2.0 DESCRIPTION OF THE PROJECT

2.1 INTRODUCTION

As described in Chapter 1 the applicant is applying to Dublin City Council (DCC) for the demolition of the existing disused former City Arts Centre Building and construction of a 14 storey mixed use building containing co working space/cafe, community/arts/cultural spaces, office and ancillary uses on a parcel of land comprised of 1-4 City Quay, Dublin 2 D02KT32, 23-25 Moss Street, Dublin 2 D02 F854 and 5 City Quay, Dublin 2 D02PC03.

This chapter presents the description of the project comprising information on the site, design, size and other relevant features of the project as set out in the EIA Directive (2011/92/EU) as amended by EIA Directive (2014/52/EU), as well as the relevant guidance documents Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (EPA, 2022) and Draft Advice Notes for Preparing Environmental Impact Statements (EPA, 2015).

This section of the EIA Report has been prepared by John Spain Associates, Planning & Development Consultants, and provides a description of the proposed development. This chapter of the EIA Report was prepared by Blaine Cregan M.Sc. B.Sc. (hons) and B.Eng., Executive Director with John Spain Associates.

Blaine has acted as lead planning consultant on a range of high-quality complex planning applications across the country over an extended period. Blaine has wide-ranging experience in the management and review of Environmental Impact Assessment (EIA) Reports for major commercial and mixed-use development and redevelopment projects. Inputs to this chapter have also been provided by Henry J Lyons, CS Consulting Engineers, BPC Engineers, Byrne Environmental Consulting and PMEP Consulting Engineers.

The description of the proposed development is one of the two foundations upon which an EIA Report is based (the other being the description of the existing environment described in this chapter and by each of the specialist consultants in the subsequent chapters).

2.2 DESCRIPTION OF THE EXISTING DEVELOPMENT SITE

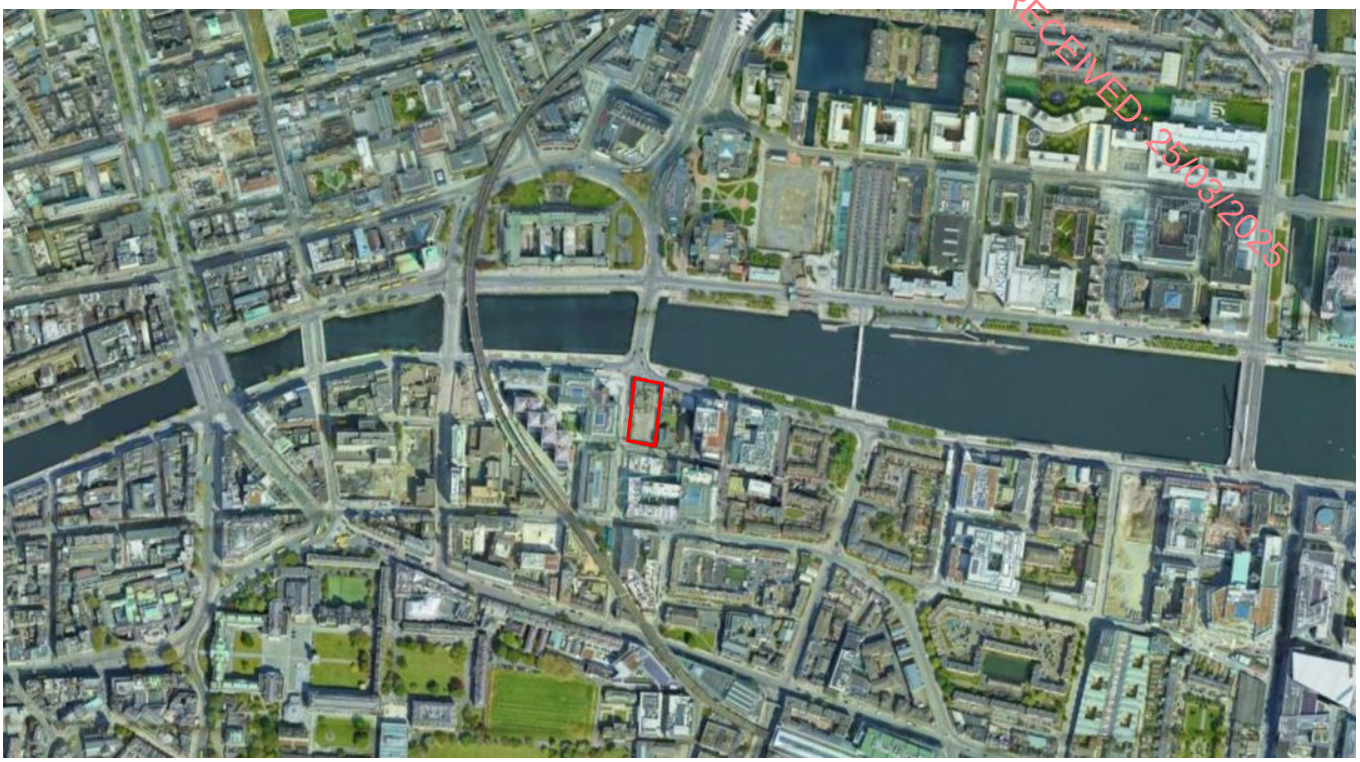
The site of the proposed development extends to c. 0.22 hectares. It is a rectangular plot of land, situated on City Quay on the southern side of the banks of the River Liffey, with the western boundary defined by Moss Street and the southern boundary by Gloucester Street South. City Quay National School is located along the eastern boundary. The Church of the Immaculate Heart of Mary and the associated presbytery are situated to the east of the City Quay National School and the Covid testing centre.

The subject lands are characterised as brownfield, 100% hardscaped developed lands. The north-western corner of the site contains the former City Arts building; an abandoned cluster of three storey, over basement derelict buildings which cover c. one-third of the subject lands. The remainder of the lands are hard paved and currently in use as surface car parking which is accessed via an entrance along the eastern perimeter from City Quay. A small single-storey shed is located within the southern yard along the western perimeter. There is an original Pooley Weighbridge located on the site which will be salvaged and incorporated into the public realm area of the proposed development. The perimeter of the site not delineated by the derelict buildings is lined with a wall formed from steel framework infilled with railway sleepers and corrugated sheeting.

The existing buildings on site are of no particular architectural importance or interest and are not included in the list of Protected Structures in the Dublin City Development Plan 2022-2028.

In the wider environs the subject lands sit opposite the IFSC (International Financial Services Centre), and the Custom House Building situated on the northern quays of the River Liffey. The Georges Quay office development lies to the west, and an aparthotel to the south. The remainder of the surrounding area is characterised by commercial and retail developments along with high density and medium density residential.

Figure 2.1. Aerial View of the Subject Site



Source: Google Map

Figure 2.2. Existing Buildings on Site

2.3 DESCRIPTION OF PHYSICAL CHARACTERISTICS OF THE WHOLE PROPOSED DEVELOPMENT

2.3.1 Description of the Development

The proposed development consists of the demolition of the existing buildings on site and the construction of a new office development and arts and cultural spaces at ground and lower ground floor level. The proposed development comprises:

- Demolition of the existing buildings and structures (it is noted the structures or part thereof may be demolished in compliance with a Dangerous Buildings Notice prior to a decision being made);
- Construction of a mixed use building up to 14 storeys in height (c. 58 metres above ground) over a double basement;
- The offices are proposed from 1st to 13th floor (14th storey) with terraces at 6th, 9th and 12th floor levels;
- A co-working/café space (230 sqm) is proposed at ground floor level along the Moss Street elevation;
- The community/arts/cultural spaces are contained at ground and lower ground floor levels;
- The basement level (B1) provides for 9 no. car parking spaces;
- 330 no bicycle spaces will be provided. 314 no. long stay spaces will be provide at lower ground floor level and 16 no. short stay spaces will be provided at ground floor level on Moss Street.
- The overall gross floor area of the development comprises 28,543 sq.m. including 910 sq.m. community/arts/cultural space and 23,501 sq.m. offices;
- All ancillary and associated works and development including plant, temporary construction works, public realm, landscaping, utilities connections and infrastructure.

Table 2.1. Summary of Key Site Statistics

Key Site Statistic	Detail
Site Area	0.22 ha (Gross)
Land Use Zoning	Z5 ‘City Centre’
Office	23,501 sqm
Community/Arts/Cultural Space	910 sqm
Total floor area	28,543 sqm
Building Heights	Up to 14 storeys
Plot Ratio	11.14
Building footprint	2,117 sqm
Site Coverage	98.5%
Car Parking	9 spaces (incl. 6 no. car share spaces, 2 no. spaces for arts/cultural use, and 1 no. accessible space)
Motorcycle Parking	1 no. motorcycle space
Bicycle Parking	330 spaces (incl.314 no. long term and 16 no. short stay spaces)
Vehicular Access	Glouster Street South
Bin Store	99 sqm
Green Roof	576 sqm

2.3.2 Office Development

The office accommodation begins at the first-floor level and extends to the top floor of the building providing a total of 23,501 sqm office floor space. The main lift core containing seven lift shafts is centred in the building. Office users approach the lift core from the shared reception area, up a series of steps (or platform lift) past the roof-lit main office reception desk. The number of lifts reduces as they ascend the building, with four shafts from the 11th to the 13th floor levels. Two of the lift shafts throughout the levels serve as fire-fighting lifts with dual access to the main lift lobby and the fire-fighting core.

A gym (348 sqm) is proposed at Basement Level B1. This gym will be for office staff use only.

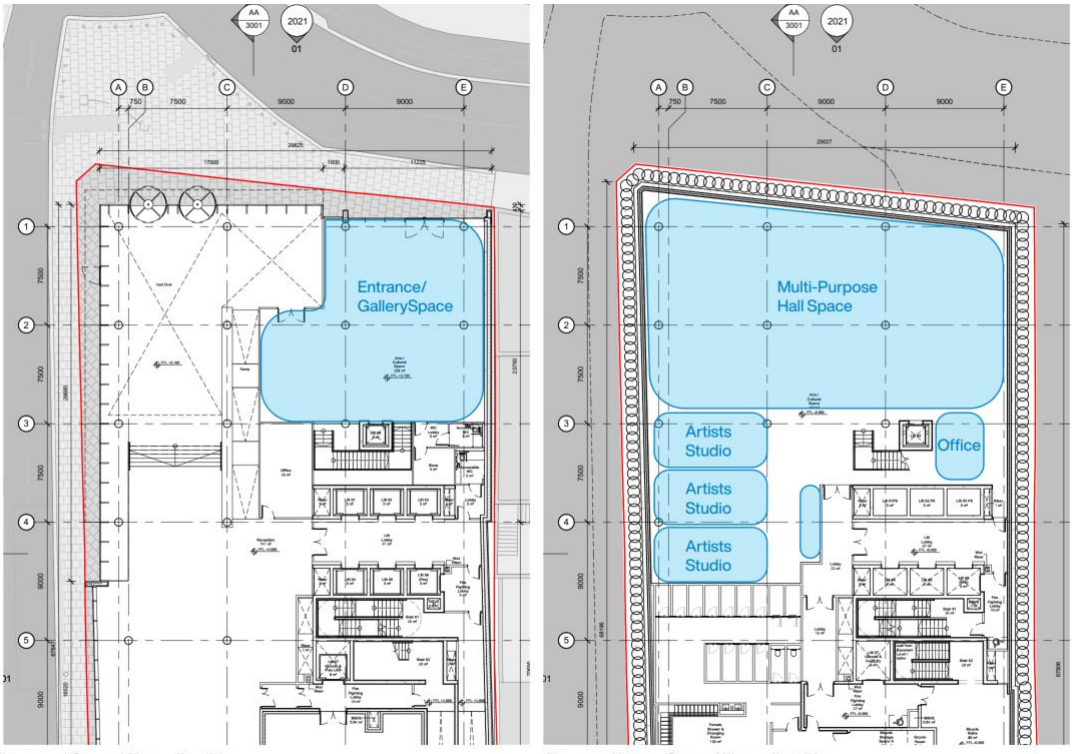
2.3.3 Co-Working/Cafe Space

A co-working/cafe space (230 sqm) is proposed at ground floor level along Moss Street to create a level of animation along the street. This space will be open to the public.

2.3.4 Community, Arts and Cultural Spaces

It is proposed to provide a gallery space at ground floor level and artist studios and multi-purposes space at lower ground floor level. It is considered that the floor level is an appropriate place for the proposed art gallery as it will be a bright space during the day given the amount of glazing proposed on the front elevation and the high floor to ceiling heights. Further, the gallery will provide for passive surveillance and a level of animation along the street. It is intended that this space would also be utilised in the evenings times for art exhibitions which would provide passive surveillance when the offices are closed. The multi- functional space at lower ground floor level could be utilised by a range of arts/cultural groups.

Figure 2.3. Proposed Community/Arts/Cultural Uses



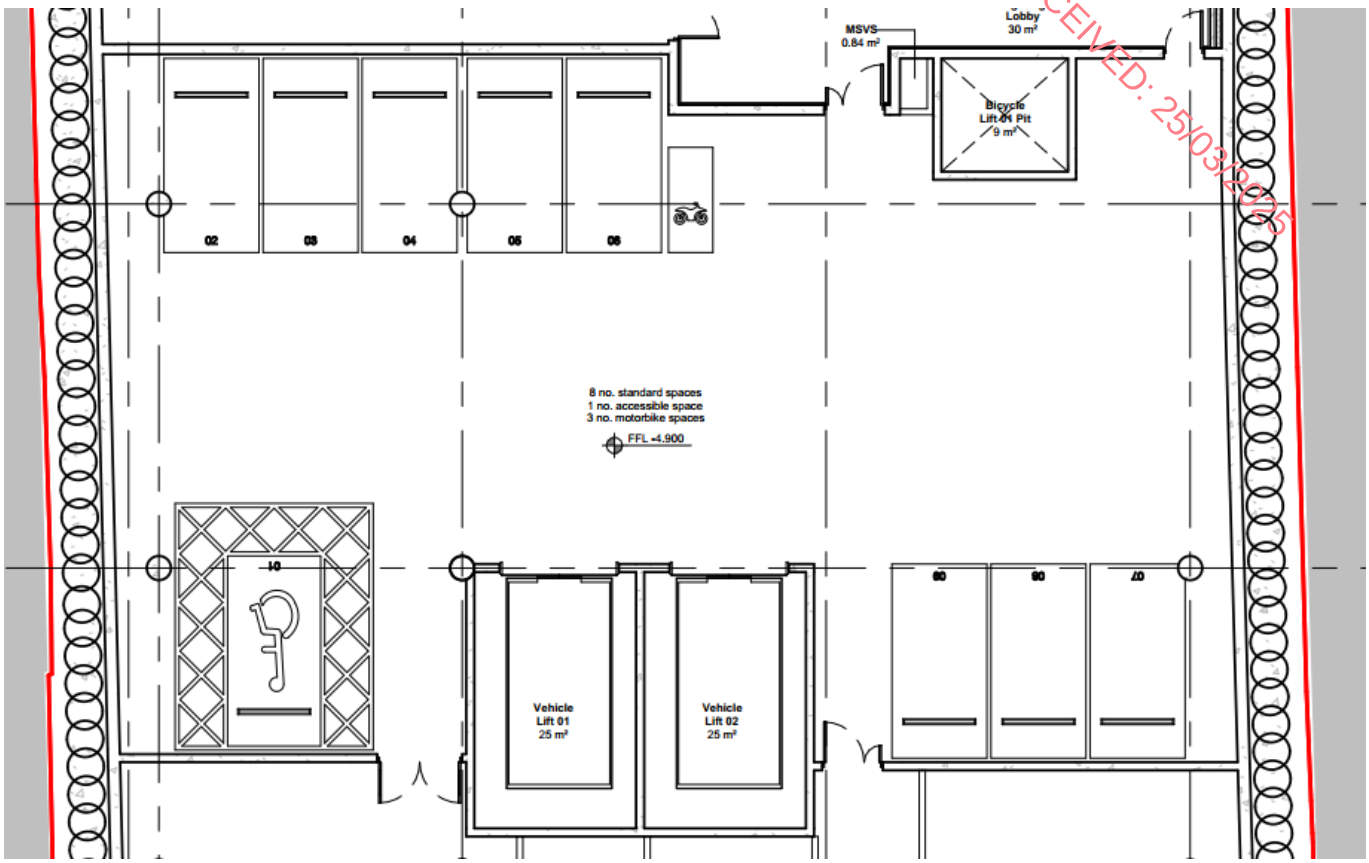
Proposed Ground Floor - Part Plan

Proposed Lower Ground Floor - Part Plan

2.3.5 Parking Provision

The development shall include a total of 9 no. car parking spaces (including 6 no. car share spaces, 2 no. spaces for the arts/cultural use and 1 no. accessible spaces), all located internally at basement level -1. 1 no. motorcycle space is also provided at basement level -1.

Figure 2.4. Vehicle parking provision at basement level -1



The development shall include a total of 330 no. bicycle parking spaces, comprising:

- 314 no. long-term bicycle parking spaces for employees, located in a secure dedicated bicycle store at Lower Ground Level; and
- 16 no. publicly accessible short-stay bicycle parking spaces for visitors, in the form of Sheffield stands at surface level within the public realm along Moss Street.

Figure 2.5. Bicycle parking provision at Lower Ground Floor Level

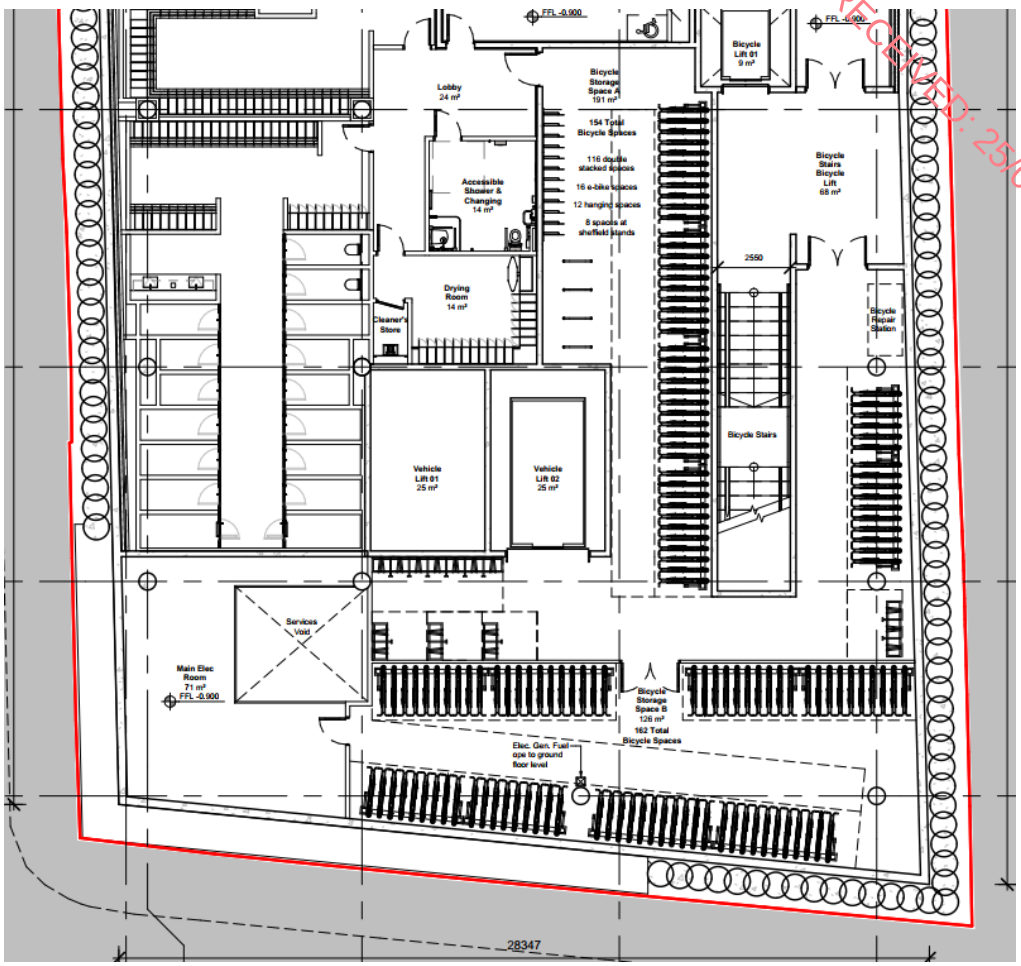
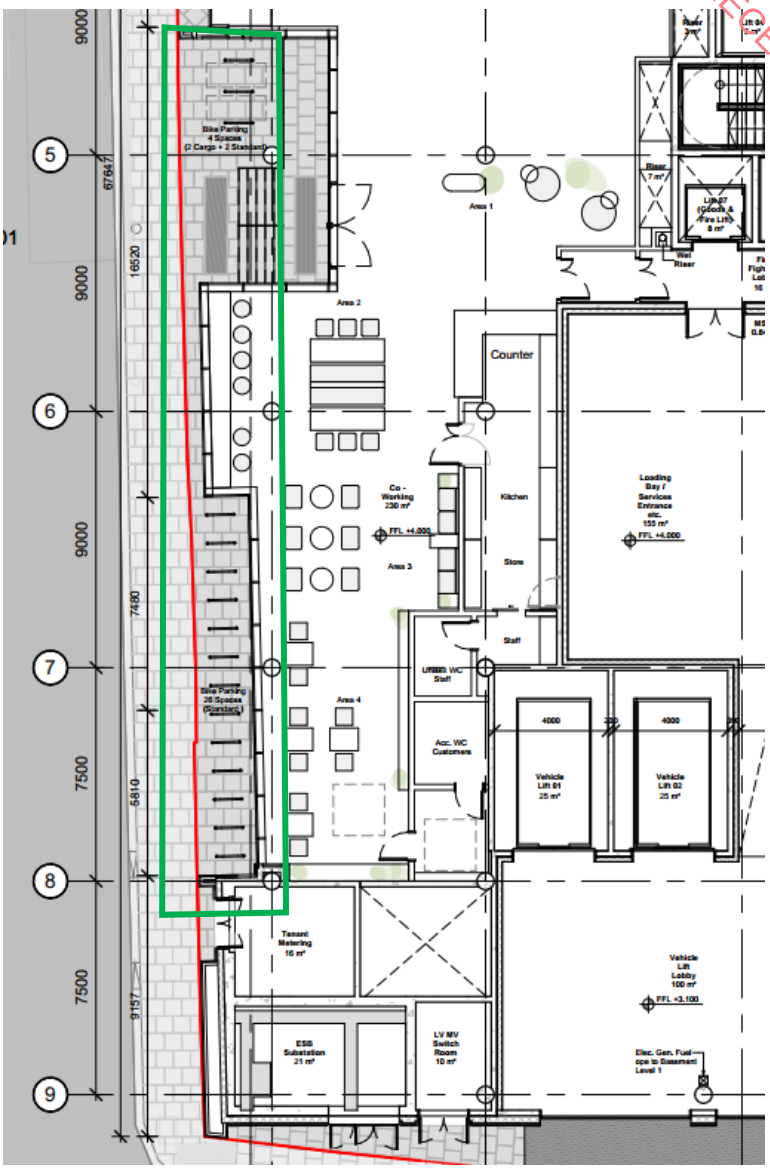


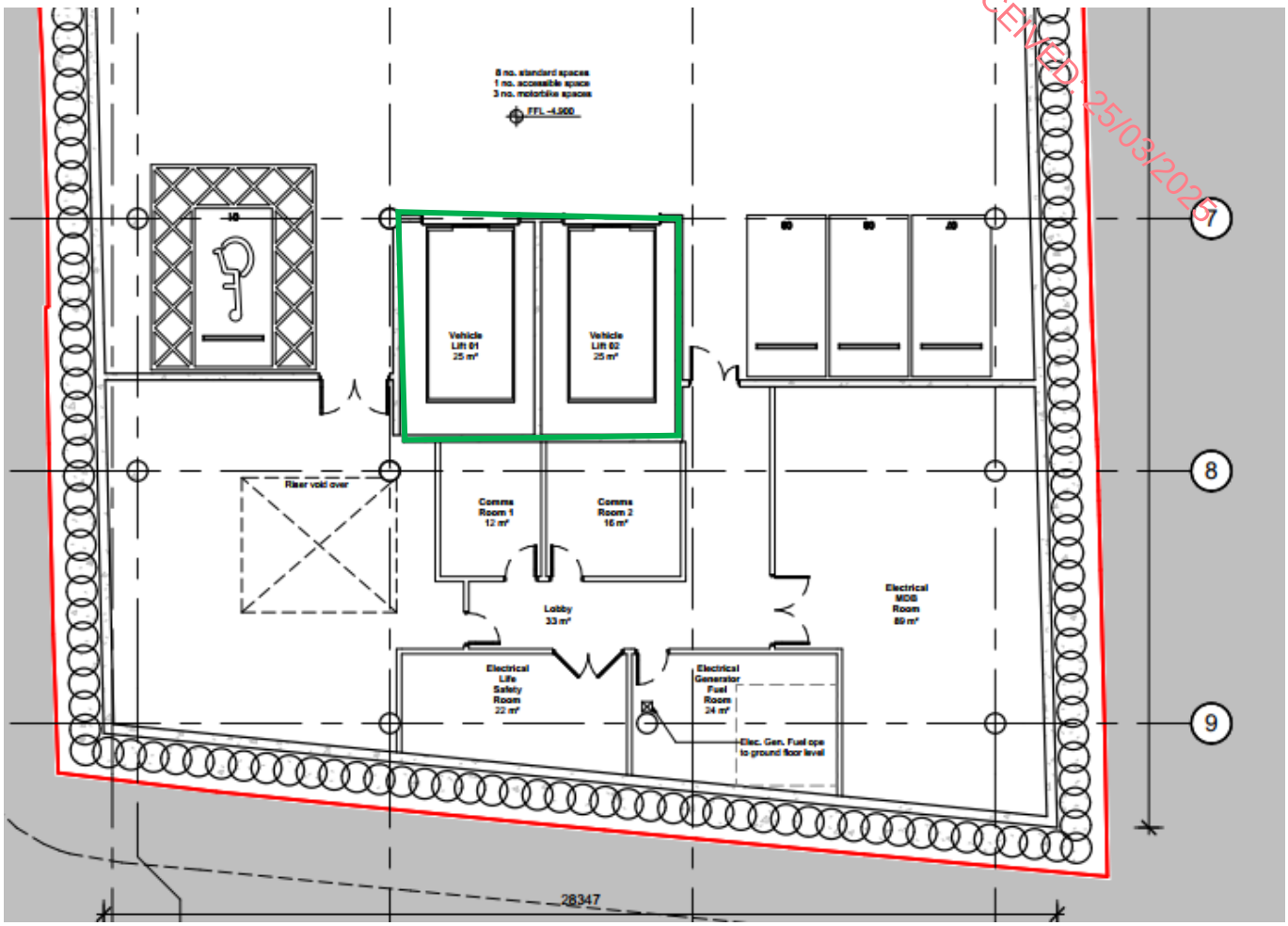
Figure 2.6. Bicycle parking provision at Ground Floor Level



2.3.6 Vehicular Access

As noted above, the proposed car parking spaces are located at basement level B1. This is accessed via 2 no. car lifts, which are accessed at ground floor level from Gloucester Street South, at the sites' southern boundary. Given the development's limited internal car parking provision of 9 no. spaces, the provision of 2 no. car lifts will ensure that all incoming vehicles are able to gain access rapidly, which will reduce the risk of queueing on the public street. The lifts are set back within the building, allowing space for any vehicles waiting for a lift to do so within the site curtilage and to avoid obstructing the footpath or carriageway on Gloucester Street South. At basement level B1, the proposed car parking spaces are arranged perpendicularly to either side of a short access aisle 6.0m in width. The internal layout allows sufficient space for car parking manoeuvres, as well as dwell space for any cars waiting to access a lift for exit.

Figure 2.7. Location of car lifts



2.3.7 Landscaping Strategy

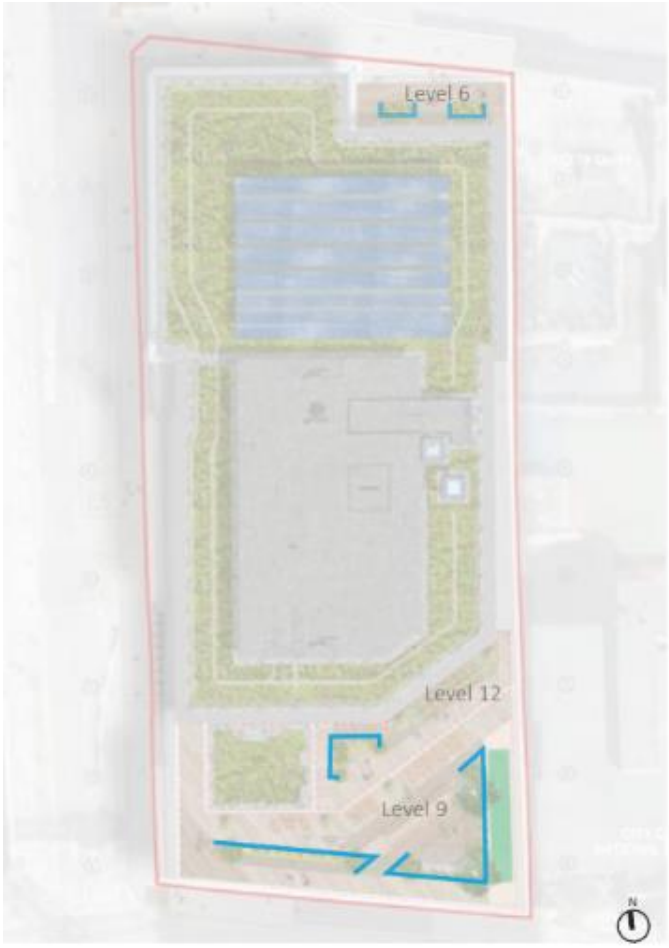
The majority of the proposed landscaping is hardscaped landscaping given the proposed development is not required to provide any public open space on site. New hardscaping will be provided within the site boundary at ground floor level. All access routes have been designed in accordance with Section 1.1.3.3 of TGD M 2010 to provide compliant gentle slopes across the public realm with level landings where required.

3 no. landscaped amenity terraces are proposed to serve the office development at 6th, 9th and 12th floor levels. The general concept of the amenity terraces design has been to capture and boost access to nature in the built environment and invite the people to appreciate outdoor environment provided within the building The key design principles of the amenity terraces are and green roof:

- Maximize usable outdoor space
- Provide flexible, distinctive and attractive outdoor spaces for all users to enjoy.
- Use lightweight materials and plant medium
- Provide ecological enhancements

Figure 2.8. Public realm works along City Quay (subject to agreement with DCC)

Figure 2.9. Proposed amenity terraces



Further details are provided in the landscape drawings and the Landscape Design Report prepared by Cameo and submitted as part of this planning application.

2.3.8 Green Roof

576 sq.m. of green roof is provided at roof level. The green roof is planted with a biodiverse mix of native wildflowers and grasses, chosen for their ability to thrive in rooftop conditions and attract pollinators such as bees and small insects. The river washed stone margin around the perimeter serves multiple purposes: it provides a habitat for ground-nesting insects, aids in drainage, and creates fire break.

2.3.9 Surface Water and Drainage Strategy

All surface water run-off from the proposed development shall be controlled during intense rainfall events by means of green/blue roofs located at roof level, attenuation storage system located at the basement level -2 and associated flow control device which shall limit surface water run-off from the proposed development toa maximum of 2.0l/sec. The surface water from these attenuation systems shall be discharged into the proposed last manhole located within the proposed development extents.

The combination of surface water and foul effluent from the proposed development shall ultimately discharged into the existing 225mm diameter combined sewer along Moss Street.

Please refer to CS Consulting Engineers drawings Nos.V101-CSC-XX-GF-DR-C-0007, V101-CSC-XX-GF-DR-C-0008, V101-CSC-XX-B1-DR-C-0009andV101-CSC-XX-B2-DR-C-0010 for further details regarding the surface water drainage arrangements for the proposed development.

2.3.10 Foul Drainage Arrangement and Outfall

It is proposed to discharge the foul effluent generated by upper floors via gravity to the existing combined sewer along Moss Street to the west of the development site. It is proposed to provide a pumping station with 24-hour storage at the basement level (-2 level) to pump any foul effluent generated at the basement levels. The foul effluent shall pass through a petrol interceptor before being pumped to a standoff manhole at surface level and ultimately discharge into the existing combined sewer on Moss Street.

Please refer to CS Consulting Engineers drawings nos. V101-CSC-XX-GF-DR-C-0007, V101-CSC-XX-GFDR-C-0008, V101-CSC-XX-B1-DR-C-0009 and V101-CSC-XX-B2-DR-C-0010 for further details regarding the foul drainage arrangements for the proposed development.

2.3.11 Proposed Water Supply Arrangements

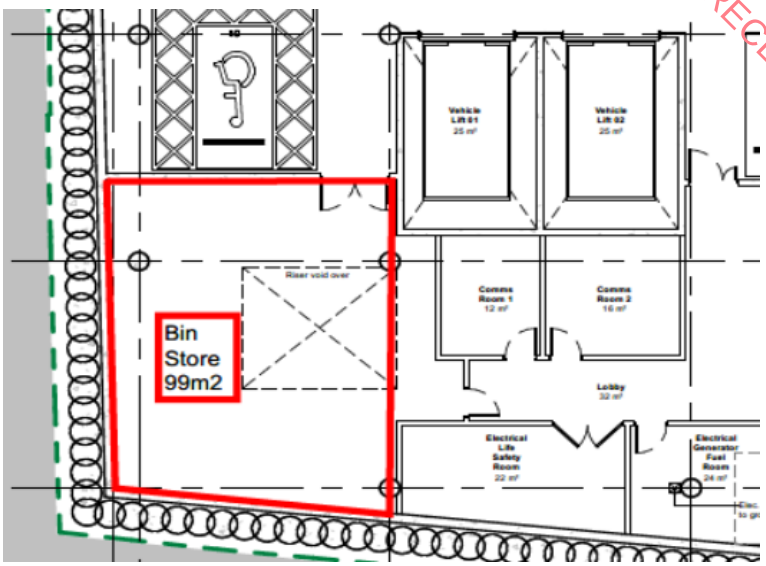
It is proposed to tie into the existing 250mm ductile iron watermain along Moss Street via a new 100mm watermain for the proposed development. Please refer to CS Consulting Engineers drawings nos. V101-CSC-XX-GF-DR-C-0011 for further details regarding the water supply arrangements for the proposed development

2.3.12 Waste Storage

The waste storage area is located at the basement level (level -1) along the south-western corner of the property. The waste storage area has been designed to ensure there is excess capacity for waste storage based on the maximum volume of waste that has been calculated to be generated by the development at full occupancy.

Prior to collection by a licensed waste contractor the bins/bales of segregated waste/recyclables will be conveyed by the waste contractor or facilities management via the car lift to a designated waste staging are at ground level. From ground level the bins will be collected/emptied on Gloucester Street South. Further information is provided in the Operational Waste Management Plan (OWMP) prepared by Byrne Environmental submitted as part of this planning application.

Figure 2.10. Proposed bin store



2.4 DESCRIPTION OF THE MAIN CHARACTERISTICS OF THE DEMOLITION AND CONSTRUCTION PHASES

2.4.1 Introduction

The development of the lands will occur for up to 10 years having regard to the nature of the project and the need for flexibility to respond to market demand. The anticipated duration of construction within the 10 years is envisaged to be approximately 30 months. An Outline Construction Environmental Management Plan (OCEMP) has been prepared by CS Consulting Engineers and is included with this application. The OCEMP will be developed and submitted to Dublin City Council prior to commencement of development and will include the mitigation measures set out in this EIA Report and to comply with any relevant conditions attached to a grant of permission.

This EIA Report presents proposed mitigation measures to ensure that the planned development of the lands does not generate significant adverse impacts for residential and working communities in the vicinity of the site.

In the event that the phases were not developed (due to unforeseen circumstances) the construction period may extend, having regard to the nature of the project and the need for flexibility, contractor pricing etc. It is important to note that the mitigation measures outlined in the EIA Report will ensure that an extension to the construction period will not have a negative impact on the receiving environment.

The proposed development, as described, is detailed on the planning application drawings and particulars which accompany the application.

2.4.2 Demolition Works

The initial phase of the proposed development will comprise the demolition and removal of the buildings in the north-west corner, the shed along the western perimeter, all hard surfaces and underground infrastructure, and the removal, storage and re-use of the Pooley Weighbridge. As noted in the development description above, the structures or part thereof may be demolished in compliance with a Dangerous Buildings Notice prior to a decision being made on this planning application.

The existing buildings are constructed mainly from blockwork and bricks, timber framing and a mixture of slate and flat concrete/asphalt roofing. The shed is constructed mainly from blockwork and roofing sheets. An archaeological assessment of the site and heritage appraisal of the buildings the has been prepared by Irish Archaeology Consultancy (IAC) as part of Chapter 10.

Once the subject lands are cleared of all existing structures the construction phase will proceed, commencing with underground structures (excavation and installation of basement, water, sewerage infrastructure etc.) followed by

above ground works (building, power and telecoms infrastructure, surface water drainage, site profiling, landscape etc.)

Byrne Environmental have also prepared an outline Resource and Waste Management Plan (RWMP) that is included with the application documentation. The plan has been prepared in line with 'Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for Construction & Demolition Projects' published by the EPA in 2021.The plan includes a provision for the management of all construction and demolition waste arising on site, and shall make provision for the recovery or disposal of this waste to authorized facilities by authorised collectors. The primary objective of this outline plan is to achieve more sustainable waste management practices through increased recycling, use of source separation and use of industry code to regulate collection and treatment of waste.

2.4.3 Construction Environmental Management Plan (CEMP)

The Contractor's CEMP will implement the measures contained in this EIAR and the OCEMP (included with the application). A Construction Management Plan prepared by PJ Hegarty has been appended to the OCEMP. The OCEMP presents the approach and application of environmental management and mitigation for the construction phase of the proposed Project. It aims to ensure that adverse effects from the construction phase of the proposed Project, on the environment are avoided or minimised. It broadly replicates the construction stage mitigation included in Chapters 4-14 of this EIAR and as summarised in Chapter 15.

Post planning, the appointed contractor will take ownership of the Outline Construction Environmental Management Plan (OCEMP). Prior to any demolition, excavation or construction, the OCEMP will be updated by the successful contractor. The CEMP will set out the Contractor's overall management and administration of the construction project.

The Contractor's CEMP will:

- Be maintained and the procedures implemented by the contractor for the duration of the construction period.
- Manage all polluting activities likely to occur on site and include emergency response plans for environmental incidents e.g. hydrocarbon spillages.
- Detail measures to be carried out to avoid environmental incidents,
- Detail reporting procedures to be followed if incidents occur including details of responsible person in the construction team.
- Include details of training for all site personnel in the implementation of these procedures as part of the site induction process.
- Dangerous substances, such as oils, fuels etc., will be stored in a bunded zone. Emergency contact numbers for the Local Authority Environment Section, Inland Fisheries Ireland, the Environmental Protection Agency and the National Parks and Wildlife Service will be displayed in a prominent position within the site compound. These agencies will be notified immediately in the event of a pollution incident.

In addition to the EIA Report mitigation measures already included in the OCEMP (and mitigation contained in this EIA Report and the Altemar NIS), the Contractor will be required to include additional details under the following headings:

- Working hours and days;
- Emergency planning - in the event of a fire, chemical spillage, cement spillage, collapse of structures or failure of equipment or road traffic incident within an area of traffic management. The plan must include contact names and telephone numbers for Local Authority (all sections/departments); Ambulance; Gardaí and Fire Services;
- Details of chemical/fuel storage areas (including location and bunding to contain runoff of spillages and leakages);
- Details of construction plant storage, temporary offices and site security arrangements, measures will need to be identified in relation to security of the various sites during construction e.g. controlled access onto site, measures to secure rear gardens, access, etc;
- Truck wheel wash details (including measures to reduce and treat runoff);
- Dust management to prevent nuisance (demolition and construction);

- Site run-off management;
- Noise and vibration management to prevent nuisance (demolition and construction). Work practices, equipment noise control and screening shall be in compliance with BS 5228- 1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Part 1: Noise, and BS 5228-2:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration (together referred to as B.S. 5228);
- Landscape management.

2.4.4 Hoarding

The site area shall be enclosed with hoarding, details of which are to be agreed with Dublin City Council. Hoarding panels shall be maintained and kept clean for the duration of the project.

2.4.5 Site Access Routes

Section 4.4 of the PJ Hegarty's Construction Management Plan outlines the proposed traffic management strategy which outlines that access and egress of construction vehicles will take place on the City Quay end of Moss street. Site cabins and welfare facilities will be located to the south of Moss Street. The strategy outlined will keep access and egress points for construction traffic away from Gloucester Street South and therefore away from the school entrance so as not to impact its operation.

2.4.6 Construction Traffic

The Contractor shall establish a Construction Traffic Management Plan (CTMP) for the construction works.

The CTMP shall:

- Address the movement of vehicles, machinery, and pedestrians within the site boundary and on adjacent public roads & footpaths
- Ensure that the safety of construction operatives, public road users and pedestrians is not compromised as a consequence of the works.

This shall be achieved through the effective implementation of traffic mitigation measures. When considering mitigation measures, the Contractor shall pay particular attention to sensitive and vulnerable users (e.g. children, elderly etc) and take account of stakeholders whose activities may be affected by the proposed works (e.g. local schools, residents, businesses etc).

Among the traffic management measures to be included in the CTMP are:

- Securely fencing off the site from adjacent properties, public footpaths and roads during the pre-construction phase.
- Providing signage on the surrounding road network to define the access and egress routes for the development.
- Strictly controlling the traffic generated by the construction phase of the development in order to minimise the impact of this traffic on the surrounding road network.
- Adequately signposting and enclosing all road works to ensure the safety of all road users and construction personnel.
- Accommodating all unavoidable personnel and visitor vehicle parking demands onsite or within designated off-site parking areas.
- Implementing a programme of street cleaning as required.
- Making arrangements to facilitate the delivery of abnormal loads to the site.
- Implementing measures to avoid queuing of construction traffic on the adjoining road network.

The following specific traffic control and marshalling measures are to be included in the CTMP, to minimise the potential for obstruction of surrounding streets:

- At no time will construction associated vehicles be stopped or parked along haulage routes.
- Haulage vehicles will not travel in convoys of greater than two vehicles at any time.
- Haulage vehicles will be spaced by a minimum of 250m at all times.
- At no time will haulage vehicles be parked or stopped at the entrance to the site.
- All loading of excess material will occur within the site boundary.
- All off-loading of deliveries will take place within the site, away from the public road and will access via the construction site access

The Contractor must prepare a Construction Environmental Management Plan in accordance with the Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects (Department of Environment, Heritage and Local Government, 2006). The Contractor must also outline detailed proposals within the Construction Environmental Management Plan to accommodate construction traffic.

2.4.7 Construction Parking

Due to the site's city centre location and constrained nature, no car parking is to be provided on or near the site for construction personnel or for visitors. Construction personnel will be encouraged to walk, cycle, or use public transport, and information on local transport services will be published on site.

2.4.8 Excavation

This development will involve excavation and removal of material from site for foundations, and regrading of the site profile. It is not envisaged that rock will be encountered during the excavation works.

The appointed Contractor will engage with the project archaeologist prior to the commencement of excavation on site. Excavation will be carried out under the supervision of the project archaeologist.

2.4.9 Construction Building

Following on from demolition, site clearance and excavations, foundations shall be laid, and the external buildings envelope and roof constructed. The building frames shall most likely consist of load bearing masonry walls with reinforced concrete cores. Floors shall likely be constructed using hollow core precast slabs overlaid with structural screed but with some localised elements of reinforced concrete slabs are also likely for transfer slabs. Works to the façade shall commence following partial completion of the external envelope. Once the buildings are weather sealed, the internal fit out and completion works shall take place. This shall be followed by mechanical and electrical fit-out, general fit-out and then final commissioning.

2.4.10 Superstructure

The construction of the superstructure shall involve a coordinated sequencing of activities, and various construction methodologies could be adopted to deliver the Contract. As noted, the construction methodology and therefore the programme of the construction activities will be dictated by the Contractor. The following outlines a general construction sequence for the superstructure.

Buildings Structure:

- Installation of any temporary works which needs to be verified as part of detail design.
- Demolition of existing building and hardstanding area.
- Site clearance including install/removal of below-ground services.
- Excavation/fill and construction of the foundations, to support the new vertical structure.
- Stripping old finishes.

- Construction of the new ground-floor slabs.
- Construction of walls, columns, beams and floors slab for the new build extensions at the end of each block. This will be constructed in a sequential manner with the proper integration with the existing adjacent structure.
- Construction of the steel frames and slabs of the additional floors on top of the existing structure and the extensions.
- Building the balcony and walkway frames and slabs on new foundations and tying them to existing columns and walls.

Envelop/Cladding:

- Commencement of envelope works to ground floor when structure has progressed to approximately Level 2/3, with suitable temporary openings in the façade left for ease of transport of construction material.
- Advancing of external leaf two or three levels behind the structure.

Mechanical & Electrical fit-out

- First fix will commence at each level behind structure.
- This will be followed by the second fix and the final connections.

General fit-out:

- Initial installation of stud work when cladding is complete, and floor is weather tight. • Installation of equipment and associated connection to services.

Commissioning:

- The final commissioning period will commence during fit-out.

The above is an indicative construction sequence. The final sequence will be dictated by the Contractor. The Contractor must issue a detailed construction programme outlining the various stages prior to commencement of works.

2.4.11 Construction Programme and Phasing

Subject to a successful grant of planning, it is intended for the works to commence in Q1 or Q2 of 2026. The proposed development is anticipated to be constructed over a 30-month period approximately.

The development is proposed to be constructed in accordance with the following indicative sequence of works:

- Reduced level excavation
- Foundation construction
- Site services installations (drainage, power, water)
- Building frame and envelope construction
- Interior and exterior landscaping

2.5 DESCRIPTION OF THE MAIN CHARACTERISTICS OF THE OPERATION OF THE PROJECT

2.5.1 Site Utilities and Infrastructure

Energy During the Operational Phase

Once in operation, electricity will be provided to the site via the national grid tying in with existing infrastructure in neighbouring areas.

The building will be served by two electricity sub-stations accessed from Gloucester Street South. This will be carried out in accordance with the requirements of the various service providers.

There is no gas supply connection required for the proposed development due to the use of renewable technologies as the primary energy source.

Telecommunications During the Operational Phase

There are telecommunication lines in existence for telephone and broadband services in the area. A fibre optic cable distribution network will be installed with a separate incoming fibre infrastructure and provided to the proposed building via underground fibre ducts. There are existing underground carrier ducts adjacent to the site that will be utilised for the development.

2.5.2 Sustainability Energy Efficiency and Resources Use

An Utility and Energy Sustainability Report has been prepared by Penston MEP Consulting and are submitted as part of this application. The report focuses on the performance targets required by the Building Regulations Part L – Conservation of Fuel and Energy and what energy measures are needed to ensure compliance. Furthermore, a Building Energy Rating of A2 will be pursued throughout as the targets set out in the RIAI 2030 Climate Challenge are being used as a benchmark in the design.

2.5.3 Waste Management

An Operational Waste Management Plan (OWMP) has been preprepared by Byrne Environmental consulting and is submitted as part of this planning application. The OWMP outlines the principles and measures by which the waste generated during the operational phase of the proposed development will be managed and disposed of in compliance with the provisions of the Waste Management Acts 1996 to 2013 and the Eastern Midlands Region (EMR) Waste Management Plan 2015-2021. It describes the measures by which optimum levels of waste reduction, re-use and recycling shall be achieved.

2.5.4 Microclimate/Wind Assessment

A Wind Microclimate assessment report has been prepared by BPC to accompany this planning application. This report demonstrates that the wind conditions surrounding the proposed development will generally be suitable for pedestrians. The majority of the areas at ground level (adjacent public footpaths and streets) experience wind conditions that meet the Lawson ‘Strolling’ criteria or better. There are some areas at ground level that meet the Lawson ‘Business Walking’ criteria, however these are mainly confined to the road and as such shouldn’t impact pedestrians significantly.

2.5.5 Daylight/Sunlight Access

A daylight/ sunlight assessment was prepared by 3D Design Bureau to accompany this application which concluded that there will be a minor reduction to the daylight availability to the directly adjacent buildings however this is broadly in line with the possible reduction of a building similar in massing to the surrounding buildings.

The level of effect to all residential properties within the area have all been categorised as ‘negligible’ and ‘minor adverse’. While the levels of effect to the commercial premises vary, these have been clearly identified and rationalised within the daylight/ sunlight assessment.

2.5.6 Aviation Considerations

An Aeronautical Assessment Report has been prepared by O’Dwyer & Jones Design Partnerships and is submitted as part of this planning application. The report considers that the proposed development complies fully with all aviation and aeronautical considerations and requirements affecting the site.

2.6 DESCRIPTION OF OTHER RELATED/CUMULATIVE PROJECTS

2.6.1 Related Development

It is stated in the Guidelines on the information to be contained in Environmental Impact Assessment Reports, EPA May 2022 that related development includes *"other projects (sometimes by other developers and sometimes off site) or individual project components which occur as a direct result of the main project, such as a power line, a substation or a road junction upgrade which may result in significant effects." (section 3.5.7, page 40)*

There are no proposed related developments (either offsite or secondary[1]) associated with the proposed development. Any future application on these development lands will be subject to planning approval and environmental assessment as required. Any new development proposed on the lands after the submission of the proposed development would be accompanied by an EIA, or EIA Screening as required and take into consideration the development of this site.

2.6.2 Cumulative Development

The Guidelines on the information to be contained in Environmental Impact Assessment Reports, EPA May 2022 states that cumulative effects are *"the addition of many minor or insignificant effects, including effects of other projects, to create larger, more significant effects.*

While a single activity may itself result in a minor impact, it may, when combined with other impacts (minor or insignificant), result in a cumulative impact that is collectively significant. For example, effects on traffic due to an individual industrial project may be acceptable; however, it may be necessary to assess the cumulative effects taking account of traffic generated by other permitted or planned projects. It can also be prudent to have regard to the likely future environmental loadings arising from the development of zoned lands in the immediate environs of the proposed project." (section 3.7.3 page 57)

The impact of all existing developments within the zone of influence of the proposed development, including the activities currently permitted within the lands of the proposed development are already present within the environment and are described by the *existing* environmental baseline conditions.

The current baseline conditions are established primarily through a review of current desktop sources, augmented where necessary via independent surveys. Any statements contained within this report as to the likely impact of the proposed development upon the environment are by default also a statement as to the likely accumulation of impacts arising from the proposed development with those impacts already in existence.

As part of the assessment of the impact of the proposed development, account has also been taken of cumulative projects in this EIAR, i.e. developments that are currently permitted or under construction within the surrounding area, but whose environmental impact are not yet fully realised within the existing environmental baseline. The potential for cumulative impacts arising from these other cumulative projects has been addressed within each specialist chapter of this EIA Report.

The subject lands and surrounding lands provide good potential for delivering high density office and residential uses. The proposed development represents one of many opportunities that have been and are being constructed to realise this potential.

2.6.3 Developed Cumulative Developments

Block B, Georges Quay (Planning reference: 2532/20)

Granted final permission Dec 2020, planning permission for development on a site of 0.14ha at Block B, Georges Quay, Dublin 2, D02 VR98. The site is bound by Georges Quay to the north, Georges Quay Plaza to the south, 1GQ to the east and Tara Street Station/Railway bridge to the west. Luke Street runs through the site in a north/south direction with the existing building bridging across Luke Street from 1st floor level. The proposed development comprises of the following:

- Refurbishment of the existing 5 no. storey building to provide for a new façade treatment to all elevations.

[1] Section 3.5.7 of The Guidelines on the information to be contained in Environmental Impact Assessment Reports, EPA May 2022 states that the description of other related projects can loosely be grouped under two headings: Off-site and Secondary Projects.

- Extension of existing 5th storey set back level in line with the main façade along the northern elevation.
- Provision of 2 no. additional floors (2,627 sq.m), set back from the north, east and west elevations.
- Provision of a café unit (302 sq.m.) to the west side of the building fronting Georges Quay and Luke Street to the east at ground at mezzanine level
- Amendments to the ground floor layout to provide for a new entrance lobby to the office to the east of the building.
- Amendments to basement level to provide for a reconfiguration of the car parking spaces, 80 no. cycle parking spaces, 3 no. motorbike spaces, new shower and locker rooms, staff amenities, bin store, managers office and plant room. Access to basement will remain unchanged.
- Alterations to the hard and soft landscaping, SUDs drainage provision of plant at basement and roof level, 2 no. accessible terraces at 5th and 6th floor to the north, east and west, green roofs and all other associates site development works necessary to facilitate the development works necessary to facilitate the development.

2.6.4 Cumulative Developments (Permitted – not yet constructed/under construction)

Shaw Street (Planning Ref. 4826/19)

Granted Dec 2020 for the demolition of existing property known as No. 2 Brunswick Villas, including existing boundary walls and gateway entrance to Shaw Street and the construction of a new 12 No. apartment development comprising of; 11 No. 1 bedroom units and 1 No. 2 bedroom unit in a mixture of three and six storey buildings. The development will include internal courtyard to rear, new gateway to the existing Brunswick Villas laneway and entrance lobby, plant rooms and bicycle storage areas at ground floor level. All apartments will include balconies to street elevations from first to fifth floors, with setback balconies and balustrades included to fifth floor apartment area. The proposed works are to include all associated site works, ancillary accommodation and drainage at the site.

The demolition/construction phase of these four cumulative developments are captured within the current existing environmental baseline for the area surrounding the subject lands. As they are already constructed, or their construction will be complete prior to the construction phase for the proposed development they will not contribute any potential increase in cumulative impacts associated with the proposed development demolition and construction phase. As such the assessment within this EIA Report does not consider the likelihood of environmental impacts associated with the cumulative demolition and construction phases of the proposed development and these two already constructed developments.

This EIA Report however does consider the likelihood for cumulative impacts associated with the operational phase of the proposed development and the above already/nearly constructed developments. The likely operational impacts to the environment arising from these four constructed/nearly constructed developments have been identified by a review of the planning documents associated with each of these four cumulative developments.

Townsend Street (Planning Re. 2877/21)

Planning permission was granted in November 2021 for amendments to a permitted development under Reg. Ref.: 4778/19 at a site (0.2695 ha). The permitted development includes construction over the rail line which traverses the site and also within the vaulted foundations supporting the rail line. The proposed development consists of the following:

- Amendments to the footprint of the basement and layout of the ground floor level. There is also a slight reduction in the floor area from 1st – 8th floor due to the proposed amendments.
- The basement level in Plot A will increase by 235.3 sqm to provide a total overall basement gross floor area of 1,340 sqm providing retail and office uses.
- The basement floor level in Plot B will be lowered from -4.2 to -5.25m.
- The amendments at ground floor level include general layout changes, new revolving door and glazed screen to office reception on Townsend Street; change of use of permitted office unit (355 sqm) at ground floor level fronting Brunswick Villas retail/café/restaurant use; the provision of a new entrance lobby to access basement level and associated elevational changes; revisions to bicycle parking and refuse area to provide additional retail floor space and; minor elevational changes to ESB substation fronting Garden Lane.

- Proposed revisions to Shaw Street elevation at 6th floor and the provision of an additional terrace access door.
- Additional plant at roof level over 8th floor providing for a slight increase of 1.75m to the overall building height.
- The proposed amendments result in an additional 969.6 sqm of retail/café/restaurant space and a minor increase in overall development GFA by 285.3 sqm to a total 15,400 sqm.
- And all ancillary and associated works, including elevational works.

La Touche House (Planning Ref. 3315/22)

Planning permission granted in August 2022 for development at a c. 0.4417 ha site at La Touche House, Custom House Dock, International Financial Services Centre, Dublin 1. The proposed development will consist of; the refurbishment/reconfiguration, partial demolition, recladding and vertical extension of an existing (c. 13,275.9 sq.m GFA) 7-storey building to a 10-storey (c. 23,314.3 sq.m GFA) office building with an additional c. 8,068.4 sq.m commercial floorspace provided and a total height of c. 45.84 m from ground (50.85m ODM), including the following:

- Partial demolition of the existing fifth floor and the existing sixth floor plant rooms and external plant areas to fifth floor slab level, comprising a combined area of c. 1528.5sq.m removed, the removal of an existing bridge link across the atrium, and maintaining the existing c. 565.1 sq.m of office space and the existing core areas to the east, west and south;
- Refurbishment and reconfiguration of the existing office building as follows:-
- Basement level: Reduction in car parking provision from 143 no. to 99 no. retained spaces, reconfiguration of existing plant areas, increased bicycle parking to 184 no. spaces, provision of bicycle storage areas, locker room, changing rooms, staff toilets and drying room, bin storage area, new staircase link, bicycle lift and service lift from podium (ground floor level) covering an additional area of c.913.2 sq.m within the existing basement;
- Ground Floor: Reconfiguration of the existing ground floor to include a new glazed screen enclosure to the existing atrium and introduce a new building entrance to the south elevation accessed from IFSC Plaza and close the existing entrance. Change of use of 103 sq.m of part of an existing retail bank area to office use. Change of use of c. 134.9 sq.m existing office space to a c. 152.1 sq.m food & beverage unit including an extended area of c. 17.2 sq.m to the east and access to an external terrace to the east. Change of use of c. 128.2 sq.m existing office space to a c. 164 sq.m bicycle café including an extended area of c. 35.8 sq.m to the south and east. Reconfiguration of the existing ground floor to the south/south- west to include a change of use from existing office area to create 2 no. food & beverage/retail units of c. 94.1 sq.m and c. 44 sq.m respectively;
- First Floor, Second Floor and Third Floor: Reconfiguration of the existing office floors to include refurbished and extended toilet accommodation; extension of the office accommodation to the edge of a new glazed screen enclosure to the existing atrium;
- Fourth Floor: Reconfiguration of the existing office floors to include refurbished and extended toilet accommodation; extension of the office accommodation to the edge of a new glazed screen enclosure to the existing atrium and enclosure of 2 no. external balcony areas to provide an additional c. 86.6 sq.m office space;
- Fifth Floor: New office floor accommodation to replace the existing plant areas and the enclosure of the existing external terrace to the north of the office floor (c. 1,226 sq.m) and to include the existing c. 565.1 sq.m of office accommodation to the north of the new extended floorplate, reconfiguration of existing plant areas to unisex toilets, lift lobby and circulation space within core area to the south;
- Addition of new floors: Addition of 4 no. office floors with the existing stair cores extended upwards and toilet accommodation replicated as the supplemented existing provision on the lower floors and the existing atrium extended through to roof level; the proposed sixth, seventh and eighth floor levels will consist of c. 1,791.1 sq.m office space each; the proposed ninth floor level will consist of c. 1,329.5 sq.m office space; setback of the external envelope and creation of a terrace area accessible for maintenance only at ninth floor level; new Part M compliant accommodation stairs within the atrium from ground floor to ninth floor;
- External works to include; A complete recladding with replacement curtain walling and an over-wrapping by a translucent perforated metal veil to the vertical external envelope of the existing building from ground floor level to fifth floor level and the extension and continuation of a new curtain wall and external perforated veil above to include the newly reconstructed fifth floor, and the new sixth, seventh. eighth and ninth floors; new plant and plant enclosure screen at roof level; additional plant on perforated metal platforms adjacent to the 3 no. existing

cores from first to ninth floor; the provision of photovoltaic panels at roof level; new glazed atrium roof; provision of 4 no standard bicycle spaces and 9 no. cargo bicycle spaces at ground level; provision of a platform lift on the north-east corner of the site; new hard and soft landscaping adjacent to the building only; new lighting; and all associated site development works.

Dublin Arch (Planning Ref. 3054/22)

Planning permission August 2022 in for a proposed mixed-use development, 'Dublin Arch', on a site (2.86 ha) adjacent to Connolly Station, Sheriff Street Lower, Dublin 1, D01 V6V6. The proposed development relates to work to a Protected Structure (RPS Ref. No. 130). The development will consist of:

- (The construction of 4 no. office blocks (B1, B2, B3 and B4) 12 to 16 storeys in height including landscaped areas in the form of gardens at podium level and landscaped terraces at upper levels (combined 3,365 sq.m) with a cumulative gross floor area of 52,509 sq.m comprising of:
  - a) Block B1 (max. building height 58.725 m, total gross internal floor area 11,860 sq.m of office);
  - b) Block B2 (max. building height 58.725 m, total gross internal floor area 11,902 sq.m of office);
  - c) Block B3 (max. building height 54.725 m, total gross internal floor area 10,147 sq.m of office);
  - d) Block B4 (max. building height 69.925 m, total gross internal floor area 18,600 sq.m)
- The construction of 187 no. Built-to-Rent (BTR) apartments and associated supporting tenant support facilities, services and amenities in 2 no. blocks (C and D1/D2) with a cumulative gross floor area of 19,836 sq.m;
  - a) Block C (6,522 sq.m) comprising 62 apartments (10 no. studio; 14 no. 1-bed; 35 no. 2-bed and 3 no. 3-bed units) in a block 5 to 11 storeys in height (max. building height 39.5 m) and supporting tenant facilities and amenities (combined 68 sq.m);
  - b) Block D1/D2 (13,314 sq.m) comprising 125 apartments (40 no. studio; 30 no. 1-bed; and 55 no. 2-bed) in a block 5 to 15 storeys in height (max. building height 53.392 m) and supporting tenant facilities and amenities (combined 420 sq.m);
- Residential communal amenity open space across Block C and D1/D2 in the form of courtyards and landscaped terraces at upper floor levels (combined 2,695 sq.m) and other private open spaces;
- 7,380 sq.m of public open space (5,930 sq.m at street level, and 1,450 sq.m at upper level) including a central public plaza and other open spaces located throughout the development;
- two-storey covered car parking at ground level (the lowest level is +0.0 AOD) under blocks B2, B3, B4 and C of 7,027 sq.m with 206 no. car parking spaces;
- a total of 1,047 bicycle parking spaces distributed as follows:
  - a) 283 no. secure long-term bicycle parking spaces for residents and 96 no. secure short-term bicycle parking spaces for apartment visitors distributed across 2 no. bike storage rooms at street level in Block C and Block D1/D2;
  - b) 554 no. secure bicycle parking spaces to serve the office element of the development in 1 no. bike storage room at street level in Block B1; and
  - c) 114 no. bicycle parking spaces for public use at street level distributed across the development, including spaces within a covered bike hub;
- 4 no. retail units at street level (combined 468 sq.m) distributed in Block B4 (1 no. retail unit) Block C (1 no. retail unit) and Block D1/D2 (2 no. retail units), and 2 no. community units (combined 640 sq.m) at street level in Block D1/D2;
- modifications to a portion of a Protected Structure (RPS No. 130), specifically the wall fronting Oriel Street Upper to facilitate:
  - a) the development of a new pedestrian entrance to the site;
  - b) the development of a vehicular entrance to the proposed car parking area; and
  - c) the development of a service/ emergency vehicular access only ramp to serve CIE's transport needs at Connolly Station;
- decommissioning and removal of existing telecommunication masts and removal of all existing structures on site including portacabins and ancillary storage containers;

- the construction of 7 no. electricity substations, plant rooms, 4 no. waste storage area within the proposed blocks and car parking, and solar panels located on the roofs of proposed office blocks; and
- all ancillary site development works, including drainage, landscaping and lighting.

Waterside Block 9 (Planning Ref. DSDZ4146/24)

Planning permission grated in February 2025 for a two-phase mixed-use residential and commercial scheme, which will consist of: the construction of a residential scheme arranged in 3 No. blocks (identified as Blocks A, B and C) ranging in height from 6 No. to 25 No. storeys over a double-level basement (with ancillary facilities); and an amendment to a previously-permitted 8-storey commercial block (that formed one of the three commercial blocks in permission Reg. Ref. DSDZ5296/22) identified as Block No. 3 over three levels of basement on a site of 1.24ha forming part of a larger site identified as City Block No. 9, North Wall Quay, Dublin 1.

Due to the fact that the above permitted developments have not been constructed their potential impacts are not captured within the current environmental baseline for either their demolition/construction phase or their operational phase.

The precise timeline for the construction of these three permitted but not yet constructed developments is not known and as such, for the purposes of this EIA Report the precautionary principle has been applied by assessing in this EIA Report the potential for cumulative construction impacts occurring in tandem with the proposed development. The likely demolition/construction impacts to the environment arising from these three permitted, but not yet constructed developments have been identified by a review of the planning documents associated with each of the permitted but not yet constructed development applications.

This EIA Report also considers the likelihood for cumulative impacts associated with the operational phase of the proposed development and the operational phase of these three permitted but not yet constructed developments. The likely operational impacts to the environment arising from these three permitted but not yet constructed developments have been identified by a review of the planning documents associated with each of the permitted but not yet constructed development applications.

2.6.5 Cumulative Developments (Proposed – not yet Permitted)

Grand Canal Square (Planning Ref. WEBDSDZ2286/24)
Permission sought on October 2024 for development at this site (c. 0.52 Ha), at 4-5 Grand Canal Square, Dublin 2, and otherwise bounded generally by Hibernian Road to the east, Misery Hill to the south, Cardiff Lane to the west, and 37-42 Sir John Rogerson's Quay to the north. The proposed development comprises:

- the refurbishment of an existing 6-7 storey office building for continued office use, including the following ancillary and associated works:
- Creation of c. 253 sq m additional gross floor office area resulting from the proposed alteration to the Cardiff Lane building entrance area and infilling of existing voids at mezzanine level;
- Insertion of a new public café space (c.80 sq m) within the ground floor lobby area inside the Misery Hill building entrance;
- Landscape enhancement works at Misery Hill, including planters, seating and associated hardscaping;
- Landscape enhancement works at Cardiff Lane, including demolition of the stepped entrance and terrace, to lower the existing building entrance to street level;
- New building entrance at Cardiff Lane, c.9m high, with 1no. new glass revolving door, 2no. single escape doors and bicycle ramp entrance to basement. Associated demolition and replacement of the existing curtain wall façade at Cardiff Lane entrance level with new selected cladding panels;
- Replacement of existing double door and curtain walling adjacent to the new Cardiff Lane entrance, to include lowered door level and installation of stepped landing; New lightwell to the basement at Cardiff Lane;
- Replacement of the existing curved façade at Misery hill with new façade to include 1no. recessed glass revolving door, 2no. single escape doors and 1no. double door, and new selected cladding panels;
- Replacement of 1no. existing single door with new double door entrance on the north building elevation;

- 2no. new single door entrances on the east building elevation and removal of external ground level vent, adjacent to Hibernian Road; Demolition and infill of existing skylight at Level 1;
- Replacement of the soffit aluminium cladding along Cardiff Lane, Hibernian Road and Misery Hill with new selected cladding panels;
- Construction of a new demountable flood defence system along Cardiff Lane; Reduction of existing basement car parking from 149no. spaces to 35no. spaces;
- Provision of 423no. bicycle spaces within reconfigured basement, 26no. bicycle spaces at ground level;
- Replacement of 5no. existing doors with similar and installation of soft and hard landscaping, including glazed screen, to existing level 6 terrace;
- Installation of new roof plant (2no. energy centres) and corresponding increase in plant screening by 1m in height. Associated relocation eastwards by c.1.5m of plant screening along the eastern edge of No.4 Grand Canal Square.

For the purposes of this EIAR the precautionary principle has been applied by assessing in this EIAR the potential for cumulative construction impacts of the above planned but not yet permitted developments. The likely demolition/construction impacts to the environment arising from these two planned but not yet permitted developments has been obtained through a review of the panning application documents.

This EIAR also considers the likelihood for cumulative impacts associated with the operational phase of the proposed development and the operational phase of these two planned but not yet permitted developments. The likely operational impacts to the environment arising from these two planned but not yet permitted developments has been identified by a review of the associated planning documents.

2.7 REFERENCES

- **Dublin City Council, 2022.** *Dublin City Development Plan 2022-2028.* Dublin City Council.
- **Environmental Protection Agency, 2022.** *Guidelines on the Information to be Contained in Environmental Impact Assessment Reports.* Environmental Protection Agency.