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Environmental Impact Assessment Report

Volume 1 – Non-Technical Summary

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Chapter 1 – Introduction

Non-Technical Summary

1. INTRODUCTION

This Non-Technical Summary (NTS) has been prepared to accompany the Environmental Impact Assessment Report (EIAR) prepared on behalf of NWQ Devco Limited (herein referred to as 'the Applicant') in support of a planning application made to Dublin City Council (DCC), for a development located at 1 North Wall Quay, Co. Dublin.

This development will hereafter be referred to as the 'Proposed Development' and primarily consists of a new 12 no. storey office building including 1 no. floor basement on a site of approximately 0.88 hectares. A full description of the development is provided in Chapter 2 (Description of the Proposed Development) of the EIAR.

The aim of the Environmental Impact Assessment (EIA) approach, in the preparation of an EIAR, is to identify and predict (for a given development) any impacts of consequence; to describe the means and extent by which they can be reduced or ameliorated; to interpret and communicate information about the impacts and to provide an input into the decision making and planning process.

1.1 Relevant Legislative Requirement For Environmental Impact Assessment

Environmental Impact Assessment is an essential tool in the implementation of EU environmental legislation. According to the Guidelines for Planning Authorities and An Coimisiún Pleanála on carrying out Environmental Impact Assessment (August 2018) the objective of the Directive (Directive 2011/92/EU), as amended by Directive 2014/52/EU, is to ensure a high level of protection of the environment and human health, through the establishment of minimum requirements for environmental impact assessment (EIA), prior to development consent being given, of public and private developments that are likely to have significant effects on the environment.

The EIA Directive lists projects for which an EIA is mandatory (Annex I) and those projects for which an EIA may be required (Annex II) of the EIA Directive (2011/92/EU and 2014/52/EU), these Annexes are transposed into Schedule 5 of the Planning and Development Regulations 2001 as amended. The EU Member States can choose to apply thresholds for Annex II projects or use a case-by-case examination, or a combination of both, to assess where EIA is required. In Ireland, a combination of both has been applied.

Ireland's type of projects for which an EIA is mandatory is set out in the Schedule 5 Part 1 and Part 2 of the Regulations. The EPA Guidance (2022) requires an assessment beyond the general description of the project and to consider the component parts of the project and/or any processes arising from it. AWN have identified the thresholds of relevance to the proposal from Part 2 of Schedule 5; outlined in Table 1.1.

Table 1-1 Relevant Part 1 Schedule 5 Thresholds for EIA and determination of requirement of EIA

Development for the Purposes of:	Related Development Details	Exceeds Threshold?
10. Infrastructure Projects (b) (iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere. <i>(In this paragraph, "business district" means a district within a city or town in which the predominant land use is retail or commercial use.).</i>	The Proposed Development consists of a site of 0.88 ha which does not exceed the relevant threshold of 2 hectares as stated above. The Proposed Development site does not exceed the limit, quantity or threshold set out in Class 10(b)(iv); therefore, an EIA is not mandatory under this Project Class.	No – EIA is not mandatory under this class.

An EIA is still required by Schedule 5, Part 2, Class 15 of the Regulations for sub-threshold development which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7:

15. Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.

In order to provide information on the likelihood of significant effects from the project (including demolition, construction, and operation) on the environment, and to comply with Schedule 5, Part 2, Class 15 of the Regulations it was decided to prepare an EIA Report to fully address and assess all potential and residual (post-mitigation) environmental effects.

1.2 Format Of This Environmental Impact Assessment Report

This EIAR has been laid out using the grouped format structure, the report examines each environmental factor in a separate chapter (the chapters are listed in Table 1-3. These EIAR chapters have been prepared by suitably qualified expert(s) and have considered the construction and operational phases of the Proposed Development under the following headings:

- ▶ Assessment Methodology;
- ▶ Receiving Environment;
- ▶ Characteristics of the Proposed Development;
- ▶ Potential Impacts of the Proposed Development;
- ▶ Mitigation Measures;
- ▶ Monitoring or Reinstatement Measures;
- ▶ Residual Effects of the Proposed Development; and
- ▶ Cumulative Impacts of the Proposed Development

Interactions between environmental factors will be considered separately in Chapter 15 of this EIAR.

While the EIAR has the focus on the Proposed Development, each specialist chapters also considers the potential cumulative impact (as far as practically possible) of the Proposed Development with the any future development and the cumulative impacts with developments in the locality (including planned and permitted developments).

The quality, magnitude and duration of potential impacts are defined in accordance with the criteria provided in the Guidelines on Information to be Contained in Environmental Impact Assessment Reports (EPA, 2022).

1.3 Consultation and Scoping

The scope of the EIAR has been defined at an early stage of the design process to ensure that all relevant environmental issues were addressed in the subsequent studies.

To establish the scope, a comprehensive review of the development site's context, including its locality and any previously permitted developments, has been undertaken. This review helped identify the specific matters to be covered within this environmental impact assessment report. By identifying and addressing these issues upfront, the EIAR aims to provide a comprehensive understanding of the potential environmental impacts associated with the Proposed Development.

The structure and presentation of the EIAR is designed to facilitate the dissemination of information to the public and stakeholders. The EIAR is structured in a clear and accessible manner, allowing easy navigation through its content. Additionally, a non-technical summary is provided, which presents a concise overview of the EIAR's main findings and conclusions. The presentation of the information is done in a way that is understandable to both technical experts and non-experts, enabling a wider audience to grasp the key findings and implications of the assessment.

Public participation in the Environmental Impact Assessment (EIA) process is facilitated through the statutory planning application process. As part of this process, the EIAR is made available to the public, allowing interested individuals and organisations to review and comment on the report. This provides an opportunity for public input, ensuring that a wide range of perspectives are considered before making decisions regarding the Proposed Development.

1.4 Additional Assessments Required

The additional reports and/or assessments required under Legislation or EU Directives other than the Environmental Impact Assessment Directive in respect of the Proposed Development are listed below.

- ▶ A Stage 1 and Stage 2 Site-Specific Flood Risk Assessment (FRA) has been prepared by CS Consulting in accordance with the Planning System and Flood Risk Management Guidelines for Local Government (2009). The site-specific FRA is included with the planning application documentation under separate cover.
- ▶ A Water Framework Directive (WFD) Screening Assessment has been prepared by AWN Consulting and is included as an appendix to Chapter 6 (Hydrology & Hydrogeology) and is included with the planning application documentation under a separate cover.



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Chapter 2 – Description of the Proposed Development Non-Technical Summary

2. DESCRIPTION OF THE PROPOSED DEVELOPMENT

2.1 Introduction

This chapter of the Environmental Impact Assessment Report (EIAR) presents a description of the Proposed Development comprising information on the site, design, size and other relevant features of the Proposed Development. The scope of this chapter aligns with the relevant legislation and guidance which comprises the following:

- ▶ EIA Directive (2011/92/EU), as amended by the 2014 EIA Directive (2014/52/EU) (herein referred to as the EIA Directive)
- ▶ European Commission 'Environmental Impact Assessment of Projects - Guidance on the preparation of the Environmental Impact Assessment Report' (2017)
- ▶ EPA 'Guidelines on the Information to be Contained in Environmental Impact Assessment Reports' (2022) (herein referred to as the EPA EIA Report Guidelines 2022).

This chapter summarises the existing site, the Proposed Development, and the existence of the project as set out within the EPA EIA Report Guidelines 2022. This guidance advises that the description of the project should define all aspects of the proposed lifecycle of the facility, including:

- ▶ Description of Construction;
- ▶ Description of Commissioning;
- ▶ Operation of the Project;
- ▶ Changes to the Project; and
- ▶ Description of Other Related Projects.

This chapter draws on and has been informed by the project design and summarises the key relevant details of the Proposed Development and its lifecycle as it relates to the EIAR. This description is not exhaustive, and as such the EIAR should be read in conjunction with the full application package. The Proposed Development is described in this chapter in terms of those environmental topics that will form the basis of the impact assessment process, the characteristics of the Proposed Development and potential effects. The specialist assessments reported in this EIAR have been conducted using this description, and the full application package as a guide to the details of the development under consideration.

2.2 Existing Site and Infrastructure

The Proposed Development relates to 1 North Wall Quay, Dublin 1, D01 T8Y1. The site is bound by North Wall Quay to the south and Commons Street to the west. Existing commercial and residential buildings adjoin the site to the north and east. Clarion Quay runs immediately adjacent to the northern boundary of the site.

The Proposed Development site is c. 0.88 hectares (8,859 m²) located at 1 North Wall Quay, Dublin 1 D01 T8Y1 and currently occupied by the Citigroup Building, a six-storey, over-one-storey-basement office building (total Gross Internal Area of 34,507 m²).

The existing building was constructed by 2000 as one of a series of blocks within the International Financial Services Centre (IFSC) area of central Dublin established in the 1980s as an urban regeneration area and special economic zone (SEZ) on the derelict state-owned former port authority lands of the reclaimed North Wall and George's Dock areas of the Dublin Docklands.

The existing office building occupying the development site has a total Gross Internal Area of 34,507 m² and a total Net Internal Area of 21,223 m² for office use, and includes 164 no. internal car parking spaces.

2.3 Characteristics of the Proposed Development

The proposed development provides for the part- demolition of the existing building and construction of a new building, ranging in height from 7 no. to 12 no. storeys over existing basement comprising of office accommodation and community space. Office accommodation is provided from ground floor to 11th floor level and community space is provided at the ground floor level. Outdoor terraces are located at, 4th, 5th, 6th, 9th and 11th, floor levels and a shared atrium between Block B and Block C. The basement comprises 32 no. car parking spaces, 718 no. bicycle parking spaces and 4 no. motorbike spaces as well as a gym, shower/changing facilities and plantroom.

2.4 Description of Demolition and Construction

Subject to a successful grant of planning, it is intended for the works to commence in Q3 / Q4 of 2026. The Proposed Development is anticipated to be completed over a 3.5-year period. The demolition phase duration is approximately 12 months, and the construction phase including structural works and fit out duration is approximately 30 months

- ▶ The existing 6 no. storey building over single-storey basement (Gross Internal Area of 34,507 m²) is to be part- demolished (c. 33%) as part of the Proposed Development. The works will include:
- ▶ Façade demolition.
- ▶ Demolition of a portion of the existing 6-storey building on the site at present. The building is understood to be of reinforced concrete flat slab and concrete columns (there are some areas of precast beams and steelwork to be demolished also).
- ▶ Demolition of existing roof-top plant rooms and lift rooms;
- ▶ Existing single storey basement to be piled through and strengthened to make-way for new foundations for the proposed vertical structure.

Construction techniques will include back propping and mini pulverisers, mechanical excavation, piling, structural steel frame building construction, mass concrete rising walls construction, steel roof beam construction, and unitised/stick build façade construction and curtain walling.

All construction activities will be carried out under the supervision of suitably qualified personnel and in compliance with relevant planning conditions. Measures will be in place throughout the construction period to manage potential impacts such as noise, dust, traffic, and surface water runoff, and to safeguard human health and the environment.

2.5 Operation of the Proposed Development

The Proposed Development, when operational, will generate typical anthropogenic impacts associated with the usual operation of a large-scale office building.

The main potential impacts are associated with surface and foul water emissions, visual impacts and wastes generation, due to changes from a 6-storey office block to a 12-storey office block.

2.6 Description Of Potential Cumulative Developments

As part of the assessment of the impact of the Proposed Development, account has been taken of relevant developments that are currently permitted, or under construction and substantial projects for which planning has been submitted within the surrounding areas.

As part of the assessment of the impact of the Proposed Development, Chapter 4 – 14 of this EIAR considers the potential for cumulative impact with existing and/or approved projects.



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Chapter 3 – Alternatives Non-Technical Summary

3. ALTERNATIVES

3.1 Introduction

Chapter 3 (Alternatives) assesses the evolution of the Proposed Development and the alternatives examined by the Applicant relating to the location, size and scale, and project design and processes of the Proposed Development. This chapter provides a full justification for the Proposed Development and provides a comparison of the environmental effects of each alternative option.

The reasonable alternatives examined throughout the design process are set out as follows:

- ▶ Do nothing alternative;
- ▶ Alternative project locations;
- ▶ Alternative layout, size and scale;
- ▶ Alternative processes; and
- ▶ Alternative mitigation measures

3.2 Do-Nothing Scenario

If the Proposed Development does not proceed, the existing development would remain in place.

A do-nothing scenario would result in the current environmental conditions continuing. No new construction or operational related impacts (e.g., noise, dust, traffic) would occur.

The demand for additional office space in Dublin City Centre would persist, necessitating the construction of the Proposed Development or multiple smaller developments elsewhere. The designated site for the Proposed Development is classified as 'Zone Z5 - City Centre' in the Dublin City Development Plan 2022 – 2028, for which the zoning objective is to "*consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity*". Leaving the site unchanged would conflict with this zoning objective and represent an inefficient use of strategically located land.

Considering an alternative location for the project would essentially mean adopting a 'do-nothing' approach for the current site.

While the do-nothing alternative avoids new environmental impacts, it does not deliver the intended economic or planning benefits and would be underutilising this strategically positioned city centre site. For these reasons, the do-nothing alternative was not selected.

3.3 Alternative Project Locations

As noted in Section 4.13 of the 2018 Guidelines "some projects may be site specific so the consideration of alternative sites may not be relevant."

We also refer to the Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (EPA 2022), which states that in some instances alternative locations may not be applicable or available for a specific project which is identified for a specific location.

Considering the site-specific nature of the project, the present zoning of the site, the surrounding land uses, the close proximity to similar associated developments, and the availability of necessary services and infrastructure, it is evident that the Proposed Development aligns with the most suitable use for this particular location. Given these factors, beyond the consideration of alternative locations at a strategic level, it is deemed unnecessary to explore alternative site locations for this project.

3.4 Alternative Layout, Size and Scale, and Design

The project design team undertook a comprehensive design process to determine an effective and efficient layout for the Proposed Development, which has regard for the operation requirements, planning requirements and the environmental sensitivities of the site and the surrounding context.

Three concepts are examined in Chapter 3 and their relative environmental impacts are discussed.

Concept 1 emerged as the preferred design due to it representing a moderate scale of development, closely aligned with surrounding building massing and urban context. Concept 1 also results in reduced impact on land soils geology and hydrogeology; air quality and noise and vibration during the demolition/construction phase compared to Concept 3. Concept 1 represents the most balanced solution, achieving project objectives while minimising environmental impacts.

3.5 Alternative Technologies

Several passive strategies, such as low air permeability, high performance u-values and maximising daylight will be implemented at the Proposed Development to reduce energy consumption. In addition, various renewable energy technologies were considered as part of the design process including: biomass heating; micro turbines; ground source heat pumps; solar hot water collectors; air source heat pumps and photovoltaics. The latter two were selected for the Proposed Development based on suitability for the scale of the development and the resulting impact on neighbouring and residential amenities.

3.6 Alternative Mitigation

The selected mitigation measures for the Proposed Development are outlined in each of the EIAR Chapters 4 - 14. These measures have been specifically chosen to address the potential environmental impacts of the Proposed Development and to minimise any adverse effects on the environment. By considering a range of mitigation measures and strategies, the specialist team has sought to ensure that the Proposed Development is as environmentally sustainable and responsible as possible.

3.7 Conclusions

Based on the assessment of reasonable alternatives (in relation to scale, design, technology, mitigation) relevant to the Proposed Development and its specific characteristics as set out in this chapter, the selected site is considered to be a suitable location for the Proposed Development from both an environmental perspective and a planning perspective.

In conclusion it is considered that the proposed site and chosen layout and design is highly suitable for the Proposed Development.



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Chapter 4 – Human Health and Population Non-Technical Summary

4. Human Health and Population

4.1 Introduction

This chapter has been prepared to assess the likely significant impacts on Population and Human Health in respect of the Proposed Development.

Human health is considered in the context of environmental pathways which may affect health such as air quality, noise, water and soil quality. An evaluation of the effects of these pathways on health, by considering the accepted standards of safety in dose, exposure or risk of air quality and noise levels for example, is considered appropriate, as these standards have been arrived at via scientific and medical research. Where these topics are dealt with in further detail elsewhere in this EIA Report, the relevant chapters have been cross referenced in this chapter.

4.2 Baseline Environment

While a general study area of Electoral Divisions within 1 km from the site location is included for population statistics, the wider area of 2.5 km from the site location has been used to inform the baseline description of the area. The sensitivity of the surrounding area has been considered based on the details of the published data available from CSO and Pobal. Taking these factors into consideration, it can be concluded that the population in the study area exhibits a relatively lower sensitivity to change, categorising it with regard to the criteria set out in Figure 4.1 as having a Low to Medium population sensitivity.

The nearest residential settlement occurs to the immediate east of the site in the mixed-use development comprising residential and retail units. There are primary and secondary schools, healthcare services, emergency services and places of worship in the vicinity of the Proposed Development site. There are no archaeological sites listed on the Sites and Monuments Record within the boundary of the proposed development site. The proposed development will support Fáilte Ireland in implementing the aims of its Docklands Visitor Experience Development Plan (2020) including various projects promoting sustainable tourism. The local environment is not an area of great significance in terms of natural resources. The Proposed Development site is not at risk of any major accidents, hazards of natural disasters.

4.3 Potential Impacts of the Proposed Development

4.3.1 Construction Phase

The main potential impacts on population and human health from the proposed development are employment, potential for spills/leaks, air/dust emissions, noise, visual, and traffic impacts:

- ▶ Construction will have an indirect positive effect on support industries and local services;
- ▶ The effects of the proposed development on visual and amenities would be negative since construction is an inherently, unavoidably unsightly activity;
- ▶ Hydrocarbons and petroleum products have the greatest risk for human health when there is a risk to a drinking water source but this is not relevant for this development area;
- ▶ The greatest potential impact on air quality during the construction phase of the Proposed Development is from construction dust emissions and the potential for nuisance dust;
- ▶ A variety of items of plant, with associated noise impacts, will be in use, such as excavators, lifting equipment, dumper trucks, compressors and generators;
- ▶ Additional road traffic generated by the construction phase can be a cause of adverse health effects;
- ▶ There is a negligible risk of natural disasters or major accidents as a result of proximity to Seveso sites, and the Proposed Development is classified as appropriate for its flood zonation.

These potential impacts without mitigation are **short-term** and range from **positive** to **negative**, and **imperceptible** to **substantial**.

4.3.2 Operational Phase

The main potential impacts on population and human health from the proposed development are employment, potential for spills/leaks, air emissions, noise, visual, and traffic impacts:

- ▶ The Proposed Development will result in increased employment opportunities through both the office space provided and the staffing requirements of the building itself;
- ▶ The Proposed Development design includes spaces dedicated to community, arts and cultural uses;
- ▶ The high quality design of the Proposed Development ensures that it is likely to complement and enhance the character, legibility and connectivity of the North Wall Quay area;
- ▶ Any accidental emissions of oil, petrol or diesel from vehicles along access roads and in parking areas could cause contamination if the emissions enter the water environment unmitigated;
- ▶ Emissions of air pollutants are predicted to be significantly below the ambient air quality standards which are based on the protection of human health;
- ▶ Waste collection and deliveries, if not properly managed, could result in adjacent streets being temporarily obstructed by stopped/parked servicing vehicles; and
- ▶ There is a negligible risk of natural disasters or major accidents as a result of proximity to Seveso sites, and the Proposed Development is classified as appropriate for its flood zonation.

These potential impacts are **long-term** and range from **positive** to **negative**, and **imperceptible** to **substantial**.

4.4 Mitigation and Residual Effects (Post-Mitigation)

4.4.1 Construction Phase

Mitigation measures to address the potential impacts include:

- ▶ The construction contractor will establish a feedback mechanism for residents to report any concerns or issues related to construction activities;
- ▶ The mitigation of potential construction effects will follow industry best practice construction standards, such as the use of appropriate hoarding;
- ▶ All sampling and soil handling will be undertaken by suitably qualified and trained persons using suitable personal protective equipment to avoid risks to human health;
- ▶ Measures relating to site management and maintenance, operating vehicles and machinery, waste management, demolition, earthworks and trackout;
- ▶ The best practice measures set out in BS 5228 (2009 +A1 2014) Parts 1 and 2 will be complied with;
- ▶ A Construction Traffic management Plan will be in place during the construction phase; and
- ▶ No specific mitigation measures are required in respect of Major Accident Hazards or Natural Disasters.

The residual effects following the implementation of mitigation measures are **short-term** and range from **positive** to **negative**, and **imperceptible** to **moderate**.

4.4.2 Operational Phase

Mitigation measures to address the potential impacts include:

- ▶ Once construction works are completed there are no specific mitigation measures required in respect of local businesses and residences;
- ▶ Potential impacts on views more widely would also be mitigated by high quality detailing and a sensitive approach to the visibility and use of materials and colour;
- ▶ The proposed development stormwater drainage network design includes sustainable drainage systems (SuDS);
- ▶ No additional mitigation measures in respect of Air Quality are proposed for the operational phase of the Proposed Development;
- ▶ With due consideration as part of the detailed design process, this approach will result in the site operating within the constraints of the best practice guidance noise limits;
- ▶ A Travel Plan Coordinator shall be appointed for the Proposed Development, with the remit to implement and oversee an ongoing Workplace Travel Plan (WTP); and
- ▶ No specific mitigation measures are required in respect of Major Accident Hazards or Natural Disasters.

The residual effects following the implementation of mitigation measures are long-term and range from positive to neutral, and imperceptible to substantial.

4.5 Cumulative Impact of the Proposed Development

4.5.1 Construction Phase

In a worst-case scenario, multiple developments in the area could be developed concurrently or overlap in the construction phase and contribute to additional impacts in terms of traffic, dust, and noise.

The implementation of mitigation measures within each chapter and detailed in Section 4.6.1; as well as the compliance of adjacent development with their respective planning permissions, will ensure there will be minimal cumulative potential for change in soil quality or the natural groundwater regime during the construction phase of the proposed development.

Contractors for the Proposed Development will be contractually required to operate in compliance with a project-specific CEMP and Construction Traffic Management Plan which will include the mitigation measures outlined in this EIA Report. The construction phase for the overall development of the applicant owned lands would be restricted by the same binding limits for noise, dust, and emissions to water.

4.5.2 Operational Phase

The potential cumulative impacts of the Proposed Development during the operational phase in terms of Air Emissions, Noise generation and Traffic generation in the context of the Permitted Development have been considered in Chapter 8 Air Quality, Chapter 10 Noise and Vibration and Chapter 12 Material Assets (Traffic and Transportation). The assessments indicate that the Proposed Development is not likely to result in significant adverse impacts on Human Health either alone or in combination with any likely future projects.



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Chapter 5 – Land, Soils, Geology & Hydrogeology Non-Technical Summary

1. LAND, SOILS, GEOLOGY AND HYDROGEOLOGY

1.1 Introduction

This chapter evaluates the effects, if any, which the proposed development will have on Land, Soils, Geology and Hydrogeology and contains the information as defined in the Environmental Protection Agency (EPA) 'Guidelines on the Information to be contained in Environmental Impact Assessment Reports' (EPA, 2022), Article 94 and Schedule 6 of the Planning and Development Regulations 2001 (as amended), and Article 5 and Annex IV of the EIA Directive (2011/92/EU, as amended).

The chapter initially provides a description of the receiving environment of the site and the potential impacts of the development. When assessing the potential impacts, this assessment considers the significance of the environmental attributes, and the predicted scale, and duration of the likely effects.

The chapter also outline the proposed mitigation measures that will reduce or eliminate the identified potential impacts and define the residual effects of the proposed development (the effect after the implementation of mitigation measures).

1.2 Baseline Environment

The site of the proposed development is contained within Dublin's North Quays in the eastern city centre, approximately 200m to the west of the Samuel Beckett Bridge and circa. 400m to the east of the Custom House. The site is bounded by Commons Street to the west along a frontage of c. 80m, by Clarion Quay and an active office / corporate building (Sandvik Mining and Construction Logistics to the north, and by commercial buildings (Café Nero, Milano) which fronts onto the adjoining Excise Walk to the east. The site is bound to the south by North Wall Quay along a frontage of circa 120m and is bounded further south by the Liffey Estuary Lower transitional waterbody.

The site, formerly Citigroup's headquarters, is currently occupied by an office building scheduled for demolition as part of enabling works for the proposed Citi Labs Dublin and Citi Corporate Office development. Construction will proceed under planning permission granted by An Bord Pleanála (Ref. 308481-20; DCC Ref. 3165/20).

The 0.88-hectare site lies within Dublin City Council's operational area and is generally flat, with elevations ranging from approximately 3.52m AOD at the southeast to 3.32m AOD at the southwest. Historical Ordnance Survey maps from 1830 and 1900 show past uses including a Bonded Store, residential properties, and warehouses, with timber yards and goods sheds nearby, indicating potential residual hydrocarbon contamination.

Soils comprise urban/made ground over fluvial alluvium and glacial till (Dublin Boulder Clay), underlain by Carboniferous dark limestone and shale of the Lucan Formation (Calp), Rock Unit Code CDLUCN. Previous investigations (1968–1972) recorded soft sandy clayey silt to 4.4m, coarse clayey gravel to 5m, and deeper sandy gravels with shell fragments; groundwater was encountered at approximately 4.3–4.5m below ground level.

According to GSI, the bedrock aquifer is classified as a Locally Important Aquifer – Moderately Productive, with an associated Locally Important Gravel Aquifer. Vulnerability is Low, with over 10m of low-permeability overburden, consistent with site investigation data. Groundwater flow is likely toward the Liffey Estuary, about 25m south, and may respond to local rainfall.

The site is serviced by mains water and is not near public groundwater supplies or source protection zones; the closest zone is 17 km northwest (Dunboyne PWS). Wells in the vicinity are not used for domestic supply.

European sites closest to the development include South Dublin Bay SAC (2.6 km east), South Dublin Bay & River Tolka SPA (2.6 km northeast), North Bull Island SPA (4.5 km northeast) and North Dublin Bay SAC (4.6 km northeast).

1.3 Potential Impacts of the Proposed Development

1.3.1 Construction Phase

In absence of mitigation measures, the construction phase would present potential impacts associated to the following activities:

- ▶ Excavations and infilling.
- ▶ Accidental spills, discharges, and leaks.
- ▶ Management of dewatering and rainfall runoff.

Without the consideration and employment of mitigation measures the potential impacts during the construction phase on land, soils and geology, hydrogeology (groundwater) are ***negative, not significant*** and ***short term***.

1.3.2 Operational Phase

In absence of mitigation measures, the operational phase would present potential impacts associated to the following activities:

- ▶ Accidental Leaks / Unmitigated spills.
- ▶ Increase in hardstanding.

Without the consideration and employment of mitigation measures the potential impacts during the construction phase on land, soils and geology, hydrogeology (groundwater) are ***negative, not significant***, and ***long-term***.

1.4 Mitigation and Residual Effects (Post-Mitigation)

1.4.1 Construction Phase

In order to reduce impacts on the soils, geological and hydrogeological environment, a number of mitigation measures will be adopted as part of the construction works on site.

- ▶ Control of soil excavation;
- ▶ Control of dewatering process;
- ▶ Regular source of fill and aggregates;
- ▶ Surface water management during construction;
- ▶ Fuel and chemical handling; and,
- ▶ Implementation of the mitigation measures set out in the EIAR and NIS via a Construction & Environmental Management Plan (CEMP).

The predicted impact on the geological and hydrogeological environment during the construction phase is ***neutral, imperceptible*** and ***short-term***, the magnitude of impact is considered ***negligible***.

1.4.2 Operational Phase

A number of design measures will be put in place to minimise the likelihood of any spills entering the soil and groundwater environment to include the design with hydrocarbon / petrol interceptors. In the event of an accidental leakage of oil, this will be intercepted by the drainage infrastructure proposed.

The surface water drainage system has been designed in accordance with Sustainable Urban Drainage System (SuDS) principles, as detailed in the Engineering Services Report (CS Consulting, November 2025). Key features include:

- ▶ Blue Roofs with Flow Controls at multiple roof levels to regulate discharge rates.
- ▶ Basement Level Attenuation Tank providing additional storage capacity.
- ▶ Pumped Discharge System calibrated to a controlled rate of 2 l/sec.

These measures ensure effective stormwater management and mitigate the risk of accidental hydrocarbon discharge or other operational contamination sources. The design approach provides robust protection for underlying soils and groundwater, ensuring compliance with best practice and relevant guidance. 

A Class 2 By Pass Petrol Interceptor has been incorporated into the design basement level to mitigate against the risk of spillage of oil/petrol during the operational phase of the proposed development. Therefore, the risk of accidental discharge of hydrocarbons or potential operational contamination sources has been adequately addressed through design.

No further mitigation measures are to be required during the operational phase.

The predicted impact on the geological and hydrogeological environment during the operational phase is **neutral, imperceptible** and **long-term**, the magnitude of impact is considered **negligible**.

1.5 Cumulative Impact of the Proposed Development

1.5.1 Construction Phase

All developments will have to incorporate measures to protect soil and water quality in compliance with legislative standards for receiving water quality (European Communities Environmental Objectives (Groundwater) Regulations (S.I. 9 of 2010 and S.I. 266 of 2016)).

As a result, there will be minimal cumulative potential for change in soil quality or the natural groundwater regime. The likely cumulative impact is considered to be **neutral, imperceptible** and **short-term**.

1.5.2 Operational Phase

There are existing commercial developments in close proximity, along with the multiple permissions remaining in place. All developments are required to manage groundwater discharges in accordance with S.I. 9 of 2010 and S.I. 266 of 2016 amendments. As such, there will be no cumulative impact to groundwater quality and, therefore, there will be no cumulative impact on the Groundwater Body Status.

The residual cumulative impact of the proposed development in combination with other planned or permitted developments can therefore be considered to be **neutral, imperceptible** and **long-term**.



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Chapter 6 – Hydrology Non-Technical Summary

6. HYDROLOGY

6.1 Introduction

This chapter evaluates the likely significant effects, if any, which the proposed development will have on hydrology as defined in the Environmental Protection Agency (EPA) 'Guidelines on the Information to be contained in Environmental Impact Assessment Reports' (EPA, 2022).

The chapter initially provides a description of the receiving environment of the site and the potential impacts of the development. When assessing the potential impacts, this assessment considers the significance of the environmental attributes, and the predicted scale, and duration of the likely effects.

The chapter also outlines the proposed mitigation measures that will reduce or eliminate the identified potential impacts and define the residual effects of the proposed development (the effect after the implementation of mitigation measures).

6.2 Baseline Environment

The proposed development site is located on Dublin's North Quays in the eastern city centre, approximately 200m west of the Samuel Beckett Bridge and 400m east of the Custom House. It is bounded by Commons Street to the west (c. 80m frontage), Clarion Quay and an active office building to the north, commercial buildings along Excise Walk to the east, and North Wall Quay to the south (c. 120m frontage), beyond which lies the Liffey Estuary Lower transitional waterbody.

The site, covering approximately 0.88 hectares, is currently occupied by a former Citigroup headquarters building scheduled for demolition as part of enabling works for Citi Labs Dublin and Citi Corporate Office. Development will proceed under planning permission granted by An Bord Pleanála (Ref. 308481-20; DCC Ref. 3165/20). The site is generally flat, with elevations ranging from 3.52m AOD (southeast) to 3.32m AOD (southwest).

The site lies within the former Eastern River Basin District (now Irish River Basin District) under the Water Framework Directive and is situated in Hydrometric Area 09 within the Liffey and Dublin Bay Catchment (ID: 09) and Tolka_SC_020 Sub-Catchment. The Liffey Estuary Lower transitional waterbody (EPA Code: IE_EA_090_0300) is located approximately 25m south, flowing east to Dublin Bay coastal waterbody (EPA Code: IE_EA_090_0000) about 7.1 km downstream. The Liffey Estuary Upper transitional waterbody (EPA Code: IE_EA_090_0400) lies 400m upstream.

The nearest EPA surface water monitoring station is 'LIFFEY - 0.2 km d/s Chapelizon Br (Lynch's Lane)' (EPA Code: RS09L012360), located 6.35 km upstream, with a most recent water quality status of Q3 'Poor' (2022). The Liffey Estuary Lower is classified as 'Moderate' status and 'At Risk' of not achieving good status (2019–2024), primarily due to urban wastewater pressures. Dublin Bay coastal waterbody is classified as 'Good' status and 'Not at Risk' (2019–2024), with no significant pressures identified.

Environmental Sensitivity Mapping confirms no Recreational Waters, Bathing Waterbodies, or Surface Water Drinking RPAs downstream. Bathing status does not affect water quality in Dublin Bay due to rapid mixing and dilution.

6.3 Potential Impacts of the Proposed Development

6.3.1 Construction Phase

In absence of mitigation measures, the construction phase would present potential impacts associated to the following activities:

- ▶ Increased surface run-off and sediment loading in run-off.
- ▶ Accidental spills or leaks of hydrocarbons for construction vehicles or alkaline water from cement works impacting run-off.

Without the consideration and employment of mitigation measures the potential impacts during the construction phase on surface water quality are **negative, significant** and **short term**.

6.3.2 Operational Phase

In absence of mitigation measures, the operational phase would present potential impacts associated to the following activities:

- ▶ Slight increase in hardstanding.
- ▶ Accidental leaks of hydrocarbons from vehicle at car parking area to surface water drainage.

In the absence of mitigation measures (or design measures) the potential impacts during the operational phase are **neutral, not significant**, and **long-term**.

6.4 Mitigation and Residual Effects (Post-Mitigation)

6.4.1 Construction Phase

With the mitigation measures outlined in section 6.6 of the chapter and included in the CMP, the predicted impact on the hydrological environment during the construction phase is **neutral, imperceptible** and **short-term**, the magnitude of impact is considered **negligible**.

6.4.2 Operational Phase

The design incorporates measures to prevent impacts on surface water quality. A sustainable drainage system (SuDS) ensures stormwater is attenuated and treated within the site before discharging to the public surface water network, which outfalls to the Liffey Estuary Lower transitional waterbody. Surface water and wastewater networks will be fully separated, each connecting independently to local public sewers.

Foul water will discharge to Ringsend Wastewater Treatment Plant upon agreement with Uisce Éireann and DCC. Based on full occupancy (3,641 staff), the calculated dry weather flow is 2.107 l/s, with a peak flow of 9.481 l/s—well within Ringsend WWTP's hydraulic capacity (959,040 m³/day peak).

Surface water runoff will be limited before discharge to the existing 375mm storm sewer on North Wall Quay. The stormwater management strategy accommodates a 1-in-100-year storm event with a 20% climate change allowance through blue roof systems (4,157 m² area, 416 m³ storage), a basement attenuation tank (403 m³), and green/blue roof systems that retain and evaporate rainfall during low-intensity events and attenuate runoff during high-intensity events at controlled rates.

The predicted impact on the hydrological environment during the operational phase is considered to be **neutral, imperceptible** and **long-term**, the magnitude of impact is considered **negligible**.

6.5 Cumulative Impact of the Proposed Development

6.5.1 Construction Phase

All developments will have to incorporate SuDS measures to protect water quality in compliance with legislative standards for receiving water quality (European Communities Environmental Objectives (Surface Water) Regulations (S.I. 272 of 2009 and S.I. 77 of 2019). As a result, there will be minimal cumulative

potential for change in the natural hydrological regime. The cumulative impact is considered to be ***neutral, imperceptible*** and ***short-term***.

6.5.2 Operational Phase

There are existing commercial developments close by, along with the multiple permissions remaining in place. All the operational cumulative developments are required to manage discharges in accordance with S.I 272/2009 and 77/2019 amendments. As such there will be no cumulative impact to surface water quality and therefore there will be no cumulative impact on the Surface Waterbody Status.

The cumulative impact of the proposed development in combination with other planned or permitted developments can therefore be considered to be ***neutral, imperceptible*** and ***long-term***.



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Chapter 7 – Biodiversity Non-Technical Summary

1. BIODIVERSITY

7.1 Introduction

This chapter of the Environmental Impact Assessment Report (EIAR) was carried out by Altamar Ltd. It assesses the biodiversity value of the proposed development area and the potential effects of the development on the ecology of the surrounding area and within the potential zone of influence (ZOI). Standard construction and operational phase control measures, in addition to monitoring measures are proposed to minimise potential effects and to improve the biodiversity potential of the proposed development site.

7.2 Baseline Environment

The site contains the CitiGroup Building, 1 North Wall Quay, Dublin 1, D01 T8Y1. The site is bound by North Wall Quay to the south, Commons Street to the west, Clarion Quay/Alderman Way to the north and an access ramp to the existing basement to the east. The site area is c. 0.88 ha.

The plan or project is not directly connected with, or necessary to the management of European sites. A direct pathway was identified from the River Liffey (located 25m south of the proposed development) to the the following Natura 2000 sites: South Dublin Bay SAC, South Dublin Bay and River Tolka Estuary SPA, North Dublin Bay SAC, North Bull Island SPA and North-West Irish Sea SPA.

7.3 Potential Impacts of the Proposed Development

7.3.1 Construction Phase

Designated Conservation sites within 15km

- ▶ In the absence of mitigation, the construction of the proposed development would affect the existing ecology of the site and the surrounding area.
- ▶ Construction phase mitigation measures are required on site particularly as significant reprofiling of the site is proposed which can lead to dust and silt laden and contaminated runoff.
- ▶ Effects: **Low Adverse / International / Negative Effect / Not significant / short term.** Mitigation is required to prevent effects on designated sites.

Biodiversity

- ▶ **Terrestrial mammalian species:** No terrestrial mammal species of conservation importance were recorded on site. Effects in the absence of mitigation: **Low adverse / site / Negative Effect / Not significant / short term.** Mitigation is needed in the form of a pre-construction inspection for terrestrial mammals of conservation importance.
- ▶ **Flora:** No protected flora or invasive species were noted on site. Effects in the absence of mitigation: **Low adverse / site / Negative Effect / Not Significant / Short term.**
- ▶ **Bat Fauna:** There is no evidence of a bat roost on site, therefore no significant negative effects on bats are expected to result from the proposed development. Effects in the absence of mitigation: **Low adverse / local / Negative Effect / not significant effects/ short term.** Mitigation is needed in the form of control of silt and petrochemical and dust during construction.
- ▶ **Aquatic Biodiversity:** Foul and surface water will be diverted to a combined sewer and will be treated in Ringsend WwTP under licence. During construction silt and pollution could potentially affect the water quality of river in absence of mitigation. Effects in the absence of mitigation: **Low adverse / local / Negative Effect / not significant effects/ short term.** Mitigation is needed in the form of control of silt and petrochemical and dust during construction.
- ▶ **Bird Fauna:** Site clearance could effect nesting birds if carried out during bird nesting season. Noise during construction could potentially effect roosting wintering birds in proximity to the site. Effects in the absence of mitigation: **Low adverse / Local / Negative Effect / Not significant / short term.**

Mitigation is needed in the form of site clearance of vegetation outside bird nesting season and a pre-construction assessment for nesting herring gulls on the roof of the building.

7.3.2 Operational Phase

In the absence of mitigation, no significant effects on the qualifying interests of Natura 2000 sites are foreseen via foul water drainage. The existing office building on the development site has surface water drainage connections to the stormwater sewers in Clarion Quay and Commons Street and will comply with SUD's. It is proposed to retain these and use them for the proposed development.

7.4 Mitigation and Residual Effects (Post-Mitigation)

7.4.1 Construction Phase

- ▶ A project ecologist will be appointed and consulted in relation to all onsite drainage during works.
- ▶ All site clearance and drainage work methodologies will have prior approval of a project ecologist.
- ▶ Staging of project will be carried out to reduce risks of onsite drainage to the River Liffey and subject to the approval of a project ecologist.
- ▶ Local drainage connections, gullies and watercourses will be protected from dust, silt and surface water throughout the works.
- ▶ All onsite drainage network connections will be blanked off and sealed at the first phase of the construction works.
- ▶ There will be no entry of solids or petrochemicals to the drainage network during the works.
- ▶ Spill containment equipment shall be available for use in the event of an emergency. The spill containment equipment shall be replenished if used and shall be checked on a scheduled basis.
- ▶ Dust mitigation will be in place as outlined in Chapter 8 (Air Quality).
- ▶ A pre-demolition inspection for roosting bats and nesting birds will be carried out.
- ▶ A watching brief will be incorporated on site in relation to contaminated soils and the project ecologist informed if any contaminated material is found on site. Should any contaminated material be found on site a methodology statement will be provided to the project ecologist for treatment/removal in compliance with legislation.

Based on the implementation of the mitigation and monitoring measures set out above, in addition to the mitigation measures set out in Chapter 5, Land and Soils, Geology and Hydrogeology, Chapter 6, Hydrology and Chapter 10, Noise and Vibration of this EIAR the residual effects on biodiversity during the construction phase are: ***Slight effects / site / Negative effect / Not significant / short term / likely***. Standard mitigation will be in place on site. No significant effects on biodiversity are likely in relation to the operation of the proposed development.

7.4.2 Operational Phase

Standard operational mitigation measures as outlined in the engineering report will be in place to protect surface water networks from pollution. These measures will be inspected by the project ecologist.

Based on the implementation of the standard operational mitigation measures, in addition to the mitigation measures set out in Section 5.6 and 5.7 of Chapter 5 (Land, Soils, Geology and Hydrogeology) and in Section 6.6 and 6.7 of Chapter 6 (Hydrology) the residual effects on biodiversity during the operational phase are: ***Slight effects / site / Negative effect / Not significant / long term / likely***. Standard mitigation will be in place on site. No significant effects on biodiversity are likely in relation to the operation of the proposed development.

7.5 Cumulative Impact of the Proposed Development

7.5.1 Construction Phase

The residual cumulative impact of the Proposed Development in combination with other planned or permitted developments is considered to be *neutral, imperceptible* and *short-term*.

7.5.2 Operational Phase

The residual cumulative impact of the Proposed Development in combination with other planned or permitted developments is considered to be *neutral, imperceptible* and *long-term*.



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Chapter 8: Air Quality Non-Technical Summary

8. AIR QUALITY

8.1 Introduction

The assessment of potential air quality impacts associated with the Proposed Development is contained within Chapter 8. The air quality assessment has focused on:

- ▶ Potential construction dust emissions and impacts to nearby sensitive receptors such as residential properties, schools, hospitals, etc.; and
- ▶ Potential vehicle emissions from traffic accessing the site for construction works and during operation.

8.2 Baseline Environment

Baseline data and data available from similar environments indicates that levels of nitrogen dioxide (NO₂), particulate matter less than 10 microns (PM₁₀) and particulate matter less than 2.5 microns (PM_{2.5}) in the study area are generally well below the current National and European Union (EU) ambient air quality standards.

8.3 Potential Impacts of the Proposed Development

8.3.1 Construction Phase

An assessment of the potential dust impacts as a result of the construction phase of the proposed development was carried out based on the UK Institute for Air Quality Management 2024 guidance document '*Guidance on the Assessment of Dust from Demolition and Construction*'. This established that there is a high risk of dust related impacts associated with the proposed development. In the absence of mitigation there is the potential for **temporary, negative** and **slight** impacts to air quality, which may potentially be significant. However, with best practice mitigation in place no significant effects are expected.

In addition, construction phase traffic emissions have the potential to impact air quality, particularly due to the increase in the number of HGVs accessing the site. Construction stage traffic did not meet the scoping criteria for a detailed modelling assessment outlined in Transport Infrastructure Ireland's 2025 guidance document '*Air Quality Assessment of Specified Infrastructure Projects – PE-ENV-01106*'. As a result, a detailed air assessment of construction stage traffic emissions has been scoped out and the construction stage traffic emissions will have a **short-term, direct, localised, negative** and **not significant** impact on air quality.

8.3.2 Operational Phase

Operational phase traffic has the potential to impact air quality due to vehicle exhaust emissions as a result of the increased number of vehicles accessing the site. Operational stage traffic emissions were calculated at representative worst-case receptors in the area, and it was determined that concentrations of NO₂, PM₁₀ and PM_{2.5} will increase by an imperceptible amount as a result of the proposed development. Operational stage traffic emissions will have a **long-term, direct, localised, negative** and **not significant** impact on air quality.

8.4 Mitigation and Residual Effects (Post-Mitigation)

8.4.1 Construction Phase

Detailed dust mitigation measures are outlined within Section 8.6.1 of Chapter 8 to ensure that no significant impacts as a result of construction dust emissions occurs at nearby sensitive receptors. Once these best practice mitigation measures, derived from the Institute for Air Quality Management 2024 guidance '*Guidance on the Assessment of Dust from Demolition and Construction*' as well as other relevant dust management guidance, are implemented the impacts to air quality during the construction of the proposed development are considered **short-term, direct, negative, localised** and **not significant** in EIA terms, posing no nuisance at nearby sensitive receptors (such as local residences).

8.4.2 Operational Phase

No site-specific mitigation measures are proposed for the operational phase of the development as impacts to air quality are predicted to be **not significant**.

8.5 Cumulative Impact of the Proposed Development

8.5.1 Construction Phase

There is the potential for cumulative impacts to air quality should the construction phase of the proposed development coincide with that of other developments within 500 m of the site. A review of proposed/permitted developments in the vicinity of the site was undertaken.

The dust mitigation measures outlined in Section 8.6.1 of Chapter 8 will be applied during the construction phase which will avoid significant cumulative impacts on air quality. With appropriate mitigation measures in place, the predicted cumulative impacts on air quality associated with the construction phase of the proposed development is deemed **direct, short-term, negative, localised** and **not significant**.

8.5.2 Operational phase

Operational phase direct impacts on air quality associated with the proposed development and cumulative traffic emissions are predicted to be **long-term, direct, localised, negative** and overall, **not significant**.

Overall, no significant cumulative impacts to air quality are predicted during the construction or operational phases of the proposed development.



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Chapter 9 – Climate Non-Technical Summary

9. CLIMATE

9.1 Introduction

The assessment of Climate is contained within Chapter 9 of Volume II.

9.2 Baseline Environment

The existing climate baseline can be determined by reference to data from the EPA on Ireland's total greenhouse gas (GHG) emissions and alignment with Ireland's 2030 sectoral emissions ceilings and carbon budgets. The EPA state that Ireland had total GHG emissions of 57.6 Mt CO₂e in 2024. This is 1.03 Mt CO₂e higher than Ireland's annual target for emissions in 2024. EPA projections indicate that Ireland has used 82.5% of the 295 Mt CO₂e Carbon Budget for the five-year period 2021-2025. This leaves 17.5% of the budget available for 2025, requiring a substantial 10.3% annual emissions reduction for 2025 to stay within budget.

9.3 Potential Impacts of the Proposed Development

9.3.1 Greenhouse Gas Assessment

9.3.1.1 Construction Phase

Calculation of the GHG emissions associated with the construction of the proposed development was undertaken by BPC Engineers in their Whole Lifecycle Carbon Assessment. The GHG emissions associated with the proposed development are predicted to be a small fraction of Ireland's 2030 carbon budget of 27.7 MtCO₂e. The proposed development will incorporate several mitigation measures as well as sustainable policy measures from the project developer, the proposed development is aligned with Ireland's GHG trajectory to net zero by 2050.

9.3.1.2 Operational Phase

GHG emissions associated with the operational phase of the Proposed Development are primarily due to the replacement of building parts over its 60-year lifespan.

Embodied carbon from the end-of-life phase of the Proposed Development was calculated by BPC Engineers using default scenarios representing the typical end of life processing of material types.

Impacts to climate from the construction, operation and end-of-life phases are deemed **direct, long-term, negative** and **slight**, which is considered **not significant**.

9.3.2 Climate Change Risk Assessment

A CCRA was conducted to consider the vulnerability of the proposed development to climate change, as per the TII 2022 PE-ENV-01104 guidance. This involves an analysis of the sensitivity and exposure of the development to future climate hazards which together provide a measure of vulnerability. The hazards assessed included flooding (pluvial, fluvial); extreme heat; extreme cold; extreme wind; and landslides. The proposed development is predicted to have at most low vulnerabilities to the various climate hazards and therefore climate change risk is considered **direct, long-term, negative** and **not significant**, which is overall **not significant** with regard to the construction and operational phases.

Overall, no significant impacts to climate are predicted during the construction and operational phases of the proposed development.

9.4 Mitigation and Residual Effects (Post-Mitigation)

9.4.1 Construction Phase

The Whole Lifecycle Carbon Assessment demonstrates that opting to part-demolish and extend the site, as opposed to demolishing the whole site and re-building, avoids ~10,000tCO₂e over the 60-year lifespan. Further, material selection will contribute to reducing embodied carbon during the construction period and best practice measures shall be implemented on site to prevent significant GHG emissions and reduce impacts to climate.

The site is located within Flood Zone C which is designated as low flood risk. To address future climate change precipitation and flood risks, the design incorporates mitigation measures such as enhanced drainage systems 1/100 year events and additional 30% uplift to manage increased rainfall. Expanded Sustainable Drainage Systems (SuDS) including attenuation and landscaping are designed to reduce peak flow rates and enhance biodiversity in the urban centre while playing a role in cooling surrounding surface temperatures.

The majority of the site is not at risk of fluvial flooding from the river Liffey; additional measures have been taken to ensure fluvial risk remains negligible such as raised flood levels in small medium risk areas and enhanced flood defence coordinated with the wider Dublin city council and metropolitan area to control tidal flows during extreme rainfall.

9.4.2 Operational Phase

The Proposed Development has been designed to reduce the impact on climate as a result of energy usage during operation in line with the goals, relevant policies and objectives of the *Dublin City Council Action Plan 2024-2029*, including climate mitigation measures.

Once the mitigation measures are implemented, the residual impacts on climate from the construction, operation and end-of-life phases are deemed **direct, long-term, negative** and **slight**, which is considered **not significant**.

9.5 Cumulative Impact of the Proposed Development

In relation to climate, all global cumulative GHG sources are relevant to the effect on climate change. As a result, the effects of GHG emissions from specific cumulative projects therefore in general should not be individually assessed. This is due to the fact that there is no basis for selecting any particular (or more than one) cumulative project that has GHG emissions for assessment over any other.



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Chapter 10 – Noise and Vibration Non-Technical Summary

10. CHAPTER TITLE

10.1 Introduction

Chapter 10 of the EIAR provides information on the assessment of noise and vibration impacts on the surrounding environment during both the construction and operational phases of the proposed development.

10.2 Baseline Environment

The baseline environment was quantified by undertaking environmental noise surveys, the results of which are presented within Chapter 10. The baseline noise surveys determined that the noise environment was largely dominated by noise from the local road networks surrounding the proposed development site as well as construction noise within the survey areas.

10.3 Potential Impacts of the Proposed Development

10.3.1 Construction Phase

Construction noise impacts will vary at the noise sensitive locations throughout the construction phase of the proposed development. The main construction activities in relation to noise are:

- ▶ Building Demolition
- ▶ Piling and Basement Excavation
- ▶ Foundation Construction
- ▶ Site Services Installation (drainage, power, water)
- ▶ Construction of building frame and envelope; and
- ▶ Fit out of interior and exterior landscaping

Without mitigation the worst-case effect of the construction phase will occur during the building demolition phase which is likely to result in a ***negative, very significant to profound*** and ***temporary*** impact. The general construction phase beyond this is likely to result in a ***negative, moderate and short term*** effect reducing to ***negative, slight to moderate*** and ***short term*** impact beyond 25m from the construction works.

10.3.2 Operational Phase

The noise impacts relating to the operational phase of the proposed development will relate to:

- ▶ Building Services Plant Noise
- ▶ Traffic and Vehicle Noise

The noise impacts relating to mechanical plant and services are likely to be ***neutral, not significant*** and ***long-term*** if guidelines, limits and recommendations within the EIAR chapter are followed. The noise impacts relating to Additional Road Traffic on Public Roads will be ***neutral, imperceptible*** and ***long-term***.

10.4 Mitigation and Residual Effects (Post-Mitigation)

10.4.1 Construction Phase

Mitigation measures to be implemented during the construction phase are discussed within the full EIAR, these measures include but are not limited to:

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

With the inclusion of the various available noise and vibration control measures, noise levels can be controlled to within the CNTs at the closest NSLs for the majority of the Construction Phases, thus resulting in a ***negative, moderate to significant*** and ***short-term impact***.

10.4.2 Operational Phase

Mitigation measures to be implemented during the operational phase are discussed within the full EIAR these measures mainly relate to the selection of quiet plant as well the suppression of break out noise from items of mechanical plant, where required for apartment buildings. The residual operational noise impact in relation to the mechanical plant and services noise will be ***neutral, not significant*** and ***long term***.

The residual impact of the traffic on the surrounding road will be ***neutral, imperceptible***, and ***long-term***.

10.5 Cumulative Impact of the Proposed Development

10.5.1 Construction Phase

Cumulative noise impacts in relation to construction noise are unlikely to occur due to the distance of the proposed development to noise sensitive locations. Construction noise associated with the development are likely to dominate the surrounding noise environment. The noise contribution of other sites would need to be equal to those associated with the proposed development to result in any cumulative effect.

10.5.2 Operational Phase

Cumulative noise impacts in relation to construction noise are unlikely to occur due to the distance of the proposed development to noise sensitive locations. Construction noise associated with the development are likely to dominate the surrounding noise environment. The noise contribution of other sites would need to be equal to those associated with the proposed development to result in any cumulative effect.



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Chapter 11 – Archaeological and Cultural Heritage Non-Technical Summary

11. ARCHAEOLOGICAL AND CULTURAL HERITAGE

11.1 Introduction

This section assesses the predicted impacts of the Proposed Development on archaeological and cultural heritage. Please note that architectural heritage is being dealt with by CityDesigners in Volume 3 (Townscape, Heritage, Landscape and Visual Impact Assessment (THLVIA)) of the EIAR.

11.2 Baseline Environment

There are no recorded archaeological sites within the proposed development, although it should be noted that the development lies within the zone of archaeological potential for the city of Dublin (SMR No. DU18-020). There are two recorded archaeological sites listed in the RMP within the study area. Neither of these will be impacted, directly or indirectly, by the proposed development.

There have been numerous development led licensed archaeological investigations in the area of the proposed development, including eleven within c. 300m of the site. One of these revealed medieval remains, and four revealed post-medieval remains. More significantly, one revealed the remains of Mesolithic fish traps were recovered from beneath the overlying 18th century reclaimed land.

The desktop survey did not highlight any previously unrecorded archaeological sites within the site of the proposed development.

The land on which the proposed development is sited has been subjected to substantial development in the recent past and is currently offices with a basement car park.

11.3 Potential Impacts of the Proposed Development

11.3.1 Construction Phase

Given that the proposed development will involve ground disturbance to a deeper level than for previous recent developments, potentially below the depth of reclaimed land, there is the potential for impact on archaeological features or finds that may survive below the land infilled in the 18th century.

Therefore, the potential impact of the proposed development on the archaeological, architectural and cultural heritage is deemed to be *negative, moderate* and *permanent*.

11.3.2 Operational Phase

No impacts on archaeological, architectural and cultural heritage are expected as a result of the operational phase of the Proposed Development.

11.4 Mitigation and Residual Effects (Post-Mitigation)

11.4.1 Construction Phase

In order to mitigate against the potential impacts of the proposed development on archaeological heritage, the following will be required:

A suitably qualified archaeological consultant will be required to oversee the works and undertake the required archaeological mitigation strategy.

The appointed archaeological consultant should consult with the Dublin City Archaeologist and National Monuments Service of the Department of Housing, Local Government and Heritage, to discuss the

construction methodology and agree an appropriate strategy to mitigate against the potential impacts of the proposed development on archaeology.

It is envisaged that archaeological monitoring of ground works will be carried out to identify features or deposits of archaeological significance. Should such features be discovered, further mitigation may be required, such as preservation by record or in-situ.

Financial, logistical and time provision should be made for archaeological excavation, if required.

Should these mitigation measures be implemented, the potential impact of the proposed development on the archaeological, architectural and cultural heritage is deemed to be **positive** and **moderate**.

Please note that the recommendations given here are subject to the approval of the Dublin City Archaeologist and the National Monuments Service, Department of Housing, Local Government and Heritage.

11.4.2 Operational Phase

No mitigation measures are required for archaeological, architectural and cultural heritage during the operational phase of the Proposed Development.

11.5 Cumulative Impact of the Proposed Development

11.5.1 Construction Phase

During construction there is low potential for cumulative impact as the lands on which the proposed development are sited as they have been extensively and significantly developed in the past. Should any features exist, they will be archaeologically recorded in advance of construction works in these areas.

Previous development in the wider area has uncovered previously unrecorded archaeology. The academic knowledge gained from the excavation of these features, has resulted in a net cumulative **permanent, significant, positive** impact.

11.5.2 Operational Phase

During operation there is no potential for cumulative impact as there will be no disturbance to ground.



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Chapter 12 – Traffic and Transportation Non-Technical Summary

12. MATERIAL ASSETS - TRAFFIC AND TRANSPORTATION

12.1 Introduction

This chapter of the EIAR assesses and evaluates the likely impact of the proposed development on the operation of the surrounding transportation infrastructure and nearby transport services.

12.2 Baseline Environment

The development site is located at the corner of North Wall Quay and Commons Street. The site is occupied by an existing office building that shall be partially demolished as part of the proposed development, but which is presently still in full use. The proposed development shall have its vehicular access on Clarion Quay, to the rear of the site, as does the existing office building.

The traffic and transport assessment presented in this chapter primarily considers the net influence of the development on vehicular traffic flows at nearby junctions. The development site is within convenient walking distance of numerous train, bus, and tram services; this EIAR chapter (in conjunction with the appended Public Transport Capacity Assessment) also considers the development's effects on demand for these public transport services.

12.3 Potential Impacts of the Proposed Development

12.3.1 Construction Phase

In the absence of any mitigation measures, the development has the potential to produce the following **negative, short-term, significant** impacts in its construction phase:

- ▶ Oversaturation of nearby junctions due to vehicular construction traffic, leading to increased vehicle queue lengths and delays.
- ▶ Surrounding streets being temporarily obstructed by stopped/parked construction vehicles or by delivery/loading operations.
- ▶ Surrounding street surfaces being temporarily degraded by the presence of dirt/debris originating from the construction site.

At most nearby junctions, however, the net potential effect of the development in its construction phase shall be to reduce the total traffic flows during peak hours, due to the removal of traffic currently generated by the existing office building. This would produce a **slight positive short-term** effect on the operation of the surrounding road network.

The overall potential construction-phase effect of the proposed development on the operation of the surrounding road network (absent mitigation measures) is therefore considered to be **negative** in nature, **short-term** in duration, and of **moderate** significance.

12.3.2 Operational Phase

In the absence of any mitigation measures, the development has the potential to produce the following **negative, long-term, moderate** impacts in its operational phase:

- ▶ Temporary obstruction of adjacent streets by stopped/parked servicing vehicles (e.g. waste collection and deliveries).
- ▶ Overspill car parking on surrounding streets by development occupants driving to work but not being able to park on site.

The proposed development will however result in negligible changes to existing vehicular traffic flows in its vicinity. The overall potential operational-phase effect of the proposed development on the operation of the surrounding road network (absent servicing-related mitigation measures) is therefore considered to be **negative** in nature, **long-term** in duration, and of **slight** significance.

The potential operational-phase effect of the proposed development on the operation of local public transport services is determined in the Public Transport Capacity Assessment report prepared by Derry O'Leary, which is attached as Appendix 12.3. This effect is considered to be **negative** in nature, **long-term** in duration, and of **slight** significance.

12.4 Mitigation and Residual Effects (Post-Mitigation)

12.4.1 Construction Phase

The following construction phase mitigation measures will be implemented:

- ▶ Restricting all heavy construction traffic to a designated route.
- ▶ Conducting all loading and unloading operations within the site.
- ▶ Scheduling deliveries outside of peak hour periods to avoid disturbance to surrounding pedestrian and vehicular traffic.
- ▶ Staggering HGV movements to/from site to avoid site queues.
- ▶ Preventing haulage vehicles travelling in convoys of more than two vehicles at any time and spacing haulage vehicles by a minimum of 250m at all times.
- ▶ Installation of a wheel wash at exit from the site to prevent any dirt being carried out onto surrounding roads.
- ▶ Deployment of a road sweeper as necessary to keep roads around the site clean.
- ▶ Consolidation of delivery loads to/from the site and management of large deliveries on site to occur outside of peak periods.
- ▶ Use of precast/prefabricated materials where possible.
- ▶ Reuse on site of 'cut' material generated by the construction works, where possible, through various accommodation works.
- ▶ Provision of adequate storage space on site.
- ▶ Development of a strategy to minimise construction material quantities as much as possible.
- ▶ Encouraging construction personnel to make use of public transport or to commute by bicycle.

At most nearby junctions, the net residual effect of the development in its construction phase shall be to reduce the total traffic flows during peak hours, due to the removal of traffic currently generated by the existing office building. This would produce a slight positive short-term effect on the operation of the surrounding road network.

12.4.2 Operational Phase

The development shall incorporate several design and management elements intended to mitigate the impact of the development on the surrounding road network during its operational phase:

- ▶ A reduced car parking provision, which shall discourage excessive vehicular trips to the development (by both development occupants and visitors).
- ▶ A high provision of secure bicycle parking, which shall serve to encourage bicycle journeys by both development occupants and visitors.
- ▶ Implementation of a Workplace Travel Plan to assist development occupants and visitors in making the most of sustainable transport opportunities and in avoiding single-occupant car journeys to and from the development site.

- Implementation of a Development Servicing Management Plan to coordinate vehicular servicing trips, ensuring that servicing of the development can be carried out efficiently, whilst minimising effects on the safety and operational performance of the surrounding road network.

The overall residual operational-phase effect of the proposed development on the operation of the surrounding road network shall be negative in nature, long-term in duration, but not significant.

12.5 Cumulative Impact of the Proposed Development

The application of Transport Infrastructure Ireland (TII) standard traffic growth rates provides a means of accounting for the potential influence of other traffic-generating developments in the area of the proposed development, whether or not already planned or permitted.

12.5.1 Construction Phase

The overall cumulative construction-phase effect of the proposed development on the operation of the surrounding road network (in conjunction with background traffic growth) shall be **negative** in nature, **short-term** in duration, and of **slight** significance.

12.5.2 Operational Phase

In the proposed development's operational phase, by the design horizon year of 2045, there shall therefore be a **long-term significant negative** cumulative effect on the operation of the surrounding road network. This cumulative effect is however due almost entirely to the TII-derived projected growth in background traffic over the coming 22 years, which is unrelated to the proposed development.



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Chapter 13 – Material Assets – Waste Management Non-Technical Summary

13. MATERIAL ASSETS – WASTE MANGEMENT

13.1 Introduction

AWN Consulting undertook the waste management assessment. The receiving environment is largely defined by Dublin City Council (DCC) as the local authority responsible for setting and administering waste management activities in the area through regional and development zone specific policies and regulations.

There will be waste materials generated from excavations, construction of the new development and from the operation of the new development.

13.2 Baseline Environment

The receiving environment for waste management is defined by Dublin City Council (DCC), which administers waste activities in line with the *National Waste Management Plan for a Circular Economy* (NWMPCE) 2024–2030 and the *Waste Action Plan for a Circular Economy*. Key targets include:

- ▶ Achieving a 55% recycling rate for managed municipal waste by 2025; and
- ▶ Eliminating landfill disposal of unprocessed residual municipal waste, with preference for pre-treatment and recovery processes.

The *NWMPCE*, published in March 2024, supersedes previous regional plans and aims for zero waste growth per person during its lifetime, with a focus on commercial and construction waste streams. The Dublin City Development Plan 2022–2028 reflects these objectives locally.

DCC no longer operates municipal landfills. Waste is managed through licensed and permitted facilities in the Eastern-Midlands Region, including soil recovery sites, inert C&D waste facilities, material recovery facilities, and waste transfer stations. Availability of these facilities depends on contractor selection and capacity, and new facilities may become operational during the project, improving environmental outcomes.

Final selection of waste contractors and facilities will be based on proximity, capacity, competency, and serviceability.

13.3 Potential Impacts of the Proposed Development

13.3.1 Construction Phase

During the demolition and construction phase the mismanagement of waste, including the inadequate storage of waste, inadequate handling of hazardous waste, the use of inappropriate or insufficient segregation techniques, and the use of non-permitted waste contractors, would likely lead to negative impacts such as waste unnecessarily being diverted to landfill, litter pollution which may lead to vermin, runoff pollution from waste, fly tipping and illegal dumping of waste. In the absence of mitigation, the effect on the local and regional environment is likely to be **long-term, significant** and **negative**.

13.3.2 Operational Phase

During operation, the Proposed development will generate office-related waste streams such as mixed recyclables, organic waste, glass, cardboard, plastics, and confidential paper. Improper storage or use of non-permitted contractors could lead to litter, pollution, and vermin issues. If waste is not segregated, recyclable materials could be unnecessarily sent to landfill, representing a diversion from the waste hierarchy. In the absence of mitigation, the effect on the local and regional environment is likely to be **long-term, significant** and **negative**.

13.4 Mitigation and Residual Effects (Post-Mitigation)

13.4.1 Construction Phase

During the demolition and construction phase, the Proposed Development will generate typical construction and demolition (C&D) waste materials, including concrete, metals, timber, plasterboard, glass, packaging, and municipal waste from site staff. These materials will be segregated on-site into appropriate skips and containers within designated waste storage areas and removed from site by suitably permitted waste contractors to authorised waste facilities. Accurate waste records will be maintained, and all waste leaving the site will be documented with copies of relevant dockets retained.

The main contractor will appoint a Resource Manager (RM) to oversee waste management activities and ensure compliance with the site-specific Resource and Waste Management Plan (RWMP) (Appendix 13.1). All construction staff will receive training on waste segregation and handling procedures.

A carefully planned approach to waste management and adherence to the RWMP and mitigation measures outlined in Chapter 13 will ensure that the effect on the environment during construction is **short-term, neutral and imperceptible**.

13.4.2 Operational Phase

During operation, the Proposed Development will generate office-related waste streams, including mixed non-recyclables, dry mixed recyclables, organic waste, glass, cardboard, plastics, and confidential paper, as well as occasional waste such as WEEE, batteries, printer cartridges, light bulbs, cleaning chemicals, and furniture.

Waste will be segregated at source using a binless office approach supported by Area Waste Stations (AWSs) on each floor and transferred to the central Waste Storage Area (WSA). Estimated total waste generation is based on the AWN Waste Generation Model and detailed in the OWMP (Appendix 13.2).

Mitigation measures provided in Section 13.6.2 outline a strategy for segregation, storage, and collection of all waste streams in compliance with the Dublin City Council Waste Bye-Laws and national legislation. Provided these measures are implemented and a high rate of reuse, recycling, and recovery is achieved, the predicted effect of the operational phase on the environment will be **long-term, neutral, and imperceptible**, in compliance with relevant waste management legislation and local bye-laws.

13.5 Cumulative Impact of the Proposed Development

13.5.1 Construction Phase

The Proposed Development is located within Dublin 1, in the North Docklands area, which has experienced significant commercial and mixed-use development in recent years. Multiple large-scale office, residential, and hotel projects have been permitted or are under construction along North Wall Quay, Mayor Street, and surrounding streets, as part of the Docklands Strategic Development Zone (SDZ).

Given the scale and nature of these developments, there is potential for overlapping construction phases, which could result in cumulative impacts on construction waste generation, material sourcing, and disposal capacity. These impacts primarily relate to increased volumes of demolition debris, packaging waste, and surplus construction materials requiring recovery or recycling. However, the availability of licensed C&D waste recovery facilities in the Dublin region, combined with the implementation of project-specific Resource and Waste Management Plans (RWMPs), will ensure that appropriate segregation, reuse, and recycling measures are applied. Other developments in the area will also be required to manage waste in compliance with national and local legislation, policies and plans, which will mitigate against any potential cumulative effects. As such, the cumulative effect will be **short-term, imperceptible and neutral**.

13.5.2 Operational Phase

During operation, cumulative impacts may arise from increased volumes of commercial waste streams within the Docklands area, including mixed recyclables, organic waste, glass, cardboard, plastics, and confidential paper. The concentration of large office developments and associated food service facilities in the area could place additional demand on permitted waste collection contractors and recycling infrastructure.

A list of relevant planning permissions for developments within the vicinity of the Proposed Development over the past five years is provided in Appendix 2.1. This assessment considers the combined effect of the Proposed Development alongside these permitted developments, with respect to waste arisings, segregation, reuse/recycling opportunities, and disposal routes. While specific disposal routes will be confirmed by the appointed waste contractor during operation, the availability of licensed municipal and recycling facilities in the Dublin area (refer to Appendix A of the OWMP and Appendix 13.1 of the EIAR) ensures that appropriate routes and destinations are accessible for all waste streams.

Implementation of the OWMP, together with compliance with Dublin City Council Waste Bye-Laws and the National Waste Management Plan for a Circular Economy (NWMPCE), will minimise cumulative impacts and promote high levels of recycling and recovery. There are existing residential and commercial developments nearby, along with multiple permissions remaining in place within the area. All current and potential developments will generate similar waste types during their operational phases. Authorised waste contractors will collect waste materials segregated, at a minimum, into recyclables, organic waste, and non-recyclables. The availability of licensed waste contractors and recycling facilities in the Dublin region will ensure sufficient capacity to manage these waste streams, and an increased density of development may improve collection efficiencies.

Other developments in the area will also be required to manage waste in compliance with national and local legislation, policies, and plans, which will mitigate any potential cumulative impacts associated with waste generation and waste management. As such, the cumulative effect will be a **long-term, imperceptible** and **neutral**.



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Chapter 14 – Material Assets - Utilities Non-Technical Summary

14. MATERIAL ASSETS - UTILITIES

14.1 Introduction

This chapter assesses ownership and access, built services and infrastructure, which have not already been addressed elsewhere in this EIA Report. The associated built services and infrastructure in the vicinity of the site are summarised in the following sections; further detail is provided within the planning application documentation.

14.2 Baseline Environment

The land designated for this development spans approximately 0.88 hectares. The development site is presently occupied by the Citigroup Building, a six-storey, over-one-storey-basement office building, which shall be partially demolished (c. 33% floor area) as part of the Proposed Development. The office building is currently still in use. The immediate vicinity surrounding the proposed site shares a similar landscape, with existing commercial and residential buildings adjoin the site to the north and east.

14.3 Potential Impacts of the Proposed Development

14.3.1 Construction Phase

To minimise nuisance for neighbouring properties, the Outline Construction Management Plan (OCMP) prepared by CS Consulting will be implemented and adhered to by the construction Contractor and will be overseen and updated as required if site conditions change by the Project Manager, Environmental Manager, Resource Manager, and Ecological Clerk of Works where relevant.

All mitigation measures outlined within this EIAR, and within the OCMP will be implemented during the construction phase. The construction contractor will update this CMP/CEMP to include any additional mitigation required to ensure compliance with any subsequent planning conditions relevant to the Proposed Development.

The potential impact associated with land use, property, and access for the construction phase will be, **negative, not significant, and short term.**

The potential impact associated with power and electrical supply for the construction phase in the absence of mitigation measures will be a **negative, not significant, and short term.**

The potential impact on telecommunications infrastructure during the construction phase in the absence of mitigation measures is **neutral, not significant, and short term.**

The potential impact on surface water networks during the construction phase in the absence of mitigation measures is **negative, slight, and short term.**

The potential impact on foul drainage for the construction phase is **negative, not significant, and short term.**

The water demand during the construction phase will not be significant enough to affect existing pressures. The potential impact on potable water supplies and infrastructure during the construction phase is **negative, imperceptible, and short term.**

14.3.2 Operational Phase

During the operational phase the Proposed Development is not anticipated to generate significant air (including odour), noise, water emissions or traffic impacts during normal operating conditions; these have

been discussed further in the respective EIAR chapters, Chapter 6 (Hydrology), Chapter 8 (Air Quality and Climate) Chapter 10 (Noise and Vibration), and Chapter 12 (Traffic and Transportation).

The Proposed Development is consistent with the zoning of these lands.

The overall potential impact associated with land use, property, and access during the operational phase will be localised **neutral, not significant, and long term**.

The Proposed Development has considered the sustainable use of water within its design. Water saving devices are considered for use within the Proposed Development units, to conserve the use of water, as part of the internal fit-out. A bulk water meter is to be provided at the connection to the public watermain, at the development entrance. All metering is to be provided in accordance with Uisce Éireann's requirements.

Based on the feasibility of connection issued by Uisce Éireann, the potential impact on potable water infrastructure for the operational phase is **neutral, imperceptible, and long term**.

14.4 Mitigation and Residual Effects (Post-Mitigation)

14.4.1 Construction Phase

Consultation with Dublin City Council, Uisce Éireann, EirGrid, ESB Networks and other relevant service providers within the locality and compliance with any requirements or guidelines they may have will ensure a smooth construction schedule without disruption to local and business community. The works contractor will be obliged to put best practice measures in place to ensure, any planned interruptions are agreed in advance with the utilities suppliers.

CS Consulting have prepared a Outline Construction Management Plan (OCMP) (2025) which is included with the planning application documentation. This outlines the construction techniques and methodologies which will be implemented during construction of the Proposed Development.

The works contractor will be obliged to put best practice measures in place and work in accordance with the CEMP. The implementation of mitigation measures within each chapter of this EIA and measures detailed in Section 14.6.1 of this chapter will ensure that the residual impacts on the material assets considered in this chapter during the construction phase will be **neutral, not significant, and short term**.

14.4.2 Operational Phase

A Pre-Connection Enquiry (CDS23006147) was submitted to Uisce Éireann in 2023 on the basis of an office development with a design population of 4,923 people on the subject site. A Confirmation of Feasibility was received in response, stating that a wastewater connection to the public system was feasible subject to upgrades and a potable water connection to the public system was feasible without infrastructure upgrade by Uisce Éireann.

The Proposed Development stormwater drainage network design includes sustainable drainage systems (SuDS) these measures by design ensure the stormwater leaving the site is of a suitable quality.

Water metering arrangements are to be implemented at the potable water connection location, in line with Uisce Éireann standards.

Any necessary maintenance or upgrades of on-site utilities infrastructure during the operational phase of the Proposed Development will be carried out in accordance with the specifications of the relevant service providers and facilitated by facilities management.

The Proposed Development requires electrical power, water supply and connection to the stormwater and foul water networks, respectively.

The implementation of mitigation measures within each chapter of this EIA and detailed in Section 14.6.2 of this chapter will ensure that the residual impacts on the material assets considered in this chapter during the operational phase will be *neutral, imperceptible, and long-term*.

14.5 Cumulative Impact of the Proposed Development

14.5.1 Construction Phase

The implementation of mitigation measures during construction works as well as the compliance of adjacent development with their respective agreement with network providers (Uisce Éireann, ESB, and Telecoms) means that the Proposed Development in combination with other existing and permitted development is not likely to result in prolonged utility disruption; notable extra demand on a utility; or medium-term disruption to a significant piece of infrastructure. It is unlikely that there will be significant cumulative effects with other planned or permitted developments (as described in Chapter 2).

The residual cumulative effects on the material assets during the construction phase for the Proposed Development will be *negative, not significant, and short-term*.

14.5.2 Operational Phase

The Proposed Development and all permitted developments considered are required to engage with DCC, Uisce Éireann and ESB to ensure that there is sufficient capacity to cater for the increase in water, wastewater, and electricity requirements.

Based on the above, it is predicted that the cumulative effects of the Proposed Development with other permitted, planned, and existing developments is, *neutral, imperceptible, and long-term* and during the operational phase.