

3 DESCRIPTION OF PROPOSED DEVELOPMENT

3.1 Introduction

This chapter of the EIAR provides a Description of the Proposed Development which will be assessed as part of the EIA process.

The Description of Development provides details of this project which requires planning consent. It includes a description of the location of the project and its physical and environmental characteristics. The description of development as set out in this chapter is also set out in the following chapters prepared by consultants specialising in the environmental topics subject of the chapters.

In line with the EIA Directive a description of the application site, design, size and scale of development are also discussed within this Chapter. Consideration is also given to all relevant phases of development from construction through to operation. This chapter provides a broader summary description of the proposed development that is subject of this EIAR. The environmental impacts of the proposed development are then examined for each of the prescribed environmental topics discussed in turn under Chapters 5 – 18. A summary of the proposed mitigation measures are set out in Chapter 19: Summary of Mitigation Measures. The residual impacts of the proposed development are summarised under Chapter 20: Summary of Residual Impacts.

This Chapter of the EIAR has been prepared by Stephen Little & Associates Chartered Town Planners & Development Consultants. The Description of Development in Section 3.7 should be read in conjunction with the plans and particulars submitted with the SHD Planning Application.

3.2 Site Context & Location

The residential site is located in an area identified for development under the Woodbrook – Shanganagh Local Aare Plan 2017 – 2023; the ‘Woodbrook’ lands. There is also an area east of the existing DART line that lies outside of the LAP boundary which forms part of the application site. This area is proposed for a golf course use. The relationship between the residential development and the new golf holes being proposed are explained later in this part of the EIAR.

The Woodbrook lands are situated between two major public transport arteries; the existing DART railway line to the east, that will include a future station on the overall Woodbrook lands and the Old Dublin Road (R119) and M11 motorway to the west. The lands in question are separated from the DART line by lands currently forming part of the adjoining Woodbrook Golf Course. The overall Woodbrook lands measuring c. 21 Ha are located c. 1.5km south of Shankill Village centre and c. 1.5km north of Bray town centre.

The site consists of lands generally bounded by the Old Dublin Road (R119) to the west, Shanganagh Public Park and Shanganagh Cemetery to the north, Woodbrook Golf Course to the east and Corke Lodge and woodlands to the south.

As such, the Woodbrook lands are considered to represent a distinct ‘parcel’ of zoned land surrounded by a green belt area with existing access routes (both road and DART) generally running along its western and eastern boundaries.

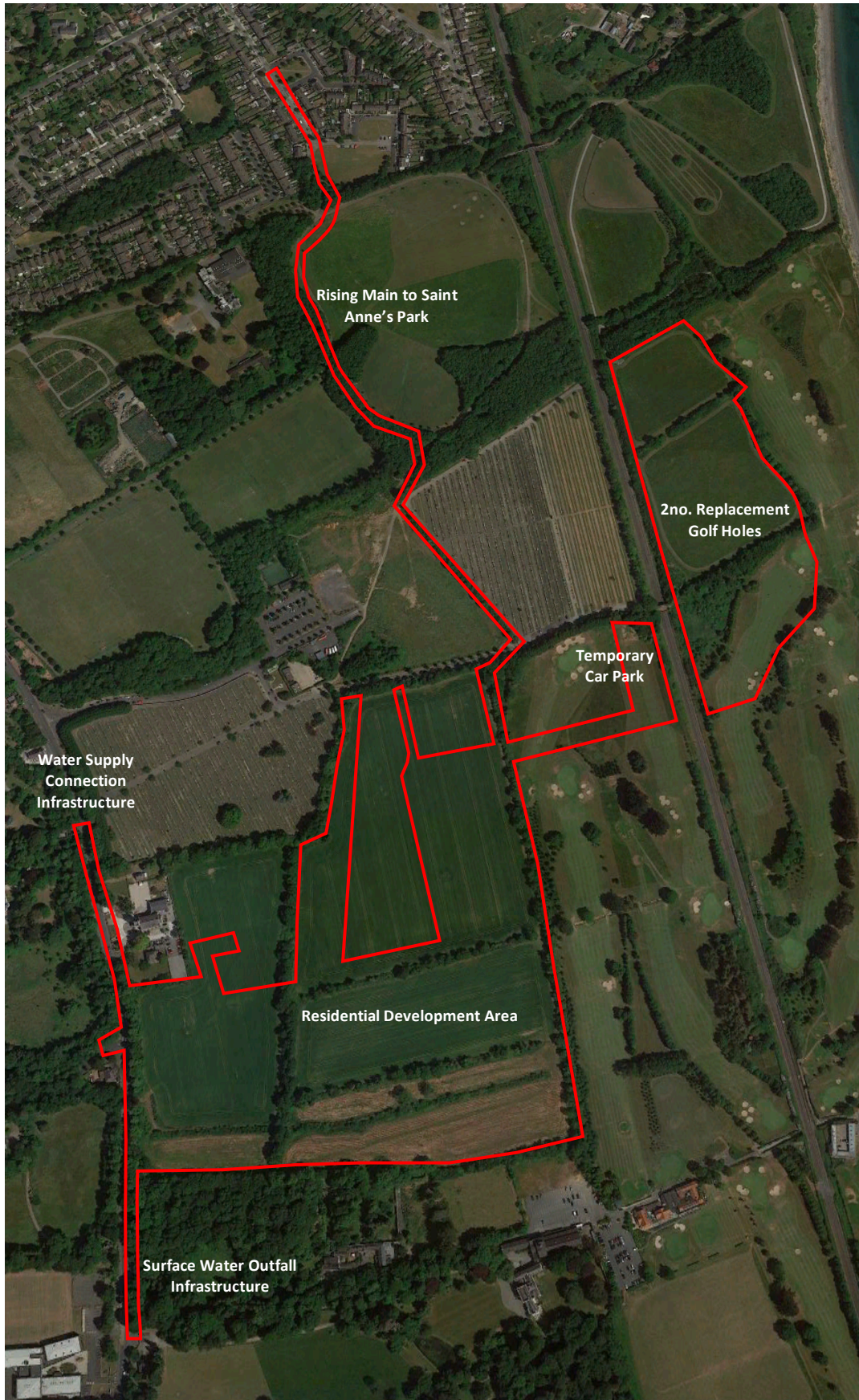


Figure 3.1: Extract from Google Earth showing the subject site outlined indicatively in red (Overlay by SLA). Please refer to the Site Location Plan prepared by O’Mahony Pike Architects for the definitive red line boundary of the subject site.

Part of the development will also comprise the laying of water services through Shanganagh Park; also part of the LAP lands and which connect to existing services in the public domain at St. Anne's Park. These services will cater for the developments planned by the Prospective Applicant at Woodbrook, and also the planned developments by the Local Authority at Shanganagh, to the north; both of which are covered by the same LAP.

The Woodbrook lands are gently undulating, with more significant changes in levels in isolated locations, and is generally sub-divided by existing field boundaries which consist primarily of hedgerows. The site boundaries also contain mature tree lines and hedgerow. The site slopes generally downwards from north to south. An existing drainage ditch runs adjacent to the boundary with Shanganagh Cemetery south towards the southern boundary in which surface water from adjacent fields flows south. A crematorium has recently been approved on lands to the north of Woodbrook, within the Shanganagh Cemetery lands.

The lands on the east side of the DART line are currently controlled by Dun Laoghaire-Rathdown County Council. These lands are bounded by the existing Woodbrook Golf Course to the east and south and by Shanganagh Park to the north. In order to 'tie in' to the existing golf course, a small portion of the Woodbrook Golf Club lands are included in the application site also.

In addition, there are connections required for environmental services along the Old Dublin Road to the north and south of the Woodbrook lands. As a result, part of the public road on the Old Dublin Road also forms part of the application site.

3.3 Existing & Planned Uses

The lands proposed for residential development are currently utilised for agricultural purposes, as tillage land.

Land in the north-east of Woodbrook where it is proposed to provide a length of Woodbrook Avenue is currently in use as a golf course and forms part of Woodbrook Golf Club.

Lands to the north across which a strategic water services connection for the LAP is proposed forms part of Shanganagh Park and an existing residential neighbourhood at St. Anne's Park.

Lands to the east of the DART line on which it is proposed to provide two new golf holes for Woodbrook Golf Club have been the subject of a transfer arrangement between the Local Authority and the Applicant. These lands are outside the zoned area of Shanganagh Park and are outside of the LAP boundary also. Part of the application site in this immediate area also includes part of the existing Woodbrook Golf Course in order to facilitate the incorporation of the new holes in to the wider course.

Lands generally to the south and east of the overall Local Area Plan area are intended to provide the first phase of residential uses in line with the LAP, together with amenities for residents of those properties in the form of a creche and a variety of public open space areas.

The full extent of the central Green Axis and eastern linear park will be included as part of this Phase 1 Planning Application, with interim landscaping works proposed to a significant northern extent of the Green Axis, in order to provide early linkages north to Shanganagh Park.

Dun Laoghaire-Rathdown County Council (DLRCC) are in the process of devising a Masterplan for Shanganagh Park and discussions with the Parks Department to date regarding the interface and connections between the development now proposed at that emerging Park Masterplan have taken place so as to ensure successful and permeable connections between Woodbrook and Shanganagh Park.

3.4 General Description of Proposed Development

The proposed development subject of this Strategic Housing Development (SHD) Planning Application will generally comprise: -

- 685no. residential units (207no. houses, 48no. duplex and 430no. apartments) in buildings ranging from 2 to 8-storeys.
- 1no. childcare facilities (c. 429 sq. m gross floor area).
- Provision of Woodbrook Distributor Road / Woodbrook Avenue from the Old Dublin Road (R119) to the future Woodbrook DART Station, including the provision of a temporary surface car park (164no. parking spaces including set down areas and ancillary bicycle parking and storage) adjacent the future Woodbrook DART Station in northeast of site.
- Provision of a series of linear parks and green links (Coastal Park and Corridor Park), including 2no. pedestrian / cycle links to Shanganagh Public Park and provision of interim landscaping of future public plaza to serve future Local Centre to allow full north / south connection, supplemented by smaller pocket parks.
- Provision of SuDS infrastructure and connection to existing surface water culvert on Old Dublin Road (R119).
- Provision of waste water infrastructure (pumping station including 24 hour emergency storage and rising foul main through Shanganagh Public Park to tie-in to existing services at St. Anne's Park Residential Estate).
- 2no. replacement golf holes on eastern side of railway line.
- All associated and ancillary site development and infrastructural works, hard and soft landscaping and boundary treatment works.

All on a total site area of approximately 21.9 Ha.

Section 3.7 (below) provides a further detailed description of the characteristics of the Proposed Development.

3.5 Statutory Planning Context

The subject lands are subject to national, regional, sub-regional, county and local planning policy. The following outlines high level planning policy of relevance to the future development of the subject lands. This section will not address the detailed policies and objectives contained in the various plans which are relevant to the proposed residential development at Woodbrook, Shankill, Co. Dublin, as these are addressed in a separately in the Planning Report & Statement of Consistency prepared by Stephen Little & Associates, Town Planners & Development Consultants which accompanies the SHD Planning Application.

3.5.1 National Planning Framework – Ireland 2040

The National Planning Framework (NPF) marks a shift away from allowing urban sprawl, to a more urban public transport focussed development that will deliver a far more dense compact urban form. This is intended to provide for significantly reduced commuting times and lead to a greater quality of life for residents / worker over time.

The population of Dublin City and Suburbs in 2016 was 1,173,000. The sustainable target population identified for Dublin City and Suburbs in 2040 is 1,437,000 – an additional 264,000 people. To accommodate this expansion in population, there will need to be a corresponding increase in the number of homes provided.

The NPF also highlights that this will also require significant greenfield development, on sites that can be integrated with the existing built up area of the city and serviced by high capacity public transport.

The NPF sets high level planning objectives for Dublin in order to meet the national objectives. On particular importance to the lands in question, is: -

- Progressing the sustainable development of new greenfield areas for housing, especially those on public transport corridors, such as Adamstown, Cherrywood, Clonburris and Clongriffin.
- Delivering the key rail projects set out in the Transport Strategy for the Greater Dublin Area including Metro Link, DART expansion and the LUAS green line link to Metro Link.

The emphasis within the NPF with regard future development relates to managing the sustainable growth of compact cities, towns and villages to achieve effective density and consolidation supported by effective public transport infrastructure.

The NPF also sets out a number of National Policy Objectives (NPO) that seek to ensure that the overriding intent of the NPF is delivered. In the context of this proposal, it is considered that the following particular NPOs are worthy of mention: -

National Policy Objective 2a

“A target of half 50% of future population and employment growth will be focused in the existing five Cities and their suburbs.”

National Policy Objective 3b

“Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford within their existing built-up footprints.”

National Policy Objective 11

“In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.”

National Policy Objective 27

“Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages.”

National Policy Objective 33

“Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.”

The proposed development is strategically located on residentially zoned greenfield lands. The site is serviceable and well connected to the road network. The site has been identified as a prime location for future residential development at a sustainably high density. A future train station is proposed in the northeast of the application site on the existing line between Dublin and Bray and a BusConnects corridor is proposed along the Old Dublin Road (R119) to the west of the site. This will result in the site being within a 10 minute walk of high frequency public transport.

The proposed scheme features a variety of dwelling types designed to a high standard, and with easy access to a wide range of amenities of which future residents can avail including Shanganagh Public Park located directly to the north of the application site. It is submitted to the Board that the proposed development is wholly compliant with the policies of the National Planning Framework.

3.5.2 Eastern and Midlands Regional Spatial & Economic Strategy

The Regional Spatial and Economic Strategy (RSES) for the East and Midlands (including the Dublin Metropolitan Area Strategic Plan – MASP) was adopted on 3 May 2019 Eastern & Midlands Regional Assembly. The RSES for the East and Midlands came into effect on 28 June 2019. This provides regional level strategic planning policy for the eastern and midland region, and Dublin, in line with the NPF. Dublin comprises Dublin City and Metropolitan Area.

The RSES contains the following elements: -

- Spatial Strategy – to manage future growth and ensure the creation of healthy and attractive places to live, work, study, visit and invest in.
- Economic Strategy – that builds on the region’s strengths to sustain a strong economy and support the creation of quality jobs that ensure a good living standard for all.
- Metropolitan Plan – to ensure a supply of strategic development areas for the sustainable growth and continued success and competitiveness of the Dublin metropolitan area.
- Investment Framework – to prioritise the delivery of key enabling infrastructure and services by government and state agencies.
- Climate Action Strategy – to accelerate climate action, ensure a clean and healthy environment and to promote sustainable transport and strategic green infrastructure.

The proposed scheme is representative of plan-led development, that delivers significant additional housing in a range of house types. The development provides high density, compact development on residentially zoned land which will benefit from future rail and bus connectivity to ensure that a sustainable community is created.

3.5.2.1 Dublin Metropolitan Area Plan (MASP)

As part of the RSES, the Regional Assembly have prepared a MASP for Dublin which sets the planning strategy for the City and its Metropolitan Area (including Adamstown) for the next 12 years in order to achieve the objectives of the NPF for this area. The MASP identifies strategic residential and employment corridors *“to create sustainable compact communities with improved housing choice, access to social and economic opportunities, enhanced services and amenities for a resident population of some 1.65m people in the metropolitan area by 2031.”* The population of the area in 2016 was approximately 1.4m people.

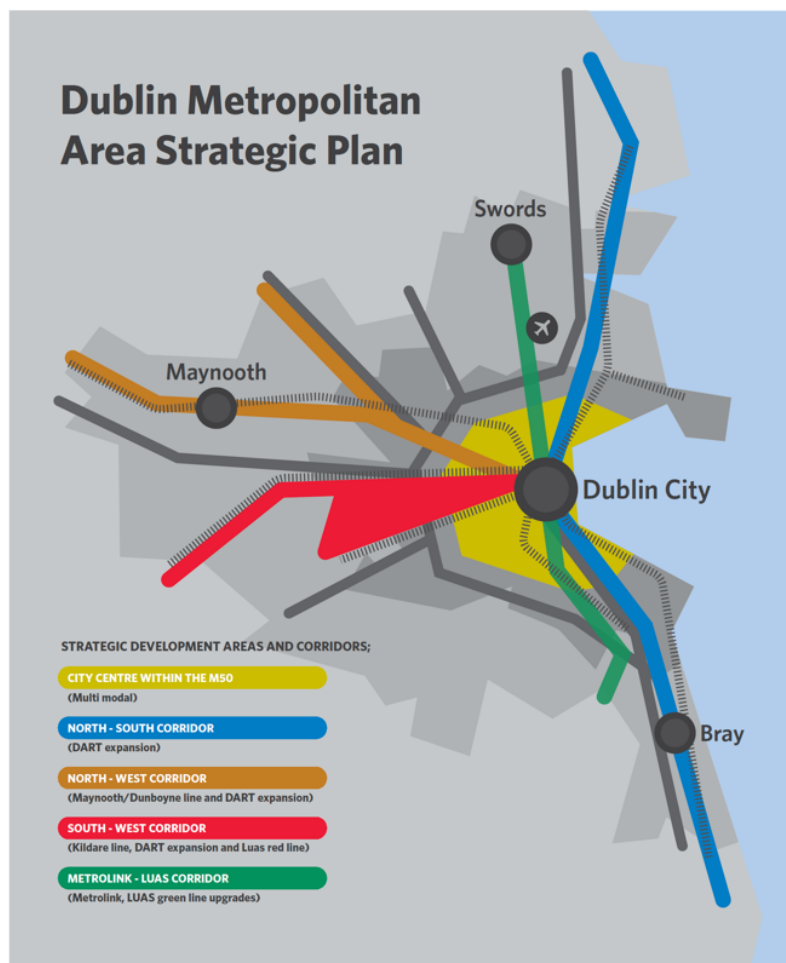


Figure 3.2: Extract from RSES outlining the strategic development areas and corridors as part of the Dublin Metropolitan Area.

The lands in question are located along the designated strategic development area of the '**North-South Corridor (DART Expansion)**' centred around the presence of the DART. In terms of that strategic development area, the MASP states as follows:-

"North – South Corridor (DART expansion)

*The DART Expansion Programme, to be delivered by 2027 will increase capacity on the northern commuter line and support ongoing large-scale urban expansion of the North Fringe lands and Donabate. On the south-eastern commuter line capacity is unlocked by a **new station at Woodbrook - Shanganagh**, with the consolidation and westward expansion of Bray to Fassaroe and Old Conna linked to improved public transport connections."*

3.5.3 Dun Laoghaire Rathdown County Development Plan 2016 – 2022

The Core Strategy of the Dun Laoghaire-Rathdown County Development Plan 2016 – 2022 (hereafter the Development Plan) sets out that the Woodbrook – Shanganagh Local Area Plan is one of the primary growth nodes from which a significant portion of the supply of residential units will derive up to the 2022 horizon – and potentially beyond.



Figure 3.3: Extract from 2016 – 2022 Development Plan - Core Strategy Map (SLA Overlay).

The proposal includes the development of 685no. residential units. The proposal will amount to approximately 30% of the units allocated for Woodbrook under the Woodbrook – Shanganagh LAP which is consistent with the provisions of the Core Strategy within the Development Plan.

The proposed development supports the appropriate growth of Dun Laoghaire-Rathdown County by ensuring that development takes place on residentially zoned land within Woodbrook – Shanganagh, which is a ‘Future Development Area’.

Land Use Zoning

Under the Dun Laoghaire-Rathdown County Development Plan 2016 – 2022 (hereafter the Development Plan) the subject site has primarily been zoned Objective A1, the objective of which is: -

“To provide for new residential communities in accordance with approved local area plans.”

This relates to the lands on which residential development is being proposed.

The area in which the proposed foul water rising main will be run is zoned Objective F, the objective of which is: -

“To preserve and provide for open space with ancillary active recreational facilities.”

The area in which the proposed 2no. replacement golf holes are proposed is zoned Objective GB, the objective of which is: -

“To protect and enhance the open nature of lands between urban areas.”

The area in which the proposed 2no. replacement golf holes is adjacent a map based objective, the objective of which is: -

“Proposed Sutton to Sandycove Walkway / Cycleway as a component part of the National East Coast Trail Cycle Route.”

Under the Objective A1 zoning ‘Residential’ use is ‘Permitted in Principle’. The residential use proposed is fully compliant with the over-arching zoning objective for the subject lands.

With regard the drainage works which are required located to the north of the residential site these works are not defined as a permitted use under Objective F but are ancillary to the residential development. The works require the laying of underground drainage which will not compromise the open space / recreational uses above ground. This can be considered acceptable in terms of land-use zoning.

With regard the proposed 2no. replacement golf holes, these are proposed on lands zoned Objective GB. The proposal includes the provision of golf holes and associated landscaping which can be considered an appropriate use (i.e. open space) in terms of land-use zoning.

Under a separate Section 183 Agreement, the transfer of the lands required for these 2no. golf holes to the Applicant has been approved by the Council. In agreeing the disposal of these lands, the Council retained a 30ft (approx. 10m) wide corridor to ensure that the delivery of the East Coast Trail cycle route was not prejudiced.

The map-based objective (Specific Local Objectives 127) to provide for the East Coast Trail will not be impacted upon as a dedicated corridor of land will remain available for DLRC to provide the amenity in the future.

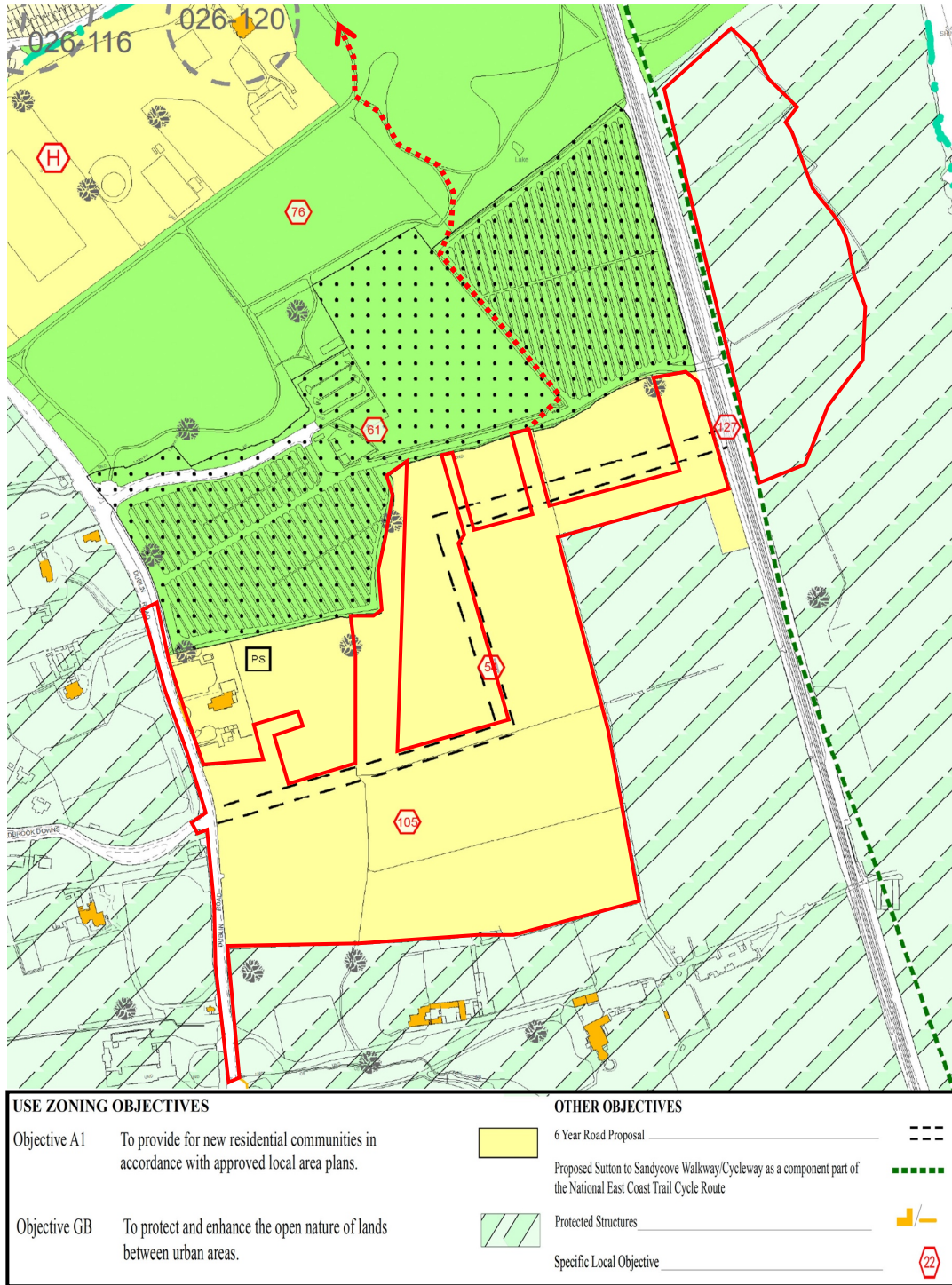


Figure 3.4: Extract from 2016 – 2022 Development Plan Map 14 with approximate site location shown indicatively in red including the indicative route of the rising main to the north of the residential site and the area proposed for the 2no. replacement golf holes to the east of the rail line (SLA Overlay).

A number of other Specific Local Objectives (SLO) apply to the site and immediate vicinity, they are as set out as follows: -

SLO 105 seeks to: -

"To investigate, in consultation with the Department of Education and Science, the reservation of a single site for a Post-Primary School to serve the growth nodes of Woodbrook/Old Connaught areas.

Note: *The locations of SLO symbol 105 on Map 14 are notional only and not a geographic identification of specific sites."*

We note that the location of SLO symbol 105 on Map 14 of the Development Plan are notional only and not a geographic identification of specific sites. A Post-Primary school is to be developed at Old Connaught. This SLO does not relate to the Woodbrook lands.

SLO 54 seeks to: -

"To implement and develop the Woodbrook and Shanganagh area in accordance with the Woodbrook / Shanganagh Local Area Plan."

The proposal comprises the first phase of residential development of the Woodbrook area under the Woodbrook – Shanganagh Local Area Plan 2017 – 2023. The proposal as it is currently set out fully responds to the policies and objectives of the Local Area Plan having regard for physical layout, building height, provision of open space, housing mix and provision of appropriate infrastructure. We refer the Board to the Design Statement and Dwg. No. 1618-OMP-00-00-DR-A-11010 'Masterplan', prepared by O'Mahony Pike Architects which sets out the detail of the proposal.

SLO 127 sets of the Councils objective: -

"To provide a DART Station at Woodbrook."

Whilst not forming part of Phase 1, the DART Station is to be implemented by the National Transport Authority (NTA) / Transport Infrastructure Ireland (TII). Woodbrook Avenue is to be provided as part of this application to facilitate connection to the proposed DART Station. The NTA/Irish Rail have commenced the design of the Station at the end of 2018. In that regard, the Applicant and their Design Team attended a meeting on the 31 August 2018 arranged by the NTA (Eoin Farrell) with officials from Dun Laoghaire-Rathdown County Council (Liam Walsh, Zara Horan – Planning Department), officials from Irish Rail (David Hughes, Architect and David Vaughan, Programme Manager) to commence the design phase of the new Station. The Applicant and Design Team met with Iarnród Éireann on 5 and 14 March 2019. The Applicant has committed to work with Irish Rail and their design team to ensure that their proposals integrate with the emerging masterplan for that part of Woodbrook. We understand that Irish Rail are committed to making the application for the DART Station in Q1 2020.

Further detail with regard consistency with the Development Plan is set out in Section 11 of the Planning Report & Statement of Consistency, prepared by Stephen Little & Associates Chartered Town Planners & Development Consultants which accompanies this SHD Planning Application.

3.5.4 Woodbrook – Shanganagh Local Area Plan 2017 – 2023

The design of the proposed development on these lands has been guided by the Woodbrook – Shanganagh Local Area Plan 2017 – 2023 (hereafter the LAP) that was adopted by the DLRCC for these lands. The vision of the LAP is stated as being: -

"To create a new compact sustainable residential community at Woodbrook-Shanganagh."

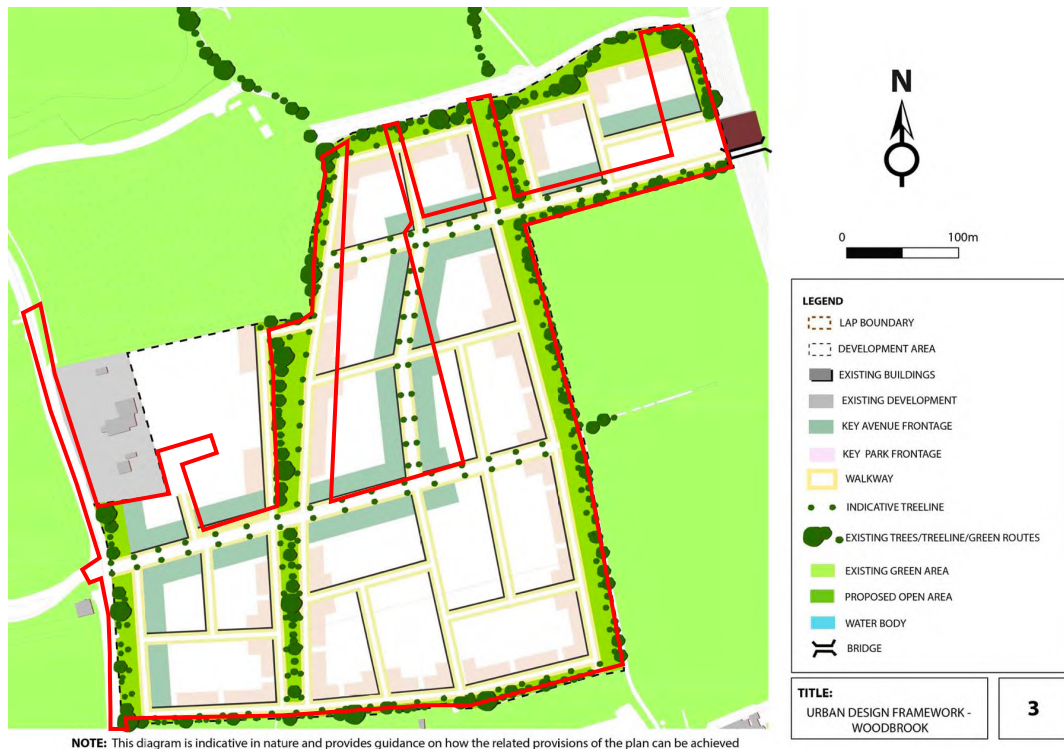


Figure 3.5: Extract from Drawing 3 'Urban Design Framework - Woodbrook' of 2017-2023 Woodbrook-Shanganagh Local Area Plan with Phase 1 application site boundary shown indicatively in red (SLA Overlay)
 Note: this excludes the off-site infrastructure to the north, south and east.

It is submitted that the phased proposals for the Woodbrook site are in accordance with this vision of the LAP having regard for physical layout, building height, provision of open space, housing mix and provision of appropriate infrastructure.

Further detail with regard consistency with the LAP is set out in Section 11 of the Planning Report & Statement of Consistency, prepared by Stephen Little & Associates Chartered Town Planners & Development Consultants which accompanies this SHD Planning Application.

3.6 Woodbrook Masterplan

The Applicant has engaged with DLRC in a process whereby the requirements of the LAP were tested in order to arrive at a detailed Masterplan for the entire lands owned by Aeval at Woodbrook, together with that portion of the Woodbrook lands located immediately adjacent to the planned DART Station, currently controlled by Woodbrook Golf Club.

The Masterplan was devised over several months and following multiple pre-planning meetings with the Planning Authority and Pre-Planning Consultation with An Bord Pleanála. The development now being proposed is for a part of the lands covered by the overall Masterplan.

The development now being proposed is for a part of the lands covered by the Masterplan. Dwg. No. 1618-OMP-00-00-DR-A-11010 'Masterplan', prepared by O'Mahony Pike Architects (Refer to Appendix 3.1). This drawing highlights for the Board how the red line of this proposed development corresponds to the overall Masterplan for the lands controlled by the Applicant. This demonstrates that the proposals now before the Board have been carefully considered and co-ordinated in the context of the wider future development of these lands.

This Masterplan accompanies this SHD Planning Application. This forms part of the Design Statement, prepared by O'Mahony Pike Architects and will assist in setting the context for the development now being proposed.

The Masterplan provides for approximately 1,402no. units in a mix of apartments and houses and results in a net density of circa 93no. units per Ha. This layout includes the retention of the temporary surface car park proposed as part of this SHD Planning Application. Should the temporary surface car park become surplus to requirements in the future the Masterplan includes an optional layout to include 1,488no. units in a mix of apartments and houses and results in a net density of circa 96no. units per Ha.

There is an existing wayleave traversing the site from north to south which will not be impacted upon by the proposed development. It follows the line of the linear 'Coastal Park' proposed as part of this SHD Planning Application.

The Masterplan as it is set out in the documentation included as part of this SHD Planning Application requires the implementation of a range of infrastructural works for the full implementation of the Woodbrook – Shanganagh Local Area Plan 2017 – 2023 as it is envisioned. For the benefit of the Bord generally, the following steps will occur: -

Woodbrook Distributor Road

The Woodbrook Distributor Road (referred to as Woodbrook Avenue as part of this proposal) from Dublin Road to the location of the proposed DART station will be applied for as part of the initial planning application. In tandem with this application a second application for the Avenue only is being lodged directly with Dun Laoghaire Rathdown as a standalone planning application given its inclusion for funding under the Local Infrastructure Housing Activation Fund (LIHAF). This will provide the Council with the ability to deliver this strategic road in circumstances whereby this development were delayed for whatever reason. It was considered prudent to ensure that the LIHAF funding was capable of being secured.

It will be delivered in two stages, the first to commence early in 2020 upon receipt of a successful planning determination. The final stage through the 6 Acre DART Gateway naturally cannot commence until these lands are vacated by Woodbrook Golf Club i.e. towards the end of 2021. This final section of Woodbrook Avenue would be completed in Q2 2022 at the latest and the Applicant would construct the temporary DART Station car park at that time so that it is ready for use when the DART Station becomes operational.

DART Station

Whilst not forming part of Phase 1 of development at Woodbrook, the DART Station is to be implemented by the National Transport Authority (NTA) / Transport Infrastructure Ireland (TII). It is acknowledged by all of the agencies that the delivery of the DART Station is not a requirement of this Phase 1 development. The provision of the DART Station as soon as possible is equally acknowledged by all of the agencies to be a reasonable objective. Woodbrook Avenue is to be provided as part of this application to facilitate connection to the proposed DART Station, as also is the provision of the temporary car park adjacent to the planned station. The NTA have already commenced the design of the Station and have engaged with the Planning Authority in pre-planning discussions. The NTA are targeting to lodge a planning application with Dun Laoghaire-Rathdown County Council for that Station in Q1 2020. The Applicant and Design Team met with Iarnrod Eireann on 5 and 14 March 2019.

There have been a series of meetings held with the NTA/TII, Dun Laoghaire-Rathdown County Council and Aeval around the delivery of the transport infrastructure for Woodbrook, including the DART Station. The Masterplan demonstrates a preferred solution for these 'DART Gateway' lands. It is envisaged that the final design solution for these lands will emerge as discussions on the detail of the DART Station are finalised. The initial meeting to start that dialogue occurred on the 18 September 2018 and was attended by Irish Rail, the NTA, Dun Laoghaire-Rathdown County Council and Aeval. Since then, Aeval have supplied Irish Rail with survey information for the lands on the west side of the DART line, together with details of their proposals so as to enable Irish Rail to base their designs on existing ground conditions/planned context.

Tri-Partite Agreement and Woodbrook Golf Holes

The lands located in the north-east corner of the Woodbrook lands are currently occupied by part of the golf course at Woodbrook Golf Club. This area has long been referred to as the 'DART Gateway' and extends to approx. 2.4 ha (c. 6 acres).

As part of the long planned tripartite exchange of lands, the Golf Club will acquire the Council owned 11 acres on the eastern side of the DART line, Aeval will get control of the 'DART Gateway' lands and DLRCC will acquire Shanganagh Castle and some land within Woodbrook. Given that the LAP is predicated on delivery of the Woodbrook DART Station, the two new golf holes on Council owned land is fundamental to the Applicant securing vacant possession of the DART Gateway lands and thus the two new golf holes are included as part of this SHD planning application to allow both Dun Laoghaire-Rathdown County Council and An Bord Pleanála to consider all related elements of the Woodbrook Phase 1 proposal.

Sequence

In order for the lands in the immediate vicinity of the planned DART Station to become available for development (it is currently part of the Woodbrook Golf Course), the alternative golf holes will need to be constructed and ready for use, thereby enabling Woodbrook Golf Club to vacate the 'DART Gateway' lands. We understand that there would need to be a period of 12-18 months after the golf holes are constructed before they will be ready for play to allow for a bedding in of the ground conditions. It is only after that point that Woodbrook Avenue can be completed up to the boundary of the DART line and the DART Station can be completed and become operational.

It is for this reason, and to give comfort to An Bord Pleanála that the DART Station is capable of being progressed, that the decision was taken to include the replacement golf holes as part of this SHD Planning Application. That position was articulated to An Bord Pleanála as part of the Pre-Application dialogue also.

As a result, it will be feasible for works to commence in tandem on the residential site in terms of construction of new homes and also on the site of the planned new golf holes being proposed as part of this development.

3.7 Characteristics of the Proposed Development

The SHD Planning Application to An Bord Pleanála is accompanied by detailed drawings and a detailed Design Statement, prepared by O'Mahony Pike Architects, which provides a rationale for the design of the proposed scheme and the dwelling types proposed.

The proposed Phase 1 development subject of this SHD Planning Application generally consists of 685no. residential units (207no. houses and 430no. apartments and 48no. duplexes ranging from 2 – 8 storeys in height), 1no. creche (approximately 429 sq. m), temporary surface car park (approx. 164no. car parking spaces), 2no. replacement golf holes and all associated and ancillary site development, infrastructural, landscaping and boundary treatment works.

3.7.1 Layout & Design

The design proposes developing the LAP structure into a hierarchy of streetscapes: formal avenues and side-streets, providing attractive open spaces and expanding on the network of existing hedgerows and tree lines which are retained where practically possible.

The architectural massing and treatment is intended to form a contrast between formal building lines with strongly defined edges, parapets and corners. In relation to the proposed development, the general character areas can broadly be described as: -

- **Old Dublin Road**

The south-west housing character area creates a defined building edge to the entrance to proposed development. The building line is set back to create a green buffer that will benefit from the retention of the mature treeline (except where opening are made for the vehicular entrance and cycle lane) along Old Dublin Road. The buildings fronting Old Dublin Road and Woodbrook Avenue are generally 3 to 4 storeys in height and the remainder of housing towards the more sensitive southern boundary are generally 2 storeys in height.

- **Local Centre**

On entering the development site, a collection of three buildings to the north of Woodbrook Avenue form the Local Centre. The 'Creche Block' will only be as part of the proposed development and includes a creche at ground floor level and apartments above. The building is 4 to 5 storeys in height and is similarly set back from the Old Dublin Road treeline as development frontage on the southern side of Woodbrook Avenue.

The remainder of the Local Centre will be developed in Phase 2 and will consist of a mixed-use building with an element of ground floor retail and commercial space, with residential on the upper floors, and a low rise pavilion building containing a café on the ground floor with residential above. To the north of this cluster of buildings a site has been earmark for the future development of a primary school.

- **Woodbrook South**

The Woodbrook South housing character area responds to the more sensitive southern boundary of the application site. This area will include a finer grain of local streets which are predominantly 'homezone' layouts. Generally, Woodbrook Avenue is fronted by 4 storeys buildings which generally reduce in size to 2 storey housing further south.

- **Park Edge**

The Park Edge character area will see the development of 3no. courtyard apartment blocks. These will forms a strong building line onto the eastern site of Woodbrook Avenue and will also provide a defined edge to the proposed Coastal Park which runs north to south along the eastern boundary of the application site. The apartment block range between 5 to 8 storeys. The arrangement of the courtyard blocks are such that the communal areas provided front onto the linear park and the arrangement ensure that ate Coastal park will benefit from passive surveillance. Block A includes an 8 storey 'landmark' building which is positioned at the end of Woodbrook Avenue and is indented to act as a focal point and enhance legibility within the proposal.

The proposed development provides for a high standard of residential amenity for the future residents of the subject proposal and mitigates against any possible effects such as overlooking, protection of privacy and access to sunlight and daylight.

The Design Statement, prepared by O'Mahony Pike Architects provides further detail in relation to the character areas within the scheme including materiality, street typologies and landscaping.

3.7.2 Materials Strategy

In general, brick facades are used onto the primary public spaces, including the Avenue, the Green Axis and the Coastal Park, with rendered facades being used within secondary spaces.

It is proposed to use a variety of brick types to create variety within the scheme, and occasionally render is also used in facades that address primary public spaces in order to introduce variation and contrast.



Figure 3.6: Extract from the Design Statement, prepared by O’Mahony Pike Architects showing the proposed material strategy for the primary elevations.

The Design Statement, prepared by O’Mahony Pike Architects provides further detail in relation to the character areas within the scheme including materiality, street typologies and landscaping.

Furthermore, the Landscape Drawings and Landscape Design rationale, prepared by Brady Shipman Martin Built Environment Consultants provide detail with regard the treatment of formal internal streets and open spaces which complement and interact with the urban form.

3.7.3 Residential Development

Within the 685no. units being proposed in this case, there are some 21no. varieties of dwelling types being proposed. These range from apartments, duplexes and houses. The houses range in typology from deep plan to wide frontage comprising 3, 4 & 5 beds two to three storeys and utilising detached, semi-detached and terraced units.

The following tables identifies the extent of housing, duplex and apartment accommodation envisaged within the scheme. For clarity, duplex units are considered as apartments and are included in that table as a result.

Houses			
Unit Type	No. of Units	GFA (m²) / Unit	Min. Size – Guidelines 2007
House Type 01 – 3 bed deep plan terrace house	52	108.7 – 144	100
House Type 02 – 3 bed 5.4m wide compact terrace house	17	96.4	92
House Type 03 – wide plan terraced / semi-detached / end of terrace	23	107.1 – 118.9	110
House Type 03B – wide plan semi-detached / end of terrace with bay window	12	109.8 – 121	110
House Type 04A – 4 bed deep plan terraced house	17	152.4	120
House Type 04AL – 4 bed deep plan terraced house	3	155.3	120
House Type 04AR – 4 bed deep plan terraced house	3	152.4	120
House Type 04 – 4 bed deep plan terraced house	9	121	120
House Type 04L – 4 bed deep plan terraced house	2	153.9	120
House Type 04R – 4 bed deep plan terraced house	2	151.1	120
House Type 05 – 4 bed deep plan semi-detached house	6	141 – 152	120
House Type 06A – 5 bed deep plan mid-terrace house	25	191.4	120
House Type 07 – 4 bed detached wide front house	6	157	120
House Type 08 – 3 bed plus study terraced house	26	143.4	102
House Type 10 – 3 bed narrow plan, end of terrace starter house	4	106.2	102
Total	207	Max. 29,604 sq. m	
Apartments			
Unit Type	No. of Units	GFA (m²) / Unit	Min. Size – Guidelines 2018
1 Bed Apartment	130	49.6 – 54.8	45
2 Bed Apartment – 3 person	4	66.3 – 81.5	63
2 Bed Apartment – 4 person	290	76.8 – 89.1	73
3 Bed Apartment	6	96.8	90
2 Bed Duplex	25	82.8 – 106.4	73
3 Bed Duplex	23	106.7 – 115	90
Total	478	Max. 35,905 sq. m *	
Overall Total	685	Max. 65,509 sq. m	

* **Net Internal Area** (i.e. floor area of apartments only – omitting circulation areas etc. within apartment blocks).

These details can also be found in the Schedule of Accommodation and Housing Quality Assessment, together with the House Type drawings prepared by O'Mahony Pike Architects.

3.7.4 Density

The proposed development seeks to provide 685no. units on a net site area of 8.8 Ha, resulting in a net density of 78no. units per Ha. This is above the minimum standard of 50no. units per Ha outlined by policy RES3 of the Development Plan. Within the overall Masterplan area a net density of at least 93no. units per Ha will be achieved.

Policy RES3 of the County Development Plan promotes higher residential densities provided that proposals ensure a balance between the reasonable protection of existing residential amenities and the established character of areas, with the need to provide for sustainable residential development.

The Woodbrook – Shanganagh Local Area Plan 2017 – 2023 sets out that average minimum net density of 60no. units per Ha shall apply to the lands at Woodbrook.

A DART Station will be developed as part of the overall plan for the LAP area. The NTA are targeting to lodge a Planning Application with Dun Laoghaire-Rathdown County Council for that Station in Q1 2020. We refer to the Letter dated 1 October 2019 from the National Transport Authority confirming the anticipated timeline for submission of the Planning Application for the DART Station. The Local Area Plan lands fall within 1km of the indicative location for the proposed DART Station. On that basis, it is reasonable to consider that higher densities of min. 50no. units per Ha are to be encouraged.

The proposed development seeks to provide 685no. units on a net site area of 8.8 Ha, resulting in a net density of 78no. units per Ha. This is above the minimum standard of 50no. units per Ha outlined by policy RES3 of the Development Plan and the average minimum of 60no. units per Ha set out in the Local Area Plan. The densities proposed are also in accordance with the National Planning Framework which encourages higher densities in proximity to existing and planned transport hubs.

In response to An Bord Pleanála's Opinion issued 14 January 2019 a robust rationale is provided in relation to the density achieved within the proposed development in Section 9.2 of the Planning Report & Statement of Consistency, prepared by Stephen Little & Associates Chartered Town Planners & Development Consultants which accompanies this SHD Planning Application. Further supporting information is set out in the Design Statement as prepared by O'Mahony Pike Architects.

3.7.5 Unit Mix & Tenure

The Phase 1 proposal includes a range of housing typologies to cater for a diverse range of household sizes, generally consisting of: -

- 130no. 1 bed units (19% of total units).
- 319no. 2 bed units (46.5% of total units).
- 163no. 3 bed units (24% of total units).
- 48no. 4 bed units (7% of total units).
- 25no. 5 bed units (3.5% of total units).

Overall, the housing typologies proposed, and the associated mix of unit sizes is consistent with the Development Plans objective to encourage a wide variety of housing types, sizes and tenures which will support the establishment of sustainable residential community.

In response to An Bord Pleanála's Opinion issued 14 January 2019 a robust rationale is provided in relation to the housing mix achieved within the proposed development in Section 9 of the Planning Report & Statement of Consistency, prepared by Stephen Little & Associates Chartered Town Planners & Development Consultants which accompanies this SHD Planning Application.

3.7.6 Part V – Social & Affordable Housing

There has been on-going dialogue between Aeval and Dun Laoghaire-Rathdown County Council Housing Department with regard Part V provision prior to making this SHD Planning Application. The proposed development will include the provision of 72no. units under Part V.

Further detail with regard the social and affordable housing proposed is set out in the Part V Proposal, prepared by Stephen Little & Associates Chartered Town Planners & Development Consultants on behalf of the Applicant and the Part V Provision Booklet, prepared by O'Mahony Pike Architects which shows the proposed location of the units.

3.7.7 Building Height

In general, the height range for proposed buildings is between 2 to 8 storeys. This is generally in line with the provision of the LAP.



Figure 3.7: Extract from the Design Statement, prepared by O'Mahony Pike Architects showing the proposed buildings heights proposed.

The proposed development has been designed to take into account the hierarchy of streets and character areas. The main heights within the proposal are centred along the Woodbrook Avenue, with heights generally being between 4 and 8 storeys. The southern edge of Woodbrook Avenue is defined by a formal terrace of an equivalent 4 storey scale. The apartment blocks provide a defined edge to the eastern side of Woodbrook Avenue. Block A includes an 8 storey 'landmark' building which is positioned at the end of Woodbrook Avenue and is indented to act as a focal point and enhance legibility within the proposal.

The southern housing area comprises a mix of 2 and 3 storey houses with the taller elements addressing internal open space areas. Generally the scale of development reduces as towards the more sensitive south boundary of the application site.

The design of the development also responds to key civic spaces. The linear north / south links are overlooked by residential units as part of the proposed development to ensure appropriate passive surveillance.

In response to An Bord Pleanála's Opinion issued 14 January 2019 a robust rationale is provided in relation to the building heights within the proposed development in Section 9 of the Planning Report & Statement of Consistency, prepared by Stephen Little & Associates Chartered Town Planners & Development Consultants which accompanies this SHD Planning Application.

The Site Section Drawings and Design Statement, prepared by O'Mahony Pike Architects demonstrate the various height of blocks across the site. Along the Dublin Road the building heights have been carefully managed having regard for St. James Church and the sensitive treeline edge of the site along the southern boundary.

3.7.8 Drainage Infrastructure & Flood Risk

There has been on-going dialogue with Irish Water and DLRC Drainage Dept. and Atkins Consulting Engineers with regard the provision of wastewater and surface water services respectively.

The following sets out the proposal for both in relation to the Proposed Development.

Waste Water

The following wastewater infrastructure is proposed to facilitate the Proposed Development including: -

- Pumping station located adjacent the southern boundary of the application site.
- Associated 24 hour emergency storage tank.
- Rising main through Shanganagh Public Park to the north to connect with existing foul network in St. Anne's Park residential estate.
- Internal wastewater network commensurate to residential development.

Irish Water have confirmed that a final solution to provide a rising main for Woodbrook – Shanganagh Local Area Plan direct tot Shanganagh Wastewater Treatment Plant is at design stage and that an interim solution to discharge to the St. Anne's Park residential estate to the North of the LAP area is feasible.

The proposed pumping station has been sized so as to accommodate not just the development of the Applicant's lands, but also the development of the lands at Shanganagh to be developed by DLRC in due course.

The Confirmation of Feasibility and Statement of Design Acceptance provided by Irish Water confirms that the proposed pumping station and rising main to an existing manhole in St. Anne's Park is acceptable.

Surface Water

The surface water network proposed has been designed to cater for the entire Woodbrook – Shanganagh Local Area Plan. There has been on-going dialogue between Atkins Consulting Engineers and the DLRCC Drainage Department to review the proposed design including surface water run-off rate and soil types.

The Sustainable Urban Drainage System (SuDS) measure employed as part of the Proposed Development are broadly set out as follows: -

- Underground modular system.
- Porous / permeable paving.
- Swales / Filter drains.
- Green roof on apartment blocks where possible.
- Vortex flow controls.

The surface water will be discharged at greenfield run-off rates along the southern boundary of the site in a westerly direction to the Old Dublin Road (R119) and then continuing along the Old Dublin Road in a southerly direction until discharge to the existing culverted section of the Crinken Stream at the location of Woodbrook College.

The proposed surface water infrastructure has been sized so as to accommodate not just the development of the Applicant's lands, but also the development of the lands at Shanganagh to be developed by DLRCC.

With regard to the surface water management of the 2no. replacement golf holes SuDS measures will include an attenuation area and vortex flow control. Additional attenuation storage is to be provided within the natural valley of existing golf course lands prior to discharge to existing storm drainage network. Atkins Consulting Engineers have liaised with DLRCC Drainage Dept. in relation to the surface water management of the proposed replacement golf holes also.

Water Supply

It is proposed to provide a water supply to the site by connecting into the Irish Water network extension project 250 dia. watermain on Old Dublin Road (R119) approximately 250m north of the proposed development entrance. Irish Water are carrying out upgrades to the network and the understanding is that this is now completed.

Flood Risk

A Site Specific Flood Risk Assessment, prepared by Atkins Consulting Engineers sets out the site is considered to be located within Zone C, therefore, there is a low probability of flooding.

3.7.9 Landscape Proposal

Brady Shipman Martin Landscape Architects & Built Environment Consultants, have formulated a detailed landscape strategy for the proposed development. The proposed landscape scheme is a key component of the integration of the new building environment with the existing and proposed landscape conditions having regard to the provisions of the LAP. The key landscape features include: -

- 2no. north / south linear parks which will include areas for formal and informal play. These green links will include formal access point to the north to provide connectivity with Shanganagh Public Park.
 - The western linear park, directly opposite the planned Local Centre where it is ultimately proposed that a civic plaza will be developed in line with the requirements of the LAP.

That area is to be finished with a temporary interim soft landscaped approach, pending the detailed design of the Local Centre as part of subsequent phases of development at Woodbrook.

- The eastern linear park (Coastal Park) also make provision for future connections to the south to tie into the wider 'green network' envision by DLRCC.
- Landscape buffer along Old Dublin Road (R119). The proposed buildings will be set back approximately 20m from the existing western boundary. This area will be further 'softened' by the introduction of appropriate planting as part of the landscape proposal. The trees along the existing boundaries will be retained as far as practically possible. To facilitate the provision of a dedicated pedestrian / cycle path to serve the Old Dublin Road, 2no. smaller openings will be required on the northern and southern end of the existing western boundary in addition naturally to the main vehicular entrance to the site. The openings will result in the removal of some trees, however, this is minimised to that required to provide the necessary road infrastructure.
- A pocket park in Woodbrook South housing area.
- Retention of tree line as far as practically possible along the northern edge of Woodbrook Avenue, further augmented with additional tree planting.
- Buffer strip maintained along southern boundary of site between building line and existing mature tree line.

The landscape proposal has been carefully co-ordinated with the surface water attenuation proposals to ensure that trees can be practically incorporated in open space areas.

3.7.10 Open Space Provision

The landscape proposal for the Proposed Development is premised on the basis of maximising existing natural features and providing functions green spaces and green links to server both the prospective residents but also the wider surrounding residential areas.

The Proposed Development provides c. 2.96 Ha of public open space. The proposed Masterplan provides for 3.4Ha public opens space and included the green axis, linear park, pocket park and tree belts / buffers and is in excess of the requirement of 3.3 Ha as set out in the Local Area Plan as a result.

The Applicant has worked closely with Dun Laoghaire-Rathdown County Council to ensure that linkages and connections between the Woodbrook lands and Shanganagh Park are provided for so that the regional amenity of the Park is available to future residents.

Communal Open Space

The Proposed Development provides c. 3,988 sq. m of communal open space. This is provided in the for of podium courtyards and terraces.

Private Open Space

The houses proposed within the scheme provide for private open space in accordance with the standards set in the Quality Housing for Sustainable Communities (2007). The apartments and duplexes proposed provide for private open space in accordance with the Sustainable Urban Housing: Design Standards for New Apartments (2018).

The compliance of the scheme with this standard is demonstrated within the Housing Quality Assessment prepared by O'Mahony Pike Architects.

3.7.11 Access

The proposed development includes the development of an internal road network, with a clear hierarchy of streets each of which provides for cycle and pedestrian safety and access. The proposed scheme itself has been designed so as to be highly permeable, ensuring ease of circulation throughout and easy access to proposed areas of public open space and local centre facilities. The proposed development delivers: -

- New vehicular access from Old Dublin Road (R119). 3no. access layout scenarios from Old Dublin Road have been considered as follows: -
 - Cycle tracks are incorporated on both sides of Dublin Road and a right-turning vehicular lane into Woodbrook accommodated to serve the volume of development proposed without delaying southbound traffic along the Old Dublin Road. In order to maintain the maximum number of trees along Dublin Road, the cycle track and footpath on the eastern side of the road are diverted behind the existing trees and boundary wall adjacent to the residential building line of the proposed development. Cyclists are accommodated on segregated cycle tracks on both sides of the road as opposed to the current integrated advisory cycle lane provision. The existing inline bus stop on the eastern side of the Dublin Road will be relocated slightly further northwards from the signalised junction. This relocated bus stop will be provided as an inline bus stop.
 - This option incorporated the cycle and footpath provision adjacent the road edge of Dublin Road whilst accommodating the required right-turning vehicular lane into the development. In order to facilitate this option, only 8no. trees would be retained along the site frontage along Dublin Road. The majority of the boundary wall would be removed and replaced with a new wall constructed from material salvaged from the existing wall.
 - This option was developed in order to demonstrate that the junction was future-proofed to accommodate the development of the Bus Connects bus corridor along Dublin Road. The layout was developed based on the proposed layout for the bus corridor that was presented during the recent public consultation on this bus corridor. The Bus Connect layout is presented purely for illustrative purposes and without prejudice to the ongoing consultation and design process for the bus corridor. It also assumes a 'worst-case' scenario in that the landtake associated with the widened corridor has been accommodated entirely on the eastern side of the existing Old Dublin Road on the Applicant's lands. However, Dun Laoghaire-Rathdown County Council and the National Transport Authority have confirmed that the illustrated layout is appropriate in terms of the general layout and bus priority that would be afforded. This layout would result in the loss of all existing trees along Dublin Road. The full extent of the existing boundary wall would also be removed, and a new boundary wall would be formed, constructed from material salvaged from the existing wall.
 - Details of the options set out for the new vehicular entrance are set out in the Traffic & Transportation Assessment and Entrance Detail Drawings, prepared by Atkins Consulting Engineers. The first scenario forms the basis of this SHD application and represents the Applicant's preferred approach.
- Provision of Woodbrook Avenue to future Woodbrook DART Station to be developed in two phases.
- Appropriate access road is provided to the future primary school site located to the north of the future Local Centre.
- Hierarchy of DMURS compliant streets from the link Avenue to internal local shared streets / homezones and pedestrian / cycle paths providing a high degree of permeability.
- Pedestrian and cycle linkage to the Shanganagh Public Park to the north, both from the central Corridor Park and the eastern Coastal Park.

The layout of the proposed development has been designed in accordance with the Design Manual for Urban Roads and Streets (2013). The overall layout is highly permeable and encourages walking and cycling.

3.7.12 Car Parking

Houses

In total, 380no. car parking spaces are provided for houses. Car parking provision for houses is broadly allocated in line with requirements of the Development Plan. The standards provided as part of the proposed development are: -

- 1.5 – 2no. spaces per 3 bed units.
- 2no. spaces per 4 and 5 bed units.

The above provisions are marginally reduced compared to the nominal Development Plan standard. However, given the proposed developments prominent location in vicinity of existing good public transport services along the R119 Dublin Road, the Applicants commitment to provision of a car sharing scheme for the Phase 1 development and the future public transport provisions in the form of BusConnects and the DART Station, the proposed parking provisions are considered to be appropriate.

Apartments / Duplex Units

In total, 416no. car parking spaces are provided for apartments and duplexes (resident parking and visitor parking inclusive).

Given sites location to the immediate north of Bray and south of Shankill, and the wider urban environs, the available services / facilities and good access to public transport it is considered that Woodbrook lies within an 'Intermediate Urban Location' as set out in the Design Standards for New Apartments (March 2018).

An Intermediate Urban Location is defined as sites including "*Sites within easy walking distance (i.e. up to 5 minutes or 400- 500m) of reasonably frequent (min 15 minute peak hour frequency) urban bus services*". Based on the proposed developments intermediate location a reduced car parking standard is proposed. The proposed development provides approximately 0.9no. car parking spaces per apartment / duplex.

Childcare Facility

As per the car parking standards for childcare facilities in the Development Plan, 1 no. space per staff member and an appropriate number of set down parking spaces will be provided. In total, the proposal include 6no. car parking spaces to serve the childcare facility.

Further details of the breakdown of car parking provisions are set out in the Traffic & Transportation Assessment, prepared by Atkins Consulting Engineers and the parking layout and allocation of spaces is illustrated on the Site Layout Plans, prepared by O'Mahony Pike Architects.

3.7.13 Bicycle Parking

Houses

In total, 172no. bicycle parking spaces are provided for houses which do not have separate entrances to a rear garden. Bicycle parking for detached and semi-detached houses will be able to readily accommodate bicycle parking in their rear gardens. Formal bicycle parking will be provided in the form of: -

- Long stay bicycle parking: Secure sheltered bike store.
- Short stay (visitor) bicycle parking: Sheffield stands located throughout the proposed development.

Apartments / Duplex Units

In total, 1,125no. bicycle parking spaces are provided for apartments and duplexes. Formal bicycle parking will be provided in the form of: -

- Long stay bicycle parking: Secure sheltered bike store directly accessible from adjacent streets and secure sheltered bike store within apartment footprint.
- Short stay (visitor) bicycle parking: Sheffield stands located throughout the proposed development.

Childcare Facility

As per the bicycle parking standards for childcare facilities in the Development Plan, 1no. bicycle parking space per 5 staff members & 1 bicycle parking space per 10 children is require. In total, the proposal includes 8no. bicycle parking spaces to serve the childcare facility.

Further details of the breakdown of bicycle parking provisions are set out in the Traffic & Transportation Assessment, prepared by Atkins Consulting Engineers and the parking layout and allocation of spaces is illustrated on the Site Layout Plans, prepared by O'Mahony Pike Architects.

3.7.14 Motorcycle Parking

In accordance with the Development Plan standards, a minimum of four or more motorcycle parking spaces per 100 car parking spaces should be provided.

The apartment / duplexes accommodate 13no. motorcycle parking spaces. Motorcycles can be readily accommodated on-curtilage of all houses. The parking layout and allocation of motorcycle spaces is illustrated on the Site Layout Plans, prepared by O'Mahony Pike Architects.

3.7.15 Car Sharing

It is proposed to provide 4no. car sharing (GoCar) spaces within the proposed Phase 1 development. Based on the uptake of the scheme there is potential to provide additional car sharing spaces. In overall terms car sharing spaces can replace up to 15no. traditional car parking spaces.

3.7.16 Ancillary Uses

Childcare Facility

The proposed development will include the provision of a childcare facility (approximately 429 sq. m) with an outdoor play area to accommodate approximately 63no. full time equivalent children.

It is to be located on the ground floor of Block D to the west of the site adjacent the area designated for the future school and to the west of the future Local Centre to ensure that the community uses are clustered close together.

An additional childcare facility may be required for Phase 2 and would be most likely provided at the DART Gateway should there be a requirement for same in due course.

3.7.17 Phasing

It is proposed that the development will be delivered in 4no. phases, which have been set out on the phasing drawing (Dwg. No. 1618-OMP-00-00-DR-A-09101 'Phase 1 – Phasing') prepared by O'Mahony Pike Architects.

Phase 1A – The development of 126no. units adjacent Old Dublin Road. This will include a mixture of houses, duplexes and apartment. This phase will include the western linear park and proposed pedestrian connection to Shanganagh Public Park.

Phase 1B – The development of 117no. units adjacent to the south of Woodbrook Avenue. This phase will be predominantly housing and the development of the 1no. small apartment block. Thus phase will also include the pocket park.

Phase 1C – The development of 71no. units adjacent in the southeast of the application site. This will include a mixture of houses and duplexes. This phase will include the southern portion of the eastern linear park.

Phase 1D – The development of 371no. units adjacent Coastal Park. This phase will consist of apartments only (3no. apartment blocks). The remainder of the eastern linear park will be provided and the second proposed pedestrian connection to Shanganagh Public Park will be provided.

3.7.18 Other Ancillary Development

Temporary DART Car Park

A temporary surface car park is proposed in the north east of the application site. The surface car park provide 164no. car parking spaces to server the future Woodbrook DART Station. The parking provision breakdown is as per below: -

- 148no. general car parking.
- 8no. disabled car parking spaces
- 2no. ECar parking spaces.
- 3no. taxi spaces.
- 3no. set down spaces.
- Bus pick-up / drop-off area.
- 16no. Sheffield stand bicycle parking.
- 8no. bicycle lockers.

The surface car park will include a public plaza that will interface with the future station and all associated landscaping including paths, crossing points and planting.

Replacement Golf Holes

As set out in Section 3.6 of this Chapter, the Masterplan for Woodbrook included the development of part of the residential development of lands currently occupied by Woodbrook Golf Course. In order for the lands in the immediate vicinity of the planned DART Station to become available for development, the replacement golf holes will need to be constructed and ready for use. These lands are located on the eastern side of the rail line.

The works on this parcel of land will include the development of 2no. replacement golf holes which will necessitate the following principal works including removal of existing trees / hedgerow where required, excavation, regrading and shaping of the soil to form the golf holes, installation of associated irrigation and surface water system plus extensive planting.

We refer the Board to the Statement, prepared by Eddie Connaughton, Golf Course Designer / Agronomist, for further detail in relation to work proposed to create the golf holes.

Furthermore, we refer the Board to the Landscape Drawings and Landscape Design Statement for further detail in relation to the layout of the proposed replacement golf holes and drainage and irrigation layouts prepared by Atkins Consulting Engineers.

Exempted Work to Woodbrook Golf Course

There has been a close working relationship over the years between Aeval and Woodbrook Golf Club. Woodbrook Golf Club have been fully aware since these lands were first zoned residential that there is to be residential development located alongside their existing course and indeed that they would vacate the DART Gateway 6 acres and secure replacement golf holes on the eastern side of the railway line plus other considerations.

Class 34 of the Planning & Development Regulations 2001, as amended, make specific allowance that: -

"...works incidental to the maintenance of any golf course or pitch and putt course, including alterations to the layout thereof, excluding any extension to the area of the golf course or pitch and putt course."

Whilst development, the works are exempted development and can be undertaken without the need for permission being obtained.

It is understood that Woodbrook Golf Club intend making modifications to a number of the golf holes that are in closest proximity to the Woodbrook lands to be developed. These works involve modest re-aligning of golf holes in proximity to the residential development so as to mitigate any issue relating to 'fly balls' interacting with the residential scheme.

In this regard, the 1st Hole and tee box are being re-aligned such that the approach to the tee box is angled away from the planned residential developments at Woodbrook. In addition, a new 2nd Hole is being re-aligned alongside the new 1st Hole.

Lastly, the existing 7th Hole is being shortened and re-aligned and a new tee box developed so as to now play as a Par 3. The position of the tee box is angled away from the planned DART Station at Woodbrook so that shots to the green will be away from the DART Station.

The envisaged realignment works to existing golf holes by way of exempted development works are subject to agreement between Woodbrook Golf Club and Aeval and their respective Course Design Consultants.

The exempted works to the golf hole are illustrated in Dwg. No. 1618-OMP-00-00-DR-A-XX-10010 'Masterplan' prepared by O'Mahony Pike Architects which illustrates the exempted works to be carried out by Woodbrook Golf Club.

3.7.19 Cumulation with Other Projects

Shanganagh Crematorium

A Part 8 development was approved by DLRC Council Member in March 2017 for a development comprising 2no. halls for conducting ceremonies, an administration building, a crematorium building, a coffee / flower shop, car parking, new burial plots, landscaping and associated works at Shanganagh Cemetery, Shankill, Co Dublin.

This site is located to the north of the application site and has not yet commenced development.

Shanganagh Public Park Masterplan

We understand a Masterplan for Shanganagh Public Park is currently being developed by DLRC. This will include the provision of community facilities including playing pitches, walking / cycling routes, playgrounds and general provision of open space. A new sports hall is envisaged adjacent to Shanganagh Castle and community space plus a café in the Castle.

Shanganagh Residential Development

As part of the LAP, a distinct parcel of land to the north of Shanganagh Public Park is also zoned for residential development.

DLRCC are to develop approximately 660no. residential units and all associate site development and landscaping works. As set out in Section 3.7.7 of this Chapter the surface water and wastewater network of the Proposed Development is designed to cater for the residential development in Shanganagh.

Primary School within Woodbrook Local Area Plan Lands

The Woodbrook Masterplan include a 1.2 Ha site to the north of the future Local Centre to cater for the development of a future 24no. classroom school. An access road is provided to the future primary school site located to the north of the future Local Centre.

3.8 Proposed Development

The purpose of this section is to provide a description of the proposed development and consider all relevant aspects of the project life cycle both during construction and post construction. These include the following: -

- Construction Stage (Land Use Requirements, Construction Activity & Significant Effects).
- Operation Stage (Processes, Activities, Materials Used).
- Secondary and Off-Site Developments.

3.8.1 Construction Phase

A 5 Year Planning Permission is being sought from An Bord Pleanála. A determination on the application is expected from An Bord Pleanála in early Q1 2020.

Allowing a reasonable period for mobilisation and site set up, it is expected that works will commence in Q1 2020 subject to permission and the discharge of any pre-commencement planning conditions.

The Construction Phase will commence in Q1 2020 with the projected completion of the buildings towards the middle of 2023 (approximately 36 months).

3.8.1.1 Construction Stage

As noted previously, the construction of this development is likely to take place in 4no. phases of development as described below: -

- **Site Development Works** – Access, site clearance. Development of Woodbrook Avenue including new access point from Old Dublin Road to eastern boundary of subject site adjacent Woodbrook Golf Course lands and associate wastewater infrastructure. This phase will also include the provision of the pumping station and the rising main through Shanganagh Park.
- **Phase 1A** – The development of 126no. units adjacent Old Dublin Road. This will include a mixture of houses, duplexes and apartment. This phase will include the western linear park and proposed pedestrian connection to Shanganagh Public Park.
- **Phase 1B** – The development of 117no. units adjacent to the south of Woodbrook Avenue. This phase will be predominantly housing and the development of the 1no. small apartment block. Thus phase will also include the pocket park.

- **Phase 1C** – The development of 71no. units adjacent in the southeast of the application site. This will include a mixture of houses and duplexes. This phase will include the southern portion of the eastern linear park.
- **Phase 1D** – The development of 371no. units adjacent Coastal Park. This phase will consist of apartments only (3no. apartment blocks). The remainder of the eastern linear park will be provided and the second proposed pedestrian connection to Shanganagh Public Park will be provided.

The Contractor will be required to prepare a detailed Construction Management Plan, including traffic management, on foot of these phasing proposals.

3.8.1.2 Construction Activities

There are a number of construction activities involved in a project such as this. The activities (independent of phasing) can be divided into five general categories:-

- **Excavation:** This includes site clearing and earthworks – soil / rock removal – required to prepare the site for the foundations and residential floorspace above.
- **Structure:** Structure includes the foundations and the physical frame of the residential units and childcare facility.
- **Enclosures:** The enclosures for the buildings will be formed from concrete frame, brick, block work, timber, and glass, with slate roofs and flat roofs, all with the required levels of insulation and water proof membranes.
- **Services:** The requisite services will be provided including drainage and lightning.
- **Landscaping:** The landscaping works include some hard landscaping, roads, footpaths, cycle-paths, bed and tree planting, and significant open spaces. In addition, there are a number of existing trees to be protected on site and incorporated into the new scheme.

3.8.1.3 Construction Access

It is envisaged that the initial construction access for the residential development will be from the new junction on the Old Dublin Road.

It is proposed that the primary construction access to facilitate the works required to create the two new golf holes will be accommodated off the Old Dublin Road using the cemetery access road, supplemented by a baily bridge, or equivalent, over the existing railway bridge immediately north of the planned temporary car park. This is subject to further technical investigation and securing of the agreement of DLRCC and Iarnrod Eireann. It is also possible that access for smaller vehicles associated with this stage of the construction process may also utilise the access from Woodbrook Golf Club with potential for managed heavy traffic through Shanganagh Public Park; both subject to agreement with the land owners.

3.8.1.4 Air Quality – Dust & Dirt

The appointed Contractor shall put in place a regime for monitoring dust levels in the vicinity of the Site during the Construction Phase. The level of monitoring and adoptions of mitigation measures will vary throughout the Construction Phase depending on the type of activities being undertaken and the prevailing weather conditions at the time

The potential impacts associated with air quality during the Construction Phase are addressed in Chapter 9: Climate (Air Quality & Climate Change).

3.8.1.5 Noise & Vibration

It is not envisaged that any significant prolonged noise and vibration producing activities will be carried out onsite.

The potential impacts associated with noise and vibration during the Construction Phase, are addressed in Chapter 12: Air (Noise & Vibration).

3.8.1.6 Waste

An Outline Construction & Environmental Management Plan and Outline Construction and Demolition Waste Management Plan have been prepared and are included with the SHD Planning Application. In addition, Chapter 15: Material Assets (Waste) of this EIAR includes details regarding the anticipated amounts of waste generated from the project, the subsequent potential impacts and the mitigation measure proposed to ameliorate any anticipated negative impacts.

In summary, all waste generated during the construction and operational periods is proposed to be appropriately disposed of in accordance with the Waste Management Plans.

3.8.1.7 Health & Safety Issues

The development will comply with all Health & Safety Regulations during the construction of the project. Where possible potential risks will be omitted from the design so that the impact on the construction phase will be reduced.

3.8.2 Operational Phase

The proposed Development is a residential development consisting of houses, duplex and apartments ranging in height from 2 to 8 storeys and amenity facilities.

The primary direct significant environmental effects will arise during the Construction Phase. As a result, the Operational Phase of the Proposed Project is therefore relatively benign and not likely to give rise to any significant additional impacts in terms of activities, materials or natural resources used or effects, residues or emissions which are likely to have a significant impact on human beings, flora and fauna, soils, water, air and climate.

The primary likely significant environmental impacts of the Operational Phase as a result of the proposed Development are fully addressed in the relevant specialist chapters of this EIAR. These impacts relate to Population & Human Health, Landscape & Visual, Climate (Noise & Vibration) and Climate (Air Quality & Climate Change) associated with the traffic generated.

The Proposed Development also has the potential for cumulative, secondary and indirect impacts (i.e. traffic) and can be difficult to quantify due to complex inter-relationships.

However, all interactions and cumulative impacts are unlikely to be significant, have been addressed in Chapter 21: Summary of Cumulative Impacts and Interactions of this EIAR.

3.9 Related Development and Cumulative Impacts

Each Chapter of the EIAR includes a cumulative impact assessment of the proposed Development with other planned projects in the immediate area. The potential cumulative impacts primarily relate to traffic, dust, noise and other nuisances from the construction of the development, with other planned or existing projects, and each of the following EIAR chapters has regard to these in the assessment and mitigation measures proposed.

As such, with the necessary mitigation for each environmental aspect, it is anticipated that the potential cumulative impact of the proposed development in conjunction with the other planned developments will be minimal.