Upper O'Connell Street will have a transformative impact on the character of the street. There is an opportunity to re-establish O'Connell Street as a place of central civic importance, whilst retaining its historic architectural street character. The terrace of protected façades, which have been subject to continual evolution, will be purposefully integrated into the proposed development.

Adherence with ACA policies

As illustrated in the accompanying Shopfront Design and Signage Strategy, (Appendix 4 of the Dublin Central Masterplan Design Statement), the policies of the ACA will be adhered to in the protection of historic shopfronts on O'Connell Street Upper. Existing masonry fascia panels and pilasters framing the shopfronts will be retained and restored. Good contemporary shopfronts using durable, high-quality materials with simple lettering will be introduced on new buildings or to replace later inappropriate interventions.

The introduction of a balanced range of uses will have a beneficial impact on the immediate streetscape but also on the wider ACA environs. Few of the present uses on the street actively contribute to the streetscape. The casinos, which are the predominant use are, by their nature, introverted spaces and do not engage with the public realm. The high levels of long-term vacancy are apparent in the blank shopfronts present a poor visual backdrop to what was once a fine civic space. The reoccupation of these plots, which have remained dormant or inactive for too long, will have a positive impact on the ACA.

Principles of lateral urban connectivity established in the previous planning consent have been reciprocated and improved upon in the subject application. The proposed introduction of a new pedestrian street in a sensitive architectural setting is acknowledged. It is contended that the scale of O'Connell Street as a whole is sufficiently large to endure and that the sense of containment established by the enclosing structures is not undermined by the introduction of a new street.

Design precedents as a measure of impacts

Simulations of anticipated pedestrian movement patterns were used to establish the optimum width for comfortable pedestrian movement and to facilitate outdoor dining to animate the street. The scale of the street is intentionally subordinate to O'Connell Street, in conformity with an established hierarchical street system. The new street meets O'Connell Street at a slight angle and this deviation

from the typical Georgian grid pattern serves to distinguish it from the grid patterns of Henry Street and North Earl Street thus retaining the prominence of historic town planning.

The architectural treatment of the new buildings has made efforts to respect the existing historic context. The scheme has benefited from the engagement of multiple architectural teams to collectively create a high-quality and contemporary architectural scheme, in which the quality of both the individual buildings and the collective result on the urban realm could be rigorously examined.

Presently these buildings, by virtue of their function and the nature of the long linear plots, disconnect the inner network of streets from the wider urban surrounding and isolate them from more vibrant surroundings. The lack of positive activity within the central areas of the block has contributed to pervasive anti-social behaviour which further compounds a sense of dereliction. The perceived lack of security discourages casual pedestrian movement through the site and further marginalises the positive use of inner streets, with consequential negative impact on the built environment. The cycle of decline will continue without intervention. Improved permeability and increased footfall will facilitate the successful occupation of Moore Lane and support a well-designed network of quality urban spaces within the Masterplan Site, as advocated in a report entitled, 'Urban Baseline Study- Pedestrian impact assessment- Pedestrian movement forecast', Dublin Central by Space Syntax and attached with this application.

The redevelopment will also benefit surrounding urban areas. There is a potential to link adjacent areas of heritage interest, such as the new cultural quarter at Parnell Square to the north and St. Mary's Victorian fruit markets to the west.

The proposal is intended to protect and enhance O'Connell Street's distinctive identity by retaining historic street frontages interwoven with high-quality contemporary architecture to re-establish it as a fitting focal point for national gatherings and celebrations of civic importance.

Anticipated impact for the urban character of Moore Lane

The character of Moore Lane has continuously evolved in correlation with its changing building uses. Rocque's Map of 1756 (Fig 4.3) identifies 'Old Brick field Lane,' as it was then known, as a narrow straight lane running in a north-south direction. This earlier name is a reference to the Old Brick fields, depicted on the map as an undeveloped plot to the west of the lane. It was the site of brick manufacturing, likely supplying material for the construction of the earlier developments in the area. A neat terrace of regular buildings are shown along the eastern side of the lane, a typical stable lane of its era of origin, likely consisting of carriage houses and servants quarters pertaining to the residences on what was then Sackville Street, later O'Connell Street.

The commercialisation of O'Connell Street in the 19th century simultaneously altered the character of Moore Lane. Goad's 1893 map illustrates the diverse range of enterprises that were operating on the street at the turn of the 20th century. Moore Lane would have been heavily trafficked with regular deliveries to each premises, some occupying differing uses serving substantial enterprises with public frontages facing onto O'Connell Street.

Active street fronts on Moore Lane have lessened over time. The former Carlton Cinema, on account of the specific building typology, presents a blank gable onto Moore Lane. Similarly, the 1970's office building at Nos.46-49 O'Connell Street Upper focused exclusively on the public interface with O'Connell Street to the detriment of Moore Lane. Unlike their earlier counterparts, these buildings do not directly engage with the street, with its character informed instead by defensive blank walls. The prolific detachment of active buildings from their urban context has had a lasting negative impact on the quality of the Moore Lane streetscape.

This condition, coupled with the long-term vacancy has created an often hostile environment, frequently the site of anti-social activity and intentionally bypassed by pedestrians. The few remaining plots that do have façades addressing the laneway are either unoccupied or concealed behind security shutters with interactions to the street limited to occasional car access.

Notwithstanding, the ad-hoc nature of the present streetscape, there is a certain charm to the present materiality of the extant outbuilding and boundary walls. It has a raw, industrial character which has

evolved incrementally and inadvertently. The fragmented remnants of brick piers and calp limestone are a testament to the former uses and activity along the street.

It is necessary to demolish all structures in Site 2 facing onto Moore Lane, with the exception of the former reading room at the rear of No.59, to facilitate the proposed development. A core brief requirement was the retention of its distinctive character in that manufactured architectural context.

To recreate this particular character, the new proposal will use similar materials, albeit in a contemporary manner. The multi-layered tapestry that has evolved over time will be reflected in the proposed cladding of the new buildings.

The lane will retain the existing hierarchical relationship between interconnecting streets. Its width will be kept as close to the original as possible and marginally increased where necessary to facilitate anticipated increase in pedestrian flow, to accommodate accessible entrances to cafés and restaurants and to facilitate vehicular access and maintenance vehicles.

The buildings to the west site of the street, which fall within Site 4 of the Dublin Central Masterplan Area, are comparatively of greater architectural and historic significance and will be more comprehensively retained and adapted for reuse in the proposed scheme. The introduction of new uses and active street fronts will support these adapted buildings that share the lane and other retained buildings within the wider Dublin Central Masterplan Area.

Historic setts are exposed on the surface where later concrete and black-top linings have failed. A ground penetration radar survey (Fig.7.1 above) confirms the extent of the original setts and granite kerbstones surviving beneath the later blacktop surface, but condition has yet to be confirmed when applied surfaces are removed. Historic street surfaces and alignment of pavements, will be carefully re-laid to preserve the legibility of the original street pattern.

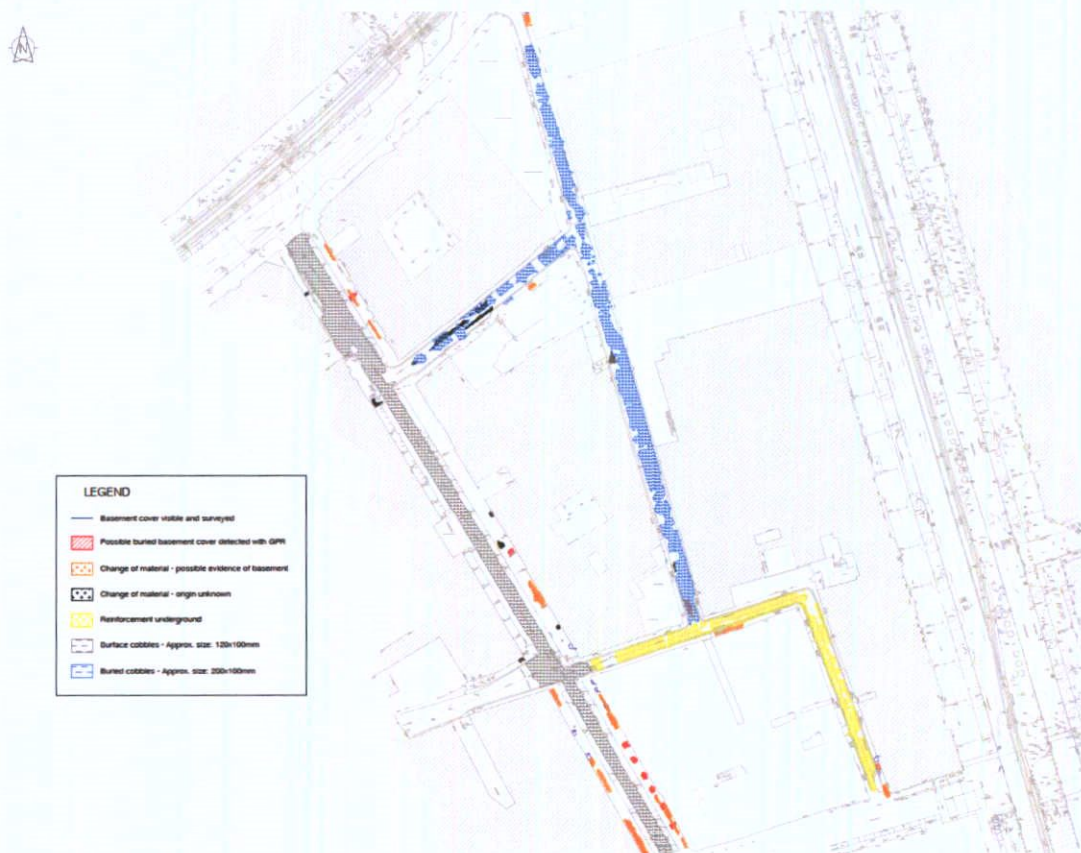


Figure 15.6.1. The GPR survey of the internal street network, indicating existence of setts below tarmac surfaces. Please Note, due to their concealed presence, it is not possible to confirm the extent of disturbance to accommodate extensive ground works in the past. Source: Murphy Geospatial

The events of 1916 give additional historic and social significance to the historic fabric. The reoccupation of Moore Lane as intended will support the National Monument in its potential future role as a commemorative centre, under the ownership of the Dept of Housing, Local Government & Heritage and stewardship of the Office of Public Works.

The character of Moore Lane will be greatly altered by the proposed development, but it is considered that intervention is required if the Dublin Central Masterplan is to succeed as a new vibrant quarter. The reintroduction of an active street front is essential to this objective, with the existing character of the street reflected in the proposed materiality and scale.

Anticipated Impact for the Urban Character of Henry Place

Henry Place has a similar character to Moore Lane. It has a similar scale and materiality and shares a common history.

As previously stated, No.60A, the corner-sited building at the rear of No.60 O'Connell Street Upper will be demolished to facilitate access for maintenance and emergency vehicles. Presently larger vehicles are forced to mount the kerb to negotiate turning the corners in this area and for practical and safety reasons that it is proposed to remove this structure and create a pocket square at this location.

As a consequence of these interventions, the sense of enclosure and the context of the battlefield site will be altered. It is proposed to mitigate against this loss by reinforcing the legibility of the historic street surfaces, as described in Dublin Central Site 2 Landscape Planning Report (Gross Max Landscape Architects)-Document Number: DC-GM-2X-XX-RP-L-10-0001.

The introduction of a pocket square will benefit the refurbished reading room by supporting it in its adapted role as a café / restaurant. As a presently wholly concealed building, the proposed square will give it a generated setting in its renewed capacity as a detached structure.

Anticipated Impact of New Pedestrian Links

Section 1, 13.12 SDRA 10 – North East Inner City of the Draft Dublin City Development Plan 2022-2028, citing Guiding Principles for Key Opportunity Sites O'Connell Street/Moore Street Civic/Cultural Hub and pertaining to O'Connell Street to Moore Lane incorporating Carlton Site, recommends that: *'Scheme design should be based on a comprehensive masterplan that incorporates a convenient access route to the planned MetroLink stop, quality connections across the site, and a cultural interpretative element. Any final proposal must incorporate at least one new east-west pedestrian route interlinking to at least two new civic spaces within the block, utilising the existing lane structure for cross connections'*.

It continues to state that *'Masterplan proposals should hence incorporate...new pedestrian connections linking both O'Connell St. to Moore St. via a new public square, and also Henry Street to Henry Place/Moore Lane.'* Connection through the vacant plot of No.47 O'Connell Street to link with Moore Street, via a proposed civic square is a major element of the architectural and urban design proposal. A similar benefit is introduced in the arched entrance under No.61 O'Connell Street, connecting with a presently unwelcoming knuckle at the bend of Henry Place. Increased permeability through the site addressing the unbroken length of the O'Connell Street terrace which on account of its impermeability compounds the street's present inanimate character, will generate greater connections across the ACA from street networks to the west of O'Connell Street, correlating, and essentially emulating a Talbot/ Henry Street precedent.

ACA policy, dating from 2001, in anticipation of the same objective also states that, *'It is an objective to facilitate the development of a new pedestrian route on an east/west axis, linking O'Connell Street and Moore Street as part of the redevelopment of the Carlton Cinema site, exploiting the presence of the Moore Street Market, opening up the ILAC on its eastern flank, and generating a strong new economic focus in North O'Connell Street'*.