



Chapter 19
Material Assets

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19. Material Assets

19.1 Introduction

This Chapter of the Environmental Impact Assessment Report (EIAR) has considered the potential impacts on material assets associated with the Construction and Operational Phases of the Blanchardstown to City Centre Core Bus Corridor Scheme (hereafter referred to as the Proposed Scheme).

The design of the Proposed Scheme has been developed to a stage where all potential environmental impacts can be identified, and a fully informed environmental impact assessment can be carried out. It is likely that the Proposed Scheme will be constructed by a contractor appointed under a Design and Build form of Contract. The contractor engaged will be responsible for finalising the design of the Proposed Scheme in compliance with the Employer's Requirements, including compliance with the requirements of the EIAR and Natura Impact Statement (NIS) (including all mitigation measures) and any development consent conditions. Minor modifications may be made to the current design at the detailed design stage to avail of opportunities to improve the design in the light of experience on the ground or other innovations. Any such minor modifications, however, will not give rise to any impacts which are more significant than those already identified and assessed in this EIAR.

During the Construction Phase, the potential impacts on material assets arising from the Proposed Scheme have been assessed, including potential impacts on utilities and potential impacts arising from the importation of construction materials, which result from construction activities such as utility diversions, road resurfacing and road realignments.

During the Operational Phase, the potential impacts on material assets associated with changes in utility demand from new infrastructure associated with the Proposed Scheme have been assessed. The assessment has been carried out according to best practice and guidelines relating to material asset assessment as outlined in Section 19.2.2.

The aim of the Proposed Scheme when in operation is to provide enhanced walking, cycling and bus infrastructure on this key access corridor in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor. The objectives of the Proposed Scheme are described in Chapter 1 (Introduction). The Proposed Scheme which is described in Chapter 4 (Proposed Scheme Description) has been designed to meet these objectives.

The design of the Proposed Scheme has evolved through comprehensive design iteration, with particular emphasis on minimising the potential for environmental impacts, where practicable, whilst ensuring the objectives of the Proposed Scheme are attained. In addition, feedback received from the comprehensive consultation programme undertaken throughout the option selection and design development process have been incorporated, where appropriate.

19.2 Methodology

Material assets are resources of both natural and human origin that have intrinsic value. The Environmental Protection Agency (EPA) Guidelines on the Information to be Contained in Environmental Impacts Assessment Reports (hereafter referred to as the EPA EIAR Guidelines) (EPA 2022) discuss material assets as follows:

'In Directive 2011/92/EU this factor included architectural and archaeological heritage. Directive 2014/52/EU includes those heritage aspects as components of cultural heritage. Material assets can now be taken to mean built services and infrastructure. Traffic is included because in effect traffic consumes transport infrastructure. Sealing of agricultural land and effects on mining or quarrying potential come under the factors of land and soils.'

The EPA EIAR Guidelines specifically list built services, roads and traffic, and waste management as topics which fall into the category of material assets. Further to this, the Guidance on the Preparation of the Environmental Impact Assessment Report (European Commission 2017) references buildings, other structures, mineral resources and water resources as material assets. The Proposed Scheme will not have any impacts on buildings

and other structures. This EIAR includes separate chapters covering a number of those listed material assets and other material assets as follows:

- Roads and traffic - Chapter 6 (Traffic & Transport);
- Employment and land-use assets - Chapter 10 (Population);
- Ecological assets - Chapter 12 (Biodiversity);
- Waterways, rivers and streams - Chapter 13 (Water);
- Soils, lands, and mining or quarrying potential - Chapter 14 (Land, Soils, Geology & Hydrogeology);
- Cultural heritage assets - Chapter 15 (Archaeological & Cultural Heritage) and Chapter 16 (Architectural Heritage);
- Visual amenity assets - Chapter 17 (Landscape (Townscape) & Visual); and
- Waste management - Chapter 18 (Waste & Resources).

The focus of this Chapter is on built services, specifically:

- Major infrastructure and utilities; and
- Imported material, excluding the materials which will be covered in Chapter 18 (Waste & Resources).

Major infrastructure includes items such as canals, railway lines and Luas lines interacting with the Proposed Scheme. Existing utility information has been collated from the utility service providers and utility (ground penetrating radar (GPR)) surveys have been carried out, as required. In addition, as part of the design development, the diversions and changes required to existing utilities infrastructure have been considered.

Conservative estimates have been prepared of the quantities of materials that may be needed for construction to inform the impact assessment of the Proposed Scheme. For the purpose of this Chapter, imported materials includes materials which are sourced from outside the Proposed Scheme, namely the major construction materials (concrete, granular fill / aggregate, asphalt and structural steel). The impacts associated with the transportation of the material to the site have been considered within the assessments of construction traffic in Chapter 6 (Traffic & Transport), Chapter 7 (Air Quality) and Chapter 9 (Noise & Vibration).

19.2.1 Study Area

The study area with regard to major infrastructure and utilities comprises all areas within the Proposed Scheme, including both permanent and temporary land take boundaries.

19.2.2 Relevant Guidelines, Policy and Legislation

This Chapter has been prepared in accordance with the following guidance:

- Guidelines on the Information to be Contained in Environmental Impacts Assessment Reports (EPA 2022);
- Environmental Impact Assessment of Projects – Guidance on the Preparation of the Environmental Impact Assessment Report (European Commission 2017); and
- Institute of Environmental Management and Assessment (IEMA) Guide to: Materials and Waste in Environmental Impact Assessment - Guidance for a Proportionate Approach (IEMA 2020).

19.2.3 Data Collection and Collation

All major infrastructure and utilities which may be impacted by the Proposed Scheme have been assessed including:

- The M50 Motorway;
- The Royal Canal;
- Railway Lines;
- Luas Red Line;

- Electricity;
- Water / Wastewater;
- Surface Water Drainage;
- Gas; and
- Telecommunications.

Existing infrastructure and utility information was requested from utility companies and service providers. The following service providers provided utility information for the study area of the Proposed Scheme:

- Dublin City Council (DCC);
- Fingal County Council (FCC);
- Electricity Supply Board (ESB) Networks / EirGrid;
- Gas Networks Ireland (GNI);
- Irish Water; and
- Telecommunications providers.

The types and quantities of major materials which will need to be imported for the construction of the Proposed Scheme have also been established.

19.2.4 Appraisal Method for the Assessment of Impacts

The assessment of the potential impact of the Proposed Scheme on material assets has been undertaken having regard to the EPA EIAR Guidelines (EPA 2022). The following issues have been considered as part of the assessment of impacts:

- Potential for impacts on major infrastructure and public utilities and the need to adequately protect them during the Construction Phase;
- Requirement for connections to public utilities by the Proposed Scheme during both the Construction and Operational Phases; and
- Use of imported materials required for the construction of the Proposed Scheme.

Each impact has been categorised based on:

- Quality of the impact;
- Significance of the impact; and
- Duration of the impact.

The definition of these impact characteristics as per the EPA EIAR Guidelines is provided in Table 1.4 in Chapter 1 (Introduction). These characteristics have been used to assess the quality and duration of all impacts.

Table 19.1 provides the significance criteria used to identify the significance of impacts on major infrastructure and utilities. For the purposes of assessing the impacts on major infrastructure and utilities, an impact is deemed to be not significant from a rating of Imperceptible to Moderate, and significant from Significant to Profound.

Table 19.1: Significance Criteria for Major Infrastructure and Utilities

| Significance Level | Criteria |
|-------------------------|---|
| Profound | Where there is a continuous utility interruption of more than a week; Where additional demand on a utility would consume all remaining capacity; or Where there is a permanent disruption* of a major piece of infrastructure. |
| Very Significant | Where there is a continuous utility interruption of more than 48 hours; Where additional demand on a utility would significantly reduce the available capacity of that utility; or Where there is long-term disruption* of a major piece of infrastructure. |
| Significant | Where there is a continuous utility interruption of more than 24 hours; Where there is significant additional demand on a utility; or Where there is a medium-term disruption* of a major piece of infrastructure. |
| Moderate | Where there are discrete utility interruptions of no more than eight hours for up to seven consecutive days; |

| Significance Level | Criteria |
|------------------------|--|
| | Where the additional demand on a utility is relatively large; or Where there is a short-term disruption* of a major piece of infrastructure. |
| Slight | Where there are discrete utility interruptions of no more than eight hours for up to three days; Where additional demand on a utility is relatively small; or Where there is a temporary disruption* of a major piece of infrastructure. |
| Not Significant | Where there is a utility interruption of no more than eight hours on a single day; Where additional demand on a utility is quantifiable but is too small to have any impact on capacity; or Where there is a brief disruption* of a major piece of infrastructure. |
| Imperceptible | Where there is no utility interruption during diversion works; Where additional demand on a utility has no material change; or Where there are minor changes on a major piece of infrastructure which has no material impact on its usability. |

* Disruption with respect to major infrastructure refers to the closure or significant reduction in usability of the infrastructure.

For the significance of the impacts associated with imported materials, in addition to the EPA EIAR Guidelines (EPA 2022), the IEMA Guide to: Materials and Waste in Environmental Impact Assessment (IEMA 2020) (hereafter referred to as the IEMA Guidance) has been used. For materials, the sensitivity of the receptor (Table 19.2) and the magnitude of the impact (Table 19.3) are assigned and used to determine the significance of the impact (Table 19.4).

Table 19.2: Sensitivity Criteria for Materials (IEMA 2020)

| Value | Description |
|-------------------|--|
| | On balance, the key materials required for construction of a development ... |
| Very high | Are known to be insufficient in terms of production, supply and/or stock; and/or Comprise no sustainable features and benefits compared to industry-standard materials*. |
| High | Are forecast (through trend analysis and other information) to suffer from known issues regarding supply and stock; and/or Comprise little or no sustainable features and benefits compared to industry-standard materials*. |
| Medium | Are forecast (through trend analysis and other information) to suffer from some potential issues regarding supply and stock; and/or Are available comprising some sustainable features and benefits compared to industry-standard materials*. |
| Low | Are forecast (through trend analysis and other information) to be generally free from known issues regarding supply and stock; and/or Are available comprising a high proportion of sustainable features and benefits compared to industry-standard materials*. |
| Negligible | Are forecast (through trend analysis and other information) to be free from known issues regarding supply and stock; and/or Are available comprising a very high proportion of sustainable features and benefits compared to industry-standard materials.* |

*Subject to supporting evidence, sustainable features and benefits could include, for example, materials or products that: comprise reused, secondary or recycled content (including excavated and other arisings); support the drive to a circular economy; or in some other way reduce lifetime environmental impacts.

Table 19.3: Assessing Magnitude for Materials (IEMA 2020)

| Value | Description |
|-------------------|---|
| | The assessment is made by determining whether through a development, the consumption of |
| Major | ...one or more materials is >10% by volume of the regional* baseline availability; |
| Moderate | ...one or more materials is between 6-10% by volume of the regional* baseline availability; |
| Minor | ...one or more materials is between 1-5% by volume of the regional* baseline availability |
| Negligible | ...no individual material type is equal to or greater than 1% by volume of the regional* baseline availability. |
| No change |no materials is required. |

* or where justified, national.

Table 19.4: Determining Significance for Materials (IEMA 2020)

| Sensitivity (or Value) of Receptor | Magnitude of impact | | | | |
|------------------------------------|---------------------|-------------------|-------------------|---------------------|---------------------|
| | No change | Negligible | Minor | Moderate | Major |
| Very High | Neutral | Slight | Moderate or Large | Large or Very Large | Very Large |
| High | Neutral | Slight | Sight or Moderate | Moderate or Large | Large or Very Large |
| Medium | Neutral | Neutral or Slight | Slight | Moderate | Moderate or Large |
| Low | Neutral | Neutral or Slight | Neutral or Slight | Slight | Sight or Moderate |
| Negligible | Neutral | Neutral | Neutral or Slight | Neutral or Slight | Slight |

In accordance with the IEMA Guidance an impact is deemed to be significant if it has a significance level of Moderate, Large or Very Large, while Neutral or Slight are deemed to be not significant.

19.3 Baseline Environment

The Proposed Scheme has an overall length of approximately 10.9km and commences at Junction 3 (Blanchardstown / Mulhuddart) southbound off-slip from the N3. The Proposed Scheme proceeds along the R121 Blanchardstown Road South into the Blanchardstown Shopping Centre. From a new Bus Interchange at Blanchardstown Shopping Centre, the Proposed Scheme is routed onto the N3 Navan Road via the Snugborough Road junction and follows the N3 and Navan Road as far as the junction with the Old Cabra Road. From here, the Proposed Scheme is routed along Old Cabra Road, Prussia Street, Manor Street and Stoneybatter to the junction with King Street North. The Proposed Scheme is then routed via Blackhall Place as far as the junction with Ellis Quay, where it joins the prevailing traffic management regime on the North Quays.

There are a number of utilities in place along and crossing these roads, the majority of which are buried within and along the roadways. These utilities include:

- ESB electricity lines (high, medium and low voltage) and associated infrastructure;
- Gas Networks Ireland gas mains (high, medium and low pressure) and associated infrastructure;
- Irish Water potable water mains and associated infrastructure;
- Irish Water sewer lines (foul and combined sewers) and associated infrastructure;
- Local Authority surface water drainage network and associated infrastructure;
- Eir, Enet and Virgin Media telecommunications lines and associated infrastructure; and
- Local Authority traffic signal ducting and associated infrastructure.

The following outlines the baseline environment with respect to material assets.

19.3.1 Major Infrastructure and Existing Utilities

The Proposed Scheme will require widening of the N3 Navan Road dual carriageway between Snugborough Junction and the M50 Junction 6. This section will include widening of existing bridge structures. The Proposed Scheme will cross the M50 Motorway via the M50 / N3 Interchange. The M50 is an orbital motorway around Dublin City and is the busiest motorway in Ireland. The part of the M50 crossed by the Proposed Scheme has four lanes in each direction.

The Proposed Scheme will also cross the Royal Canal via the M50 / N3 Interchange. The Royal Canal is mainly used for leisure activities, namely boating and angling within the waterway, and walking and cycling along the Royal Canal Greenway running alongside the canal in this area.

The Proposed Scheme will cross two railway lines along its length. It will cross the Western Commuter Line via the M50 / N3 Interchange. This line accommodates commuter trains between Dublin and Longford, as well as between Maynooth and Dublin or Bray and between the M3 Parkway and the Dublin Docklands, and is therefore

a busy railway line. The Proposed Scheme will also cross the South Western Commuter Line via the Old Cabra Road. This line serves Dublin to Hazelhatch and Celbridge railway services, with the section being crossed by the Proposed Scheme currently only operational on weekdays.

The Luas Red Line will cross at grade near the end of the Proposed Scheme, on both Blackhall Place and Queen Street. The two crossing points occur in between the Smithfield Luas Stop and the Museum Luas Stop. The frequency of the Luas at these stops can be as high as every three minutes at peak times in each direction. This is therefore a very busy piece of infrastructure.

Table 19.5 lists the types of major utilities within the study area of the Proposed Scheme, along or crossing the Proposed Scheme. Most utilities are buried beneath the roads or footpaths, with a mixture of main trunk routes as well as branches off these main routes existing along the entire length of the Proposed Scheme.

Table 19.5: Utilities Within the Proposed Scheme Study Area

| Utility Provider | Service Type | Description |
|--|---|---|
| ESB | High Voltage Electricity | Underground 110kV (kilovolt) lines |
| | | Underground 38kV lines |
| | | Overhead 110kV lines |
| | Medium Voltage Electricity | Underground lines |
| | Low Voltage Electricity | Underground lines |
| | | Overhead single phase lines |
| Overhead three phase lines | | |
| Gas Networks Ireland | High Pressure Gas | 200mm steel main at 19 bar |
| | | 450mm steel main at 70 bar |
| | | 900mm steel main at 70 bar |
| | Medium Pressure Gas Low Pressure Gas | 32mm polyethylene main at 4 bar |
| | | 63mm polyethylene main at 4 bar |
| | | 90mm polyethylene main at 700 mbar |
| | | 90mm polyethylene main at 4 bar |
| | | 125mm polyethylene main at 4 bar |
| | | 180mm polyethylene main at 4 bar |
| | | 250mm polyethylene main at 4 bar |
| 315mm polyethylene main at 4 bar | | |
| Numerous sizes of mains at 25-75 mbar along entire route | | |
| Irish Water | Potable Water | Trunk and distribution mains of various diameters and materials, with supporting infrastructure such as valves and hydrants |
| | Sewer Lines | Foul sewer lines and associated infrastructure |
| | | Combined sewer lines and associated infrastructure |
| Local Authorities | Surface Water Sewer Network | Surface water sewer network and associated infrastructure |
| | Traffic Signals | Ducting for traffic signals and associated infrastructure |
| Telecommunications | Virgin Media | Underground cables and associated infrastructure |
| | Eir | Underground cables and associated infrastructure |
| | Enet | Enet cables towards the Blanchardstown end of the route |

19.3.2 Imported Material

The quantities of material which are currently imported to the area covered by the Proposed Scheme under baseline conditions are low. Currently material is only imported as part of maintenance activities which are undertaken on the existing roadways, cycle lanes, footpaths, utilities and verges. These activities would largely involve repair of road, cycle lane and footpath surfaces, repainting of road markings, drainage maintenance and repair, utility works, landscaping and winter maintenance.

A report entitled Essential Aggregates: Providing for Ireland's Needs to 2040 (Irish Concrete Federation 2019) was published in 2019 which details and quantifies Ireland's natural aggregate reserves. At the time of publication

of that report, Ireland had approximately 500 active large commercial quarries, approximately 220 ready mixed concrete plants, 20 large scale precast concrete plants and 40 plants producing bitumen bound road surfacing materials.

The Irish Concrete Federation quantifies the annual production of these materials in Ireland on their website, with the 2019 figures (the most recent available) being as follows:

- Five million cubic metres of ready-mixed concrete;
- 135 million concrete blocks;
- 38 million tonnes of aggregates;
- Two million tonnes of bituminous road surfacing materials; and
- Two million square metres of paving products.

19.4 Potential Impacts

19.4.1 Characteristics of the Proposed Scheme

19.4.1.1 Major Infrastructure and Utilities

Construction of the Proposed Scheme has the potential to have an impact on existing infrastructure and utilities in order to accommodate changes to junction layouts or changes to carriageway widths. Where protection of utilities in place is not an option, this will involve realignment, upgrade or replacement of this infrastructure as part of works within those areas. Each proposed modification to the existing infrastructure or utilities is outlined in this Chapter. Where utility diversions are proposed, the approximate length of the diversions is provided in Table 19.6 to Table 19.10. The potential impacts would occur predominantly during the Construction Phase.

During the Operational Phase, some utilities will be required for the Proposed Scheme. This will include electricity connections for such elements as new street lighting, junction signalling and real time passengers information (RTPI) displays at bus stops. There will also be some amendments to existing surface water drainage to control and/or attenuate surface water runoff from any additional paved surfaces.

19.4.1.2 Imported Material

Material will be required to construct the Proposed Scheme. These materials will be comprised of standard construction materials, paving materials, landscaping materials, street furniture, paints, lighting, junction infrastructure materials and fill materials, as required. This Chapter covers the major materials needing to be imported to the site for the purposes of construction of the Proposed Scheme (i.e. concrete, granular fill / aggregate, asphalt and structural steel). Any materials arising from within the site which are to be reused within the Proposed Scheme (e.g. excavated soils) are assessed in Chapter 18 (Waste & Resources).

19.4.2 'Do Nothing' Scenario

In the 'Do Nothing' scenario, the Proposed Scheme would not be implemented and there would be no changes to existing infrastructure or utilities as a result of the Proposed Scheme. Therefore, there would be a Neutral impact on infrastructure and utilities under the 'Do Nothing' scenario.

Similarly with respect to imported material, the 'Do Nothing' scenario means that there is no requirement to import material for the construction of the Proposed Scheme. Therefore, this material is not consumed by the Proposed Scheme, and the impact under the 'Do Nothing' scenario is Neutral.

19.4.3 Construction Phase

19.4.3.1 Major Infrastructure and Utilities

The following outlines the key potential impacts on major infrastructure and utilities as a result of the Construction Phase of the Proposed Scheme. Major infrastructure includes the N3 Navan Road dual carriageway, M50 motorway, the Royal Canal, railway lines and the Luas. Major utilities include major electricity overhead and

underground lines, water distribution and foul and surface water infrastructure, gas mains and telecommunications infrastructure. Please refer to Chapter 20 (Risk of Major Accidents and / or Disasters) for an assessment of the impacts associated with major accidents involving utilities. Additionally, there will be some demand on existing utilities by the construction activities (i.e. by the Construction Compounds or equipment), which is also addressed as relevant in the following sections. Chapter 5 (Construction) should also be referenced for additional detail on the Construction Phase of the Proposed Scheme.

The main Construction Phase impacts will arise from the requirement to divert utilities. The proposed utility diversions are listed in Table 19.6 to Table 19.10. To the best of the engineering experience and judgement available, and based on the available records and preliminary reasonable site investigations, it is expected that the utility diversion will be to the stated length. It is likely however that modifications to these proposed measures may be required at the detailed design / construction stage, and any such modifications (if required) will not give rise to any impacts which are any more significant than those already identified and assessed in this chapter and will not alter the summary of predicted Construction Phase impacts presented in Table 19.14.

19.4.3.1.1 Major Infrastructure

The Proposed Scheme will require widening of existing bridge structures on N3 Navan Road. The Proposed Scheme will also cross over the M50 motorway, the Royal Canal and the two railway lines via existing bridges. There are no works to be done to any of these bridges which will affect the operation of the motorway, canal or railway lines underneath. Therefore, there are no significant impacts anticipated to these pieces of major infrastructures.

The Proposed Scheme will also cross the Luas Red Line at grade in two places near the end of the Proposed Scheme. The construction of the Proposed Scheme in this area will not affect the operation of the Luas. Therefore, there are no significant impacts anticipated to this infrastructure.

19.4.3.1.2 Electricity

The Construction Compounds will require electricity to power temporary office and welfare facilities during the Construction Phase. Power for the Construction Compounds will be supplied through a connection into the electricity network, or where this is unavailable, via generators. Temporary electricity provision for works areas along the Proposed Scheme to power items such as temporary lighting, temporary traffic signals and other construction equipment will be provided through generators, as required.

The electricity demand during the Construction Phase is considered to be a Negative, Not Significant and Short-Term impact.

A number of interfaces between the existing electricity infrastructure and the Proposed Scheme have been identified, some of which will require diversion of the infrastructure as outlined in Table 19.6 and shown in ESB Asset Alterations Drawings (BCIDC-ARP-UTL_UE-0005_XX_00-DR-CU-9001) in Volume 3 of this EIAR. As a result of these diversions there may be temporary local interruptions to the electricity provision during works on that infrastructure.

Table 19.6: Potential Major Electricity Infrastructure Diversions

| Approximate Chainage | Description | Proposed Measure (Approximate) | Figure Sheet Reference |
|---|------------------------------------|--------------------------------|------------------------|
| N3 Blanchardstown Junction to Snugborough Road | | | |
| E0075 – F0210 | Medium voltage underground ducting | 4 x 490m diversion | Sheet 4 of 40 |
| B0020 – E0130 | Medium voltage underground ducting | 110m diversion | Sheet 4 of 40 |
| F0045 – F0085 | Medium voltage underground ducting | 39m diversion | Sheet 5 of 40 |
| D0000 – D0100 | Medium voltage underground ducting | 3 x 136m diversion | Sheet 3 of 40 |
| A0200 – A0230 | Medium voltage underground ducting | 67m diversion | Sheet 5 of 40 |
| A0550 – A0580 | Medium voltage underground ducting | 80m diversion | Sheet 7 of 40 |
| Snugborough Road to N3/M50 Junction | | | |
| A1460 – A1605 | Medium voltage underground ducting | 146m diversion | Sheet 10 of 40 |
| A1620 – A1725 | Medium voltage underground ducting | 2 x 50m diversion | Sheet 10 of 40 |

| Approximate Chainage | Description | Proposed Measure (Approximate) | Figure Sheet Reference |
|---|------------------------------------|--------------------------------|------------------------|
| A1900 – A1945 | Medium voltage underground ducting | 52m diversion | Sheet 11 of 40 |
| A2020 – A2110 | Medium voltage underground ducting | 93m diversion | Sheet 12 of 40 |
| A2210 – A2310 | Medium voltage underground ducting | 100m diversion | Sheet 12 of 40 |
| N3/M50 Junction to Navan Road / Ashtown Road Junction | | | |
| A2950 – A3000 | Medium voltage underground ducting | 2 x 51m diversion | Sheet 15 of 40 |
| A4190 – A4750 | Medium voltage underground ducting | 540m diversion | Sheet 21 of 40 |
| A4750 – A4870 | Medium voltage underground ducting | 145m diversion | Sheet 21 of 40 |
| A4730 – A4860 | Low voltage underground ducting | 120m diversion | Sheet 21 of 40 |
| Navan Road / Ashtown Road Junction to Navan Road / Old Cabra Road Junction | | | |
| A5630 – A5900 | Low voltage underground ducting | 260m diversion | Sheet 24 of 40 |
| A5660 – A5900 | Medium voltage underground ducting | 243m diversion | Sheet 24 of 40 |
| A6435 – A6630 | Low voltage underground ducting | 165m diversion | Sheet 26 of 40 |
| A6480 – A6565 | Medium voltage underground ducting | 87m diversion | Sheet 26 of 40 |
| Navan Road / Old Cabra Road Junction to Ellis Quay | | | |
| A8270 – A8320 | Low voltage underground ducting | 52m diversion | Sheet 31 of 40 |
| A8680 – A8720 | Medium voltage underground ducting | 2 x 40m diversion | Sheet 33 of 40 |
| H0015 – H0045 | Low voltage underground ducting | 33m diversion | Sheet 34 of 40 |

While electricity interruptions, if required, will generally only occur for a set number of hours per day (no more than eight hours where reasonably practicable), the exact number of interruption days for particular customers for each diversion cannot be ascertained at this stage so a worst-case scenario of up to a week has been assessed. Using the criteria as outlined in Section 19.2.4 and Table 19.1, where diversion of an electricity line is required which will result in the planned interruption of electricity provision, the worst-case predicted impact will be Negative, Moderate and Temporary.

19.4.3.1.3 Water

The Construction Compounds and construction areas will require a water supply for welfare facilities within the Construction Compounds, as well as for dust suppression at certain construction areas where the conditions require it. The Construction Compounds will be connected into the local mains water supply where possible. Where a connection is not possible, water tankers will be used.

The potable water demand during the Construction Phase is considered to be a Negative, Not Significant and Short-Term impact.

A number of interfaces between the existing water infrastructure and the Proposed Scheme have been identified, some of which will require diversion of the infrastructure as outlined in Table 19.7 and shown in IW Water Asset Alterations Drawings (BCIDC-ARP-UTL_UW-0005_XX_00-DR-9001) in Volume 3 of this EIAR. As a result of these diversions there may be temporary local interruptions to water provision during works on that infrastructure.

Table 19.7: Potential Major Water Infrastructure Diversions

| Approximate Chainage | Description | Proposed Measure (Approximate) | Figure Sheet Reference |
|--|------------------------------|--------------------------------|------------------------|
| N3 Blanchardstown Junction to Snugborough Road | | | |
| F0045 – F0210 | 300mm ductile iron watermain | 170m diversion | Sheet 5 of 40 |
| A0200 – A0230 | 300mm ductile iron watermain | 65m diversion | Sheet 5 of 40 |
| A0550 – A0570 | 300mm ductile iron watermain | 35m diversion | Sheet 7 of 40 |
| Snugborough Road to N3/M50 Junction | | | |
| A1590 – A1700 | 12 inch asbestos watermain | 124m diversion | Sheet 10 of 40 |
| A1900 – A1950 | 12 inch asbestos watermain | 48m diversion | Sheet 11 of 40 |
| N3/M50 Junction to Navan Road / Ashtown Road Junction | | | |
| A3940 – A3965 | 100mm uPVC watermain | 34m diversion | Sheet 18 of 40 |
| A4500 – A4580 | 150mm uPVC watermain | 83m diversion | Sheet 20 of 40 |

| Approximate Chainage | Description | Proposed Measure (Approximate) | Figure Sheet Reference |
|---|------------------------------|--------------------------------|------------------------|
| A4550 – A4560 | 12 inch asbestos watermain | 22m diversion | Sheet 20 of 40 |
| A4790 – A4850 | 300mm ductile iron watermain | 58m diversion | Sheet 21 of 40 |
| Navan Road / Ashtown Road Junction to Navan Road / Old Cabra Road Junction | | | |
| A4875 – A4940 | 300mm ductile iron watermain | 75m diversion | Sheet 21 of 40 |
| A5460 – A5475 | 150mm ductile iron watermain | 17m diversion | Sheet 23 of 40 |
| A5460 – A5475 | 300mm ductile iron watermain | 17m diversion | Sheet 23 of 40 |
| A5720 – A5880 | 7 inch asbestos watermain | 168m diversion | Sheet 24 of 40 |
| A5965 – A5980 | 7 inch asbestos watermain | 16m diversion | Sheet 24 of 40 |
| A5970 – A6250 | 6 inch asbestos watermain | 267m diversion | Sheet 25 of 40 |
| A6260 – A6275 | 7 inch asbestos watermain | 15m diversion | Sheet 25 of 40 |
| A7030 – A7040 | 100mm ductile iron watermain | 14m diversion | Sheet 27 of 40 |
| Navan Road / Old Cabra Road Junction to Ellis Quay | | | |
| N/A | 6 inch cast iron watermain | 14m diversion | Sheet 39 of 40 |

While water interruptions, if required, will generally only occur for a set number of hours per day (no more than eight hours where reasonably practicable), the total number of interruption days for particular customers for each diversion cannot be ascertained at this stage, so a worst-case scenario of up to a week has been assessed. Using the criteria as outlined in Section 19.2.4 and Table 19.1, where diversion of a watermain is required which will result in the planned interruption of water provision, the worst-case predicted impact will be Negative, Moderate and Temporary.

19.4.3.1.4 Wastewater and Surface Water Runoff

There will be wastewater and surface water runoff created by the Construction Compounds and construction areas. Wastewater will be created by welfare facilities within the Construction Compounds and construction areas, and surface water runoff will emanate from any areas of the Construction Compounds and construction areas which are paved. The Construction Compounds will be connected into the local foul / combined sewers where possible, or where not possible, will have on-site tanks for the collection of foul water which will be emptied by means of a suction tanker and the wastewater will be disposed of to a licensed wastewater treatment plant. Where required, temporary welfare facilities (for example portable toilets) will be used, which will be collected as required for offsite disposal of the wastewater to a suitably licensed facility.

The potential impact as a result of demand on the wastewater network during the Construction Phase is considered to be a Negative, Not Significant and Short-Term impact.

A number of interfaces between the existing wastewater infrastructure and the Proposed Scheme have been identified, one of which will require diversion of the infrastructure as outlined in Table 19.8 and shown in IW Foul Sewer Asset Alterations Drawings (BCIDC-ARP-UTL_UD-0005_XX_00-DR-9001) in Volume 3 of this EIAR. As a result of these diversions there may be temporary local interruptions to provision of wastewater services during works on that infrastructure.

Table 19.8: Potential Major Wastewater Infrastructure Diversions

| Approximate Chainage | Description | Proposed Measure (Approximate) | Figure Sheet Reference |
|---|------------------|--------------------------------|------------------------|
| N3 Blanchardstown Junction to Snugborough Road | | | |
| N/A | N/A | N/A | N/A |
| Snugborough Road to N3/M50 Junction | | | |
| A1580 | 375mm foul sewer | 6m diversion | Sheet 10 of 40 |
| N3/M50 Junction to Navan Road / Ashtown Road Junction | | | |
| N/A | N/A | N/A | N/A |
| Navan Road / Ashtown Road Junction to Navan Road / Old Cabra Road Junction | | | |
| N/A | N/A | N/A | N/A |
| Navan Road / Old Cabra Road Junction to Ellis Quay | | | |
| N/A | N/A | N/A | N/A |

Wastewater utility diversions generally do not cause major interruption to customers using the infrastructure. Using the criteria as outlined in Section 19.2.4 and Table 19.1, where diversion of a sewer line is required which may result in some brief planned interruptions to the flow of wastewater, the predicted impact will be Negative, Not Significant and Temporary.

There will be limited upgrade works required to the surface water drainage network in order to facilitate the changes to the road alignment and the impermeable surface area. The majority of this work will involve the construction of new road gullies to align with the new kerb line. There will also be a number of Sustainable Drainage System (SuDS) measures installed, namely rain gardens, bioretention areas, filter drains, swales, tree pits and permeable paving to control the flow of surface water. All surface water will continue to drain into existing networks and outfalls. Refer to Chapter 13 (Water) for further information on surface water drainage during the Construction Phase of the Proposed Scheme.

19.4.3.1.5 Gas

There will be no requirement for a connection to existing gas infrastructure during the Construction Phase of the Proposed Scheme. Therefore, it is predicted that there will be no significant impact associated with gas demand during the Construction Phase.

A number of interfaces between the existing gas infrastructure and the Proposed Scheme have been identified, some of which will require diversion of the infrastructure as outlined in Table 19.9 and shown in GNI Asset Alterations Drawings (BCIDC-ARP-UTL_UG-0005_XX_00-DR-9001) in Volume 3 of this EIAR. As a result of these diversions there may be temporary local interruptions to the gas provision during works on that infrastructure.

Table 19.9: Potential Major Gas Infrastructure Diversions

| Approximate Chainage | Description | Proposed Measure (Approximate) | Figure Sheet Reference |
|---|---------------------------------------|---------------------------------|------------------------|
| N3 Blanchardstown Junction to Snugborough Road | | | |
| F0040 – F0210 | 125 PE 4 bar medium pressure main | 177m diversion | Sheet 5 of 40 |
| A0210 – A0230 | 125 PE 4 bar medium pressure main | 20m diversion | Sheet 5 of 40 |
| A0550 – A0570 | 125 PE 4 bar medium pressure main | 30m diversion | Sheet 6 of 40 |
| Snugborough Road to N3/M50 Junction | | | |
| A2075 – A2120 | 180 PE 25 mbar low pressure main | 45m diversion | Sheet 12 of 40 |
| A2240 – A2250 | Two 180 PE 25 mbar low pressure mains | Diversion around retaining wall | Sheet 12 of 40 |
| N3/M50 Junction to Navan Road / Ashtown Road Junction | | | |
| A4560 – A4610 | 315 PE 4 bar medium pressure main | 51m diversion | Sheet 20 of 40 |
| A4800 – A4855 | 315 PE 4 bar medium pressure main | 46m diversion | Sheet 21 of 40 |
| A4830 – A4855 | 250 PE 25 mbar low pressure main | 35m diversion | Sheet 21 of 40 |
| Navan Road / Ashtown Road Junction to Navan Road / Old Cabra Road Junction | | | |
| A5625 – A5850 | 180 PE 25 mbar low pressure main | 227m diversion | Sheet 24 of 40 |
| A5970 – A6250 | 250 PE 4 bar medium pressure main | 158m diversion | Sheet 25 of 40 |
| A6490 – A6580 | 180 PE 25 mbar low pressure main | 94m diversion | Sheet 26 of 40 |
| Navan Road / Old Cabra Road Junction to Ellis Quay | | | |
| N/A | N/A | N/A | N/A |

While gas interruptions, if required, will generally only occur for a set number of hours per day (no more than eight hours where reasonably practicable), the total number of interruption days for particular customers for each diversion cannot be ascertained at this stage so a worst-case scenario of up to a week has been assessed. Using the criteria as outlined in Section 19.2.4 and Table 19.1, where diversion of a gas main is required which will result in the planned interruption of gas provision, the worst-case predicted impact will be Negative, Moderate and Temporary.

19.4.3.1.6 Telecommunications

Telecommunications access will be required by the Construction Compounds. The potential impact as a result of the demand on the telecommunications network during the Construction Phase is considered to be a Negative, Not Significant and Short-Term impact.

A number of interfaces between the existing telecommunications infrastructure and the Proposed Scheme have been identified, some of which will require diversion of the infrastructure as outlined in Table 19.10 and shown in Telecommunications Asset Alterations Drawings (BCIDC-ARP-UTL_UT-0005_XX_00-DR-CU-9001) in Volume 3 of this EIAR. As a result of these diversions there may be temporary local interruptions to the telecommunications provision during works on that infrastructure.

Table 19.10: Potential Major Telecommunications Infrastructure Diversions

| Approximate Chainage | Description | Proposed Measure (Approximate) | Figure Sheet Reference |
|---|----------------------|--------------------------------|------------------------|
| N3 Blanchardstown Junction to Snugborough Road | | | |
| B0580 – B0655 | Eir ducting | 129m diversion | Sheet 3 of 40 |
| F0040 – F0150 | Eir ducting | 116m diversion | Sheet 5 of 40 |
| F0020 – F0210 | Eir ducting | 191m diversion | Sheet 5 of 40 |
| F0225 – F0255 | Eir ducting | 31m diversion | Sheet 5 of 40 |
| A0210 – A0565 | Eir ducting | 255m diversion | Sheet 5-6 of 40 |
| A0400 – A0570 | Virgin Media ducting | 185m diversion | Sheet 6 of 40 |
| A0480 – A0570 | Eir ducting | 2 x 86m diversions | Sheet 6-7 of 40 |
| A0620 – A0655 | Enet ducting | 40m diversion | Sheet 7 of 40 |
| Snugborough Road to N3/M50 Junction | | | |
| N/A | N/A | N/A | N/A |
| N3/M50 Junction to Navan Road / Ashtown Road Junction | | | |
| A4620 – A4670 | Eir ducting | 53m diversion | Sheet 20 of 40 |
| Navan Road / Ashtown Road Junction to Navan Road / Old Cabra Road Junction | | | |
| A4910 – A4955 | Eir ducting | 53m diversion | Sheet 21 of 40 |
| A4905 – A5070 | Eir ducting | 170m diversion | Sheet 21-22 of 40 |
| A5160 – A5220 | Eir ducting | 60m diversion | Sheet 22 of 40 |
| A5465 – A5865 | Eir ducting | 396m diversion | Sheet 23-24 of 40 |
| A5720 – A5890 | Eir ducting | 180m diversion | Sheet 24 of 40 |
| A5915 – A6675 | Eir ducting | 1000m diversion | Sheet 24-26 of 40 |
| A6530 – A6570 | Eir ducting | 55m diversion | Sheet 26 of 40 |
| A7140 – A7170 | Virgin Media ducting | 36m diversion | Sheet 28 of 40 |
| A7130 – A7210 | Eir ducting | 84m diversion | Sheet 28 of 40 |
| Navan Road / Old Cabra Road Junction to Ellis Quay | | | |
| A8300 – A8320 | Eir ducting | 22m diversion | Sheet 31 of 40 |
| A8680 – A8705 | Virgin Media ducting | 25m diversion | Sheet 33 of 40 |

While telecommunications interruptions, if required, will generally only occur for a set number of hours per day (no more than eight hours where reasonably practicable), the total number of interruption days for particular customers for each diversion cannot be ascertained at this stage so a worst-case scenario of up to a week has been assessed. Using the criteria as outlined in Section 19.2.4 and Table 19.1, where diversion of a telecommunications main is required which will result in the planned interruption of telecommunications provision, the worst-case predicted impact will be Negative, Moderate and Temporary.

19.4.3.2 Imported Material

The Construction Phase will require the importation of a number of key construction materials for the Proposed Scheme works. This material will include items such as concrete, granular fill / aggregate, asphalt and structural steel. For a full description of the Construction Phase, please refer to Chapter 5 (Construction). An assessment of the climate impact from the carbon associated with these materials is included in Chapter 8 (Climate). Table

19.11 provides a conservative estimate of the quantities of the major materials required to complete the Construction Phase of the Proposed Scheme.

Table 19.11: Conservative Quantity Estimates of Major Construction Materials Required by the Proposed Scheme

| Material | Estimated Quantity |
|-------------------|--------------------|
| Asphalt | 22,600 tonnes |
| Granular Material | 45,400 tonnes |
| Concrete | 35,300 tonnes |
| Precast Concrete | 1,600 tonnes |
| Structural Steel | 550 tonnes |

The quantities of material listed in Table 19.11 represents a very small proportion of the Irish quantities manufactured per year as outlined in Section 19.3.2. The estimated quantity of concrete required represents less than one percent of the total quantity produced in Ireland per annum. Similarly, assuming the aggregate composition of asphalt is 90-95% and concrete is 60-80%, the estimated total aggregate quantity required by the Proposed Scheme represents less than one percent of the total aggregate quantity produced in Ireland per annum.

Importation of material to the Proposed Scheme site will be carried out throughout the Construction Phase, with different materials being required at different times. The main direct impacts associated with the importation of construction materials arises from the gathering / manufacture of the materials, as well as the fact that once the materials are used within the Proposed Scheme, they are no longer available for other uses. There will also be impacts associated with the importation of materials through the requirement of heavy goods vehicles (HGVs) for the delivery of the material and the use of materials. Impacts are covered in more detail in Chapter 6 (Traffic & Transport), Chapter 7 (Air Quality), Chapter 8 (Climate) and Chapter 9 (Noise & Vibration) where relevant.

As the materials required for the Construction Phase of the Proposed Scheme are generally readily available, the sensitivity of the material will be Low. As the quantities of the materials required constitute less than one percent of the quantities produced per annum in Ireland, the magnitude of the impact will be Negligible. Therefore, the predicted impact associated with the imported materials will be Negative, Slight and Long-Term.

19.4.3.3 Construction Phase Impact Summary

Table 19.12 provides a summary of the predicted impacts on material assets associated with the Construction Phase of the Proposed Scheme.

Table 19.12: Summary of Potential Construction Phase Impacts

| Assessment Topic | Potential Impact |
|---|---------------------------------------|
| Major Infrastructure and Utilities | |
| Major Infrastructure | No significant impact |
| Electricity Demand | Negative, Not Significant, Short-Term |
| Electricity Interruption | Negative, Moderate, Temporary |
| Water Demand | Negative, Not Significant, Short-Term |
| Water Interruption | Negative, Moderate, Temporary |
| Wastewater Demand | Negative, Not Significant, Short-Term |
| Wastewater Interruption | Negative, Not Significant, Temporary |
| Gas Demand | No significant impact |
| Gas Interruption | Negative, Moderate, Temporary |
| Telecommunications Demand | Negative, Not Significant, Short-Term |
| Telecommunications Interruption | Negative, Moderate, Temporary |
| Imported Material | |
| Use of Imported Material | Negative, Slight, Long-Term |

19.4.4 Operational Phase

19.4.4.1 Major Infrastructure and Utilities

The main impacts on major infrastructure and utilities will be associated with the Construction Phase. However, there will be some demand on utilities by the Proposed Scheme once operational. These impacts are outlined in the following sections.

19.4.4.1.1 Major Infrastructure

Upon completion of the Construction Phase, there will be no interaction between the operation of the Proposed Scheme and the M50 motorway, Royal Canal or the two railway lines being crossed. The Proposed Scheme will have an interface with the Luas Red Line once operational at two junctions, however these junctions will be signal controlled to maintain operation of both the Proposed Scheme and the Luas. Therefore, there is no significant Operational Phase impact anticipated on major infrastructure as a result of the Proposed Scheme.

19.4.4.1.2 Electricity

Once the Proposed Scheme is operational, electricity will be required to power such elements as street lighting, junction signalling and RTP1 displays. Power for these types of equipment will be supplied via power cables which connect the equipment to an electricity supply cabinet. Power will also be required by the proposed driver welfare facility in the Blanchardstown Shopping Centre. The predicted impact on electricity demand during the Operational Phase will be Negative, Not Significant and Long-Term.

19.4.4.1.3 Water Usage

Water will be required for the welfare facilities at the proposed driver welfare facility as part of the operation of the Proposed Scheme. The facility will be connected into the local mains water supply within Blanchardstown Shopping Centre. The predicted impact on water demand during the Operational Phase will be Negative, Not Significant and Long-Term.

19.4.4.1.4 Wastewater and Surface Water Runoff

The Proposed Scheme will require a foul sewer connection during the Operational Phase. This connection will be required to manage wastewater from the proposed driver welfare facility within the Blanchardstown Shopping Centre grounds. The welfare facilities will be connected to the existing sewer infrastructure in that area. The predicted impact on foul sewer demand during the Operational Phase will be Negative, Not Significant and Long-Term.

Once the Proposed Scheme is constructed, the hardstanding surface area will be larger in some places than before construction due to the construction of wider carriageways, cycle infrastructure and footpaths. This larger surface area will result in additional surface water runoff. Drainage upgrades and SuDS measures have been included as part of the design of the Proposed Scheme to attenuate any additional run-off. There will therefore be no significant Operational Phase impacts anticipated on surface water drainage infrastructure. Impacts on water courses and water quality as a result of any potential increases in surface water run-off through existing outfalls is assessed in Chapter 13 (Water).

19.4.4.1.5 Gas

The Proposed Scheme will not require any gas connection to operate. Therefore, there is no significant Operational Phase impact anticipated on gas infrastructure as a result of the Proposed Scheme.

19.4.4.1.6 Telecommunications

Once the Proposed Scheme is operational, telecommunications links will be required for such equipment as traffic signal controllers, and for RTP1 displays at bus stops and on bus information apps. Generally this equipment will be connected to the local fibre optic cable network via ducting connected to fibre cabinets. In the case of the real time bus information, cellular communications (3G / 4G / 5G) will be provided. This type of infrastructure is already

in operation along the Proposed Scheme route. Therefore, any additional telecommunications requirements by any new infrastructure will be minimal.

Therefore, the anticipated impact on telecommunications demand during the Operational Phase will be Negative, Imperceptible and Long-Term.

19.4.4.2 Imported Material

Materials will be required during the Operational Phase for maintenance of the infrastructure. This will include repair of roadway, cycleway, and footway surfaces, as well as repair of street furniture (including bus shelters and poles), and landscaping. However, as the Proposed Scheme largely involves the upgrade and alteration of existing roadways, most of the material required for maintenance of the Proposed Scheme would have already been required for the maintenance of the existing roadways in the absence of the Proposed Scheme. The Proposed Scheme will result in an overall narrowing of the carriageway, resulting in a marginal decrease in maintenance needs over the lifetime of the Proposed Scheme when compared to the Do Nothing scenario. Therefore there will be a small reduction in material requirements for the Operational Phase.

As the materials required for the Operational Phase of the Proposed Scheme are generally readily available, the sensitivity of the material will be Low. As the quantities of the material required for maintenance will be lower than the quantities required for the Construction Phase and therefore constitute less than one percent of the quantities produced per annum in Ireland, the magnitude of the impact will be Negligible. Therefore, the predicted impact associated with the imported materials will be Neutral and Long-Term.

19.4.4.3 Operational Phase Impact Summary

Table 19.13 provides a summary of the predicted impacts on material assets associated with the Operational Phase of the Proposed Scheme.

Table 19.13: Summary of Potential Operational Phase Impacts

| Assessment Topic | Potential Impact |
|---|--------------------------------------|
| Major Infrastructure and Utilities | |
| Major Infrastructure | No significant impact |
| Electricity | Negative, Not Significant, Long-Term |
| Water Usage | Negative, Not Significant, Long-Term |
| Wastewater | Negative, Not Significant, Long-Term |
| Surface Water Runoff | No significant impact |
| Gas | No significant impact |
| Telecommunications | Negative, Imperceptible, Long-Term |
| Imported Material | |
| Use of Imported Material | Neutral, Long-Term |

19.5 Mitigation and Monitoring Measures

The following outlines the measures which will be adhered to in order to ensure that there are no significant impacts on material assets as a result of the construction and operation of the Proposed Scheme. No monitoring measures are considered to be required for material assets.

19.5.1 Construction Phase

19.5.1.1 Major Infrastructure and Utilities

The Proposed Scheme has been designed to minimise the impact on major infrastructure. This includes the avoidance of interactions with major utility infrastructure as far as practicable. Where there are interfaces with existing utility infrastructure, protection in place or diversion as necessary is proposed to prevent long-term interruption to the provision of the affected services.

All possible precautions will be taken by the appointed contractor to avoid unplanned interruptions to any services during the Construction Phase of the Proposed Scheme. This will include appropriate investigation by the appointed contractor to identify the precise location of all utility infrastructure within the working areas prior to the commencement of excavation works. Where works are required in and around known utility infrastructure, precautions will be implemented by the appointed contractor to protect the infrastructure from damage, in accordance with best practice methodologies and the requirements of the utility companies, where practicable. Protection measures during construction will include warning signs and markings indicating the location of utility infrastructure, safe digging techniques in the vicinity of known utilities, and in certain circumstances where possible, isolation of the section of infrastructure during works in the immediate vicinity.

Consultation has been undertaken with the major utility companies regarding the design, potential interfaces and measures required to protect or divert the infrastructure which is interfacing with the Proposed Scheme design. All utility companies for which diversions are proposed will continue to be consulted with NTA oversight when designing any diversions to ensure that proposed diversions conform to the utility provider's requirements, where practicable and acceptable to the NTA, and to ensure that service interruptions are kept to a minimum.

Where diversions, or modifications, are required to utility infrastructure (as listed in Section 19.4.3), service interruptions and disturbance to the surrounding residential, commercial and/or community property may be unavoidable. Where this is the case, it will be planned by the appointed contractor in consultation with each utility provider, as relevant. Required service interruptions will generally only occur for a set period of time per day (a set number of hours not exceeding eight hours where reasonably practicable), and will generally not be continuous for full days at a time. Prior notification will be given to all impacted properties. This notification will include information on when interruptions and works are scheduled to occur and the duration of such interruption. Any required works will be carefully planned by the appointed contractor to ensure that the duration of interruption is minimised in so far as is practicable.

19.5.1.2 Imported Materials

The Proposed Scheme has been designed to minimise the amount and extent of major construction works required, and therefore minimise the quantities of construction materials required. The majority of the Proposed Scheme will require minimal intervention, being comprised of lane reconfigurations, road marking layout changes, resurfacing works and construction of segregated cycle tracks.

Consideration will be given to the sustainability of material being sourced for the construction of the Proposed Scheme by the appointed contractor. In so far as is reasonably practicable, materials required for the construction of the Proposed Scheme will be sourced locally to reduce the amount of travelling required to get the material to the site. Key issues to be considered when sourcing materials for the Construction Phase will include the source, the material specification, production and transport costs, and the availability of the material. Only quarries which are included in Local Authority quarry registers will be used by the appointed contractor to source any quarried material.

Construction materials will be managed on site by the appointed contractor in such a way as to prevent over-ordering and waste. Materials will be stored in appropriate storage areas or receptacles to reduce the potential for damage requiring replacement. 'Just-In-Time' ordering principles will be implemented by the appointed contractor where practicable to reduce the potential for over-ordering.

19.5.1.3 Summary of Construction Phase Impacts After Mitigation

Due to the fact that impacts are anticipated to be minimal and mitigation measures are largely inherent in the design of the Proposed Scheme, the predicted post mitigation impacts are unchanged as summarised in Table 19.14.

Table 19.14: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation Measures

| Assessment Topic | Potential Impact (Pre-Mitigation) | Predicted Impact (Post Mitigation) |
|---|---------------------------------------|---------------------------------------|
| Major Infrastructure and Utilities | | |
| Major Infrastructure | No significant impact | No significant impact |
| Electricity Demand | Negative, Not Significant, Short-Term | Negative, Not Significant, Short-Term |

| Assessment Topic | Potential Impact (Pre-Mitigation) | Predicted Impact (Post Mitigation) |
|---------------------------------|---------------------------------------|---------------------------------------|
| Electricity Interruption | Negative, Moderate, Temporary | Negative, Moderate, Temporary |
| Water Demand | Negative, Not Significant, Short-Term | Negative, Not Significant, Short-Term |
| Water Interruption | Negative, Moderate, Temporary | Negative, Moderate, Temporary |
| Wastewater Demand | Negative, Not significant, Short-Term | Negative, Not significant, Short-Term |
| Wastewater Interruption | Negative, Not significant, Temporary | Negative, Not significant, Temporary |
| Gas Demand | No significant impact | No significant impact |
| Gas Interruption | Negative, Moderate, Temporary | Negative, Moderate, Temporary |
| Telecommunications Demand | Negative, Not Significant, Short-Term | Negative, Not Significant, Short-Term |
| Telecommunications Interruption | Negative, Moderate, Temporary | Negative, Moderate, Temporary |
| Imported Material | | |
| Use of Imported Material | Negative, Slight, Long-Term | Negative, Slight, Long-Term |

19.5.2 Operational Phase

Due to the measures which are included within the design and the fact that impacts are anticipated to be minimal, there are no specific mitigation measures necessary during the Operational Phase. The predicted post mitigation impact is therefore unchanged as summarised in Table 19.15.

Table 19.15: Summary of Predicted Operational Phase Impacts Following the Implementation of Mitigation Measures

| Assessment Topic | Potential Impact (Pre-Mitigation) | Predicted Impact (Post Mitigation) |
|---|--------------------------------------|--------------------------------------|
| Major Infrastructure and Utilities | | |
| Major Infrastructure | No significant impact | No significant impact |
| Electricity | Negative, Not Significant, Long-Term | Negative, Not Significant, Long-Term |
| Water Usage | Negative, Not Significant, Long-Term | Negative, Not Significant, Long-Term |
| Wastewater | Negative, Not Significant, Long-Term | Negative, Not Significant, Long-Term |
| Surface Water Runoff | No significant impact | No significant impact |
| Gas | No significant impact | No significant impact |
| Telecommunications | Negative, Imperceptible, Long-Term | Negative, Imperceptible, Long-Term |
| Imported Materials | | |
| Use of Imported Material | Neutral, Long-Term | Neutral, Long-Term |

19.6 Residual Impacts

19.6.1 Construction Phase

There will be no significant residual impacts on major infrastructure and utilities or as a result of imported material during the Construction Phase.

19.6.2 Operational Phase

There will be no significant residual impacts on major infrastructure and utilities or as a result of imported material during the Operational Phase.

No significant residual impacts have been identified either in the Construction or Operational Phases of the Proposed Scheme, whilst meeting the scheme objectives set out in Chapter 1 (Introduction).

19.7 References

Environmental Protection Agency (EPA) (2022). Guidelines on the Information to be Contained in Environmental Impact Assessment Reports, May 2022.

European Commission (EC) (2017). Environmental Impact Assessment of Projects - Guidance on the Preparation of the Environmental Impact Assessment Report

Institute of Environmental Management and Assessment (IEMA) (2020). IEMA Guide to: Materials and Waste in Environmental Impact Assessment - Guidance for a Proportionate Approach

Irish Concrete Federation (2019). Essential Aggregates Providing for Ireland's Needs to 2040

Directives and Legislation

Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment

Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment