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2 Development Description

2.1 Introduction

This chapter has been prepared by McCutcheon Halley Chartered Planning Consultants. It provides a detailed description of the project together with details of the existing environment. In accordance with Article 5(1)(a) of the 2011 Directive as amended by Directive 2014/52/EU the description of the proposal should comprise “...*information on the site, design, size and other relevant features of the project*”.

A description of the site and its surrounding is presented, together with the proposed design parameters. A summary of the demolition and construction phases of the development is also presented. This description sets the basis against which the specialist assessments presented in this EIAR have been undertaken.

The lead author involved in drafting was Nathan Smith of McCutcheon Halley Chartered Planning Consultants, who graduated from Oxford Brookes University with a BA Hons in Planning Studies in 1997 and a Diploma in Planning in 1998. Nathan has over 20 years professional experience in the field of planning and development consultancy, which has included providing consultancy services in respect of several major urban regeneration projects including EIA. Nathan is currently a Senior Planning Consultant in the Practice of McCutcheon Halley Chartered Planning Consultants.

2.2 Proposed Development

The development rationale is to demolish all existing structures on the site to make way for the development of the residential led scheme, including residential accommodation, amenity space and facilities, as well as a service building including a creche, café and gym. It is proposed to deliver the development in 4 no. phases and this subject application comprises, including the demolition and redevelopment of the site at phase I.

The proposed development will consist of the following phases of development:

- a) Phase 1 includes the demolition of all existing buildings, existing boundary fences, removal of existing trees, breaking up and crushing the existing hard standing area, excavation and all associated site works;
- b) Phase 2 includes the development of a basement, measuring c. 11,707 square metres to accommodate 181 car parking, 634 bicycle spaces and 16 motorbike spaces, plant rooms, bin storage, attenuation tanks and circulation;
- c) Phase 3 includes the redevelopment of the site to include:
 - i. 495 no. build to rent residential units (comprising 61 no. studio, 150 no. 1 bedroom, 178 no. 2-bedroom, and 106 no. 3 bedroom apartments), residential support facilities, amenities and services in 4 no. blocks which comprise:
 - (i) Phase 3a – Block A1 – includes 98 build to rent units (comprising 16 no. studio, 33 no. 1 bedroom, 39 no. 2 bedroom, and 10 no. 3 bedroom apartments), resident support facilities including entrance / concierge, resident services and amenities including function room, with heights proposed as 6 no. storeys (19.175m above ground level), 9 no. storeys (27.8m above ground level) and 10 no. storeys (30.745m above ground level);
 - (ii) Phase 3b – Block A1 – includes 98 build to rent units (comprising 16 no. studio, 33 no. 1 bedroom, 39 no. 2 bedroom, and 10 no. 3 bedroom apartments), resident support facilities including entrance / concierge, resident services and amenities including function room, with heights proposed as 6 no. storeys (19.175m above ground level), 9 no. storeys (27.8m above ground level) and 10 no. storeys (30.745m above ground level);

- (iii) Phase 3c – Block B – includes 173 build to rent units (comprising 18 no. studio, 38 no. 1 bedroom, 54 no. 2-bedroom, and 63 no. 3 bedroom apartments), resident support facilities including entrance / concierge, resident services and amenities including Games Room, Dining Area, Study Hub, with heights proposed as 3 no. storeys (10.4m above ground level), 4 no. storeys (13.175m above ground level), 5 no. storeys (16.1m above ground level), 6 no. storeys (19.175m above ground level) and 7 no. storeys (21.95m above ground level);
 - (iv) Phase 3d – Block C – includes 126 build to rent units (comprising 11 no. studio, 46 no. 1 bedroom, 46 no. 2-bedroom, and 23 no. 3 bedroom apartments), resident support facilities including entrance / concierge, resident services and amenities including Homework Club, Communal Work Area with heights proposed as 3 no. storeys (10.4m above ground level), 4 no. storeys (13.175m above ground level), 5 no. storeys (16.1m above ground level), 6 no. storeys (19.175m above ground level) and 7 no. storeys (21.95m above ground level);
 - ii. Ground floor car parking (215 spaces) and bicycle parking (16 spaces);
 - iii. Service building including 1 no. creche, café and gym; and
 - iv. All associated ancillary development works including drainage, 4 no. electricity substations, access and roads within the site, pavements, new boundary walls, fencing, public open space, communal amenity space, tree planting, vehicle and pedestrian access and all associated site works.
- d) Phase 4 - Highway and pedestrian improvements including:
- i. Upgrading of the site and signals at the junction of Coolock Drive and Oscar Traynor Road;
 - ii. Provision of a signalised pedestrian crossing to the south of the site entrance on Coolock Drive; and
 - iii. Provision of a signalised pedestrian crossing at the proposed pedestrian entrance to the park off Greencastle Road.



FIGURE 2.1 PROPOSED SITE LAYOUT WITH LANDSCAPING

2.2.1 Principle Development Parameters

The principle development statistics of the proposal are as shown below:

Development Statistic	Proposed Development
No. of Build to Rent Apartments	<ul style="list-style-type: none"> • 495 no. as follows: <ul style="list-style-type: none"> ○ 61 no. studio ○ 150 no. 1 bed ○ 178no. 2 bed ○ 106 no. 3 bed
Site Area	Red Line: 3.86 ha. Net site area: 3.61 ha.
Gross Demolition Area	8,824 sq.m
Number of Residential Units	495no.
Plot Ratio	1.8
Site Coverage	42%
Building Height	3 – 10 storeys
Aspect	65% dual aspect
Public Open Space	15,660 sq.m

TABLE 2.1 DEVELOPMENT STATISTICS

2.2.1.1 Residential

The proposed development will comprise a mix of studio, one, two and three bed apartments located in 4 no. blocks ranging from 4 to 10 storeys in height. A total of 495 no. apartments will be provided with 61no. studios (c 12%), 150 no. 1 beds (c. 30%), 178 no. 2 beds (c. 36%) and 106 no. 3 beds (c.21%). A range of resident's amenity spaces will be provided which will contribute to the quality of residential accommodation proposed whilst also serving to activate the streetscape and public realm.

2.2.1.2 Service Building

A service building is proposed at the entrance of the proposed site, comprising a creche of c. 357 sqm will be located within the building in the first and second floors and will cater for approximately 80 children. This facility will be designed and fitted out to best practice standards with a dedicated area of private open space for the use of staff and children. In addition, the service building also includes a café (34 sq.m) and gym of 412 sq.m at the ground floor.

2.2.1.3 Open Space and Landscaping

The proposal is led by a strong landscaping rationale based on the provision of green infrastructure and sustainability. High quality street trees and planting will contribute to a sense of place whilst semi-private courtyards within the blocks will provide active and passive recreational opportunities for residents. A range of intensive and extensive green roofs are provided throughout the scheme which will act as a visual amenity in addition to contributing to the surface water drainage system of the scheme.

2.2.1.4 Access and Layout

It is proposed to retain the existing vehicular access arrangements at the site, this will result in a staggered T-junction with Adare Road. The vehicular access / egress will be formalised by the introduction of Stop signs and line to ensure that vehicles approach to a stop and perform the necessary checks for an acceptable gap in traffic before completing their movement to join Coolock Drive, in accordance with DMURS recommendations. It is proposed to provide dropped kerbing with tactile paving for pedestrians to cross the new accesses.

A secondary access has also been included within the southwestern corner of the site. The access will be predominately for pedestrians and cyclists accessing the site and will be prohibited to vehicular movements with the exception of emergency access.

2.2.1.5 Car and Cycle Parking

A total of 396 no. car parking spaces are proposed to serve the development at ground and basement level. As part of the overall car parking strategy it is proposed to allocate residential car parking spaces for all the 2 and 3 bedroom units, which can be summarised as follows:

- 1 space per 3 bed units (106 units);
- 1 space per 2 bed units (178 units).

Therefore 284 spaces will be allocated for the 2 and 3 bedroom units. The remaining 107 no. residential car parking spaces will be allocated to 107 no. of the 150 no. 1-bedroom units. Consequently 43 no. 1-bedroom units will not have a parking space, and no car parking will be allocated to the studio apartments.

A total of 650 bicycle parking spaces are proposed to serve the development, with 634 proposed in the basement and 16no. at the ground floor. It is considered that the proposed bicycle parking is appropriate, given the location of the site and existing public transport provision serving this site.

A full overview of the rationale for car and cycle parking is provided with the accompanying documents provided by Aecom..

2.2.1.6 Pedestrian and Highway Improvement

The following works are proposed as part of the overall planning application:

- Upgrading of the site and signals at the junction of Coolock Drive and Oscar Traynor Road;
- Provision of a signalised pedestrian crossing to the south of the site entrance on Coolock Drive; and
- Provision of a signalised pedestrian crossing at the proposed pedestrian entrance to the park off Greencastle Road.

The details of the proposed works have been subject to consultation with Dublin City Council

2.2.1.7 Energy Strategy

The design intent is to follow the requirements of the E.P.B.D. (Energy Performance of Buildings Directive), Building Regulations Technical Guidance Document (TGD) Part L and the Dublin City Development Plan 2016-2022 which are the current drivers for sustainable building design in Ireland.

The building services design strategy for the proposed development utilises as many sustainable design options and energy efficient systems that are technically, environmentally and economically viable for the project to achieve a low energy and environmentally friendly development, while also providing suitable dwellings to meet current market demands.

Air source heat pumps will be utilised to provide heating to the apartments, this will reduce greenhouse gas emissions associated with conventional fossil fuel heating systems.

The design intent is to provide ventilation to the apartments via high efficiency Mechanical Ventilation with Heat Recovery (MVHR) units. These units will provide a filtered and balanced supply of fresh air. Additionally, all apartments will have openable windows therefore natural ventilation will also be possible.

2.3 The Application Area

The total site area (i.e. the land included in the planning application red line boundary) is located at Coolock Drive, Coolock, Dublin, and comprises c. 3.86 hectares. The application site is split into two parts, namely the Former Chivers Factory site and land beyond this within the ownership of Dublin City Council.



FIGURE 2.2 SITE LOCATION

2.3.1 Proposed Residential Development Area

The part of the site (i.e. 3.61 hectares) which is proposed for the residential development and support amenities is located within a predominantly residential area, with two storey housing to the west and north. The closest housing to the site is located on the opposite side of Coolock Drive to the west, c.28m from the site boundary.

To the south is a golf course, as well as an Aldi food store, which lies within a mixed-use retail site. To the east is a range of industrial units which form part of the Cadburys factory site. To the north east lies predominantly industrial buildings.



FIGURE 2.3 SITE CONTEXT

The site is accessed from Coolock Drive and is bound by a palisade fence on all its borders, with sporadically located mature trees and shrubs along its northern, western and southern boundaries. Greencastle Road runs from east to west in parallel with the northern boundary, whilst Coolock Drive runs north to south, parallel with the sites western boundary. The site comprises the former Chivers Factory buildings and a chimney stack (see Figure's 2.4 and 2.5).



FIGURE 2.4 VIEW OF THE EXTERIOR OF THE EXISTING BUILDINGS WITHIN THE SITE



FIGURE 2.5 VIEW OF THE INTERIOR OF THE EXISTING BUILDINGS WITHIN THE SITE

Figure 2.6 shows areas of hard standing and the northern part which comprises open space, scrub and the River Santry, which flows from west to east through the site.



FIGURE 2.6 VIEW OF OPEN SPACE AND RIVER SANTRY ACROSS THE NORTHERN PART OF THE SITE

Topographically, the site is broadly level on the areas occupied by the buildings and hard standing areas, whilst the levels in the open space area to the north fluctuate.

2.3.2 Proposed Highway Improvements / Pedestrian Improvements

This part of the application site measures c. 0.25 hectares, which is in two distinct areas. The first comprises lands at Greencastle Road and Coolock Drive that includes the existing public highway and footpath, located immediately adjacent to the Former Chivers Factory site. This is included for pedestrian improvements, which form part of this planning application.

A further area is located c. 220m to the south of the proposed residential / local pedestrian improvements area. The land currently comprises the existing Oscar Traynor Road / Coolock Drive Road, as well as the connecting junction area.

2.3.3 Wider Context

The site (and specifically the former Chivers factory site) is located in close proximity to a range of existing amenities and public transport, which provides links to Dublin City Centre and other key locations. An overview of the proximity of the amenities is shown below, and more detail is contained in the Social Infrastructure Audit (SIA) and Traffic and Transport Assessment (TTA) which accompany this SHD planning application.

2.3.4 Facilities

The SIA identified 208 No. Community Facilities within 2km of the development site. These developments were broken down into categories and are outlined below. A list of the facilities and services is included in Appendix 1 of the SIA.

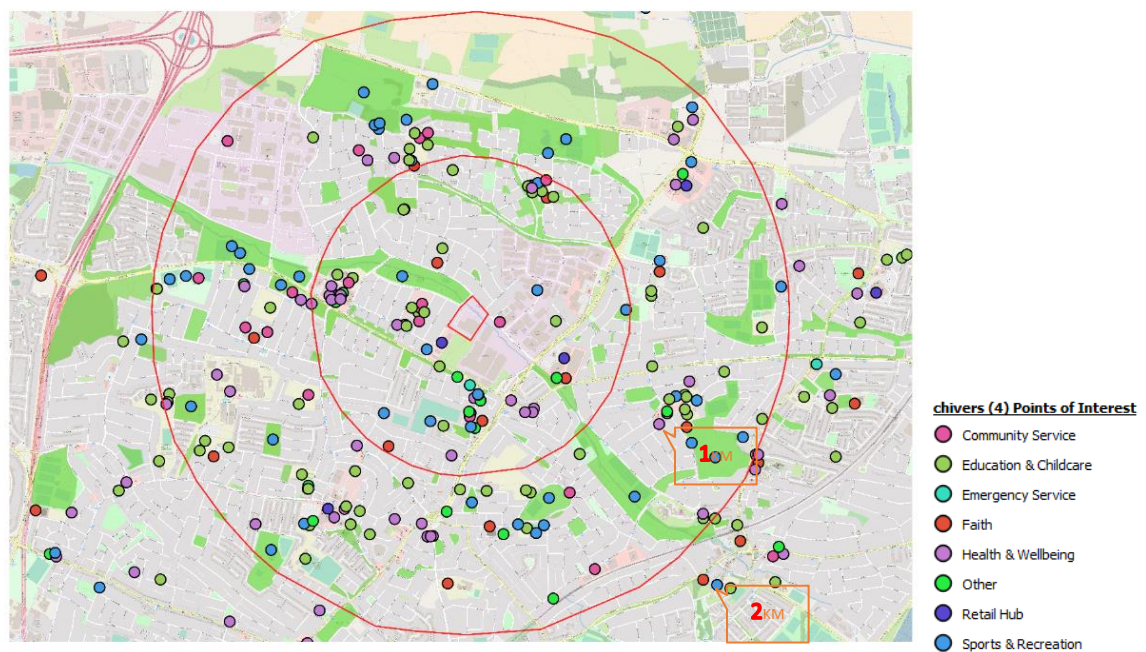


FIGURE 2.7 FACILITIES WITHIN 2KM OF THE DEVELOPMENT SITE (SOURCE: SIA BY MHP)

2.3.5 Public Transport

Figure 2.8 provides an overview of the available bus infrastructure within a 1km walking catchment of the site.



FIGURE 2.8 BUS TRANSPORT ACCESSIBILITY (SOURCE: TRAFFIC AND TRANSPORTATION ASSESSMENT (TTA) BY AECOM)

2.4 Construction Activities & Phasing

A five-year planning permission is being sought from An Bord Pleanála. This will lead to a construction period of not greater than 3 years, including demolition works. A determination on the application is expected from An Bord Pleanála in Q3 2019.

It is expected that demolition work on site will commence Q3/4 2019 subject to permission and the discharge of any pre-commencement planning conditions. The demolition contract is estimated to be complete within 8 months.

The construction works will commence in Q1 2020 with the projected completion of the buildings by Q2 2022.

Following the demolition of existing buildings, and construction of the basement, It is envisaged that the construction of the blocks will start on the north western extremity of the site and work towards the east side of the site, then south and then west over 4 no. stages. This will allow unimpeded access to the works and minimise the opportunity for cross overs of new construction and conflict of working area requirements.

2.4.1 Construction Hours

This plan will include the permitted site operation hours which are expected to be 07:00-19:00 on weekdays and 09:00-13:00 on Saturdays with no works on Sundays or bank/public holidays in accordance with the Environmental Noise regulations 2006 and subject to final agreement with DCC.

In exceptional instances where works are required outside of these hours, bespoke agreement will be sought from DCC prior to any works taking place. The appointed contractor will be required to prepare and adhere to a *Site Environmental Policy Plan* and any employed subcontractors will be required to buy into this document. Unscheduled deliveries will not be allowed access.

2.4.2 Pedestrian Access

Pedestrian access will be strictly controlled. Only Safepass accredited personnel will be permitted on site and daily in-out attendance records will be maintained. Safe pedestrian access points will be provided based on the stage of works and layout of the construction site.

2.4.3 Vehicular Access

Construction traffic will access the site via the existing access off Coolock Drive so as to minimise disruption on other routes as illustrated below. The routing will be strictly managed and controlled, and details will be incorporated into the traffic management plan.

2.4.4 On Site Parking

On-site parking provision will be minimised to ensure travel by car is not encouraged while simultaneously being aware of the need to facilitate vehicle travel due to the nature of the work and seeking to avoid any potential overspill parking into the local area. Adequate numbers of cycle parking will be provided for site personnel and personnel will be encouraged to use public transport which is widely available in the surrounding area. A limited number of spaces will be provided for visitors.

2.4.5 Construction Personnel

Based on a construction contract value of €100 million over a 150-week construction period, it is estimated that 30,000-man weeks of onsite labour will be required for the project. Based on industry standard figures it is likely that a peak of 300 construction personnel will be on site on a daily basis.

2.4.6 Construction Vehicle Numbers

Based again on a construction contract value of €100 million over a 150-week construction period, it is estimated that maximum construction vehicle flows will be of the order of 84 no. two way HGV movements and 20 no. two way standard vehicle movements spread across the course of the day, which is considerably less than the traffic expected to be generated by the operational stage of development.

2.4.7 Traffic Management Plan

It is noted that a traffic management plan will be developed for the scheme. All works on the public road will be carried out in accordance with the “Guidelines for Managing Openings in the Public Road” published by the Department of Transport (2017).

2.4.8 Construction Waste

There are two main types of construction waste – Hazardous and Non-hazardous. Non-hazardous wastes typically generated at construction sites include;

- Timber Waste
- Scrap Metal
- Plastic
- Paper / Cardboard
- Canteen Waste
- Litter

Hazardous Wastes are defined as wastes which can have a harmful effect to the environment and human health.

Non-hazardous wastes typically generated at construction sites include;

- Timber Waste
- Scrap Metal
- Plastic
- Paper / Cardboard
- Canteen Waste
- Litter

The hazardous wastes that may be experienced at a development of this nature are as follows:

- Adhesives and Sealants
- Asbestos
- Aerosols
- Batteries
- Chemicals
- Cleaning Products
- Oil (Contaminated absorbent Material or debris)
- Paints and Thinner
- Fuels, (hydrocarbons such as diesel)

The scheme will result in waste generation from the following activities;

- Demolition of the existing buildings
- Removal of the existing boundaries
- Removal of the existing hard standing areas
- Removal of soil to make way for construction
- Removal of Concrete foundations and similar
- Removal of existing landscaping

Emphasis has been put on the reuse and recycling throughout the design, construction and operational phases and a whole life cycle approach to the selection of materials used in the building with specific regard to the impact on the carbon footprint. Over 90% of the refuse on site and demolition material will be recycled. If materials can be reused on site, they will.

2.5 Mitigation and Monitoring

The appointed contractor will be required to prepare a Construction Management Plan in advance of works commencing on site. This will incorporate all mitigation measures proposed within this EIAR for the protection of the environment and human health. Relevant conditions of planning will also be included within the plan.

Monitoring will be undertaken during the demolition and construction phase in line with the recommendations contained within Volume II of the EIAR.

2.5.1 Air Quality

Appropriate Air Quality and Dust monitoring will be carried out and records will be kept of all such monitoring. Construction and demolition works will be carried out in such a way as to limit the emissions to air of pollutants (particularly dust and fine particles (PM10)), employing Best Practicable Means.

2.5.2 Construction Noise and Vibration

Noise monitoring will be carried out in accordance with Safety, Health and Welfare at Work (Construction) Regulations 2006 – 2012 Safety, Health and Welfare at Work Act 2005, BS 6187:2011 - Code of Practice for Full & Partial Demolition, BS 5228:2009 Code of Practice for Noise & Vibration Control on Construction & Open Sites.

Vibration monitoring will be carried out in accordance with BS 5228-1, 2009, Code of Practice for Noise & Vibration Control on Construction & Open Sites.

2.6 General Safety and Health Considerations

Health & Safety issues will be the primary concern for the appointed Contractors. This will apply in respect of persons working on the site and in respect of passing pedestrians, motorists or other transport carriers. In this regard the highest possible care will be taken in providing a detailed Construction Stage Health and Safety Plan in advance of works commencing on site.

It is intended to operate a Health, Safety & Environmental Management System in line with ISO 18001 & ISO 14001. This Management System translates the company policy into processes to ensure safety, health and environmental responsibilities and performance can be monitored, reported and improved.

A suitably qualified and competent Project Supervisor Design Process (PSDP) has been appointed and a suitably qualified and competent Project Supervisor Construction Stage (PSCS) will be appointed in line with those requirements laid down in the Safety, Health and Welfare at Work Construction Regulations 2013.