

## Consultation Submissions

Stakeholder	Comment	Team Response
Transport Infrastructure Ireland	Consultations should be had with the relevant local authority/roads design office with regard to locations of existing and future transport schemes in the vicinity.	Noted
	TII would be specifically concerned as to potential impacts the development would have on the Luas red line. The scheme promotor is advised to refer to TII's 'Code of engineering practice for works on, near, or adjacent the Luas light rail system'.	Noted
	Any proposals related to future public transport provision are a matter for the NTA.	Noted
	The developer should have regard to any Environmental Impact Statement and all conditions and/or modifications imposed by An Bord Pleanála regarding road schemes in the area. The developer should in particular have regard to any potential cumulative impacts.	Noted
	The developer, in preparing EIAR, should have regard to TII Publications (formerly DMRB and the Manual of Contract Documents for Road Works).	Noted
	The developer, in preparing EIAR, should have regard to TII's Environmental Assessment and Construction Guidelines, including the Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes (National Roads Authority, 2006).	Noted
	The EIAR should consider the Environmental Noise Regulations 2006 (SI 140 of 2006) and, in particular, how the development will affect future action plans by the relevant competent authority. The developer may need to consider the incorporation of noise barriers to reduce noise impacts (see Guidelines for the Treatment of Noise and Vibration in National Road Schemes (1st Rev., National Roads Authority, 2004)).	Noted
	It would be important that, where appropriate, subject to meeting the appropriate thresholds and criteria and having regard to best practice, a Traffic and Transport Assessment (TTA) be carried out in accordance with relevant guidelines, noting traffic volumes attending the site and traffic routes to/from the site with reference to impacts on the national road network and junctions of lower category roads with national roads. TII's 'Traffic and Transport Assessment Guidelines' (2014) should be referred to in relation to proposed development with potential impacts on the national road network. The scheme promotor is also advised to have regard to Section 2.2 of the NRA/TII TTA Guidelines which addresses requirements for sub-threshold TTA.	Noted
	The designers are asked to consult TII Publications to determine whether a Road Safety Audit is required.	Noted
	In the interests of maintaining the safety and standard of the national road network, the EIAR should identify the methods/techniques proposed for any works traversing/in proximity to the national road network.	Included in Traffic and Transport Section
In relation to haul route identification, the applicant/developer should clearly identify haul routes proposed and fully assess the network to be traversed. Separate structure approvals/permits and other licences may be required in connection with the proposed haul route and all structures on the haul route should be checked by the applicant/developer to confirm their capacity to accommodate any abnormal load proposed.	Included in Traffic and Transport Section	
Geological Survey of Ireland	There are no County Geological Sites (CGS) present in the study area	Noted
	Groundwater, bedrock data, historic borehole should be checked using the online map viewer	Noted
	Borehole records should be submitted to GSI for their database	Noted
DCC Environmental Health Officer	A Construction Management Plan should be prepared, and agreed in writing by DCC. This should be developed in accordance with the Code of Practice for Construction and Demolition produced by the Air Quality Monitoring and Noise Control Unit of DCC	Noted
	Hours of operation for construction and demolition should be 07.00 to 18.00 Mon to Fri, and 08.00 to 14.00 Sat. No work permitted on Sundays. Permission to work outside of these hours must be agreed with DCC.	Noted
Eirgrid	Contact dig@esb.ie for utility information prior to construction	Noted and will be specified in works requirement
DCC District Heating Senior Engineer	DCC District Heating Project should be mentioned in our EIAR	Included
	If the project goes to construction before the District Heating Project then we should use the opportunity to install lengths of DH pipe, and vice versa if the District Heating project goes to construction first then we should use the opportunity to install lengths of stormwater pipeline.	Noted
	DCC will keep us informed of the results of their surveys of the services underneath MacMahon Bridge.	Noted
Inland Fisheries Ireland	They request we supply them with a copy of the completed Water Quality Modelling Report when complete.	Noted
	They highlight the need for a Prioritisation of a Programme to source and eliminate the potential sources of pollution in the system rather than transferring to a different location.	Noted

DCC Road Design Section	"The reinstatement of the road openings to be in accordance with the Purple Book. You should consult with DCC Road Design Section as you will be crossing the MacMahon Bridge on Pearse Street/Ringsend Road and they will have requirements other than reinstatement requirements."	Noted
	"Can the works include the provision of a temporary bridge over the cutting on Sir John Rogersons Quay to mitigate any effect on the existing/proposed traffic along the Quays?"	Mitigation considered in Traffic and Transport Section
DCC	"Could a cross section showing proposals under MacMahon Bridge at Grand Canal Dock on Ringsend Road/Pearse St be prepared having regard to bridge foundations (new bored piles to rock behind the North Abutment and the South lifting chamber shows piles but need more info on them) . If there is 2 number by 2.4 m dia pipes then what is proposed invert level and cover over pipes and bed level of Canal ? I attach a drawing from "Safety File" Have you agreed all with Waterways Ireland in terms of works in Grand Canal Dock ?"	Cross-section provided and consultation with Waterways Ireland is ongoing
	"I assume the bed level in lean mix concrete is agreed with Waterways Ireland. You might want some form of Underwater Concrete their if any issues re cement mixing with Canal water re any pollution concerns. "	Noted
DCC	"Need to maintain Public Lighting during work, or provide approved temporary lighting and replaced /reinstated on works completion."	Noted
Foreshore Section, DoHLG	Please clarify the following: <ul style="list-style-type: none"> <li>•Is the proposed outfall the subject of the April 2020 pre-application request the same proposed structure as referred to in the recent consultation request? It would appear that it is.</li> <li>•Is the proposed outfall for the discharge of waste water or storm water?</li> </ul> If waste water is to be discharged from the outfall, the pre-application request should be made by Irish Water, who now have responsibility for waste water. If storm water is to be discharged, please submit a fresh pre-application form to me.	Pre-application meeting undertaken and further information provided
DCC Transport Department	Access routes for HGV's: <ul style="list-style-type: none"> <li>- Preferred route is Port Tunnel, Sherriff Street Upper, Guild Street, Samuel Beckett Bridge.</li> <li>- Access to Grand Canal Quay via Macken Street and Pearse Street.</li> <li>- Access to Hanover Quay from Sir John Rogerson's Quay via preferably Benson Street, but Forbes Street is also an option. Blood Stoney Road is not taken in charge by DCC so use of this road will require consent from Dublin Port.</li> <li>- Agreed to assess impact of development at junctions at Sir John Rogerson's Quay/Macken Street, and Pearse Street/Grand Canal Quay.</li> </ul>	Noted
	Items to be considered in assessment: <ul style="list-style-type: none"> <li>- Concerns of residents in Grand Canal Area regarding construction traffic:</li> <li>- Can a compound be provided on Sir John Rogerson's Quay to reduce HGV movements in this area? If not, can a holding compound be provided elsewhere to minimise the number of HGV movements in the area?</li> <li>- Acknowledge Grand Canal Cycle Route.</li> <li>- Grand Canal Quay Campshire has not been taken in charge by DCC. Will require consent from owner and agreement on reinstatement.</li> <li>- Need to minimise impact of TM on Sir John Rogerson's Quay. A full closure was discouraged.</li> <li>- The following adjoining developments need to be considered in the traffic impact: Harry Crosby Development, U2 building, Bennetts development, Sisk development.</li> </ul>	Noted