CHAPTER 2

DESCRIPTION OF THE PROPOSED DEVELOPMENT

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2.0 DESCRIPTION OF THE PROPOSED DEVELOPMENT

2.1 INTRODUCTION

2.1 As described in Chapter 1 the applicant is applying to An Bord Pleanála (ABP) for a Strategic Housing Development (SHD) located primarily to the north west corner of Omni Park Shopping Centre, Santry and at Santry Hall Industrial Estate, Swords Road, Dublin 9 D09FX31 and D09HC84.

2.2 This chapter presents the description of the project comprising information on the site, design, size and other relevant features of the project as set out in the EIA Directive (2011/92/EU) as amended by EIA Directive (2014/52/EU), as well as the relevant guidance document *Guidelines on the Information to be Contained in Environmental Impact Assessment Reports* (EPA, 2022).

2.3 This chapter summarises the existing site, the proposed development, and the existence of the project as set out within the Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (EPA, 2022). This guidance advises that description of the existence of the project should define all aspects of the proposed lifecycle of the facility, including:

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

2.4 This chapter draws on and has been informed by the Project Design and summarises the key relevant details of the proposed development and its lifecycle as it relates to EIA Report. This description is not exhaustive, and as such the EIA Report should be read in conjunction with full application package that includes complete elevations and floor plans site, layout plans including utilities and building drawings. The specialist assessments reported in this EIA Report have been conducted using this description, and the full application package as a guide to the details of the development under consideration.

2.2 DESCRIPTION OF THE EXISTING DEVELOPMENT SITE

2.5 The site of the proposed development extends to c. 2.5 hectares and forms approximately 20% of the applicant's entre 11.9 ha site. The subject site is an underutilised brownfield site currently occupied in part by a large warehouse and ancillary buildings.

2.6 The subject site, adjacent to the Omni Park Shopping Centre, benefits from a direct access to a diverse range of uses offered in the District Centre, from multiple food retailers, to medical facilities, a post office, pharmacies, opticians, banks, restaurants and a variety of retailers. The entire Omni Park District Centre, which is in the ownership of the applicants, comprises approximately 77% commercial, 23% industrial and 0% residential.

Figure 2.1 Location of Subject Lands (indicative red line shown) (source: Google Maps)

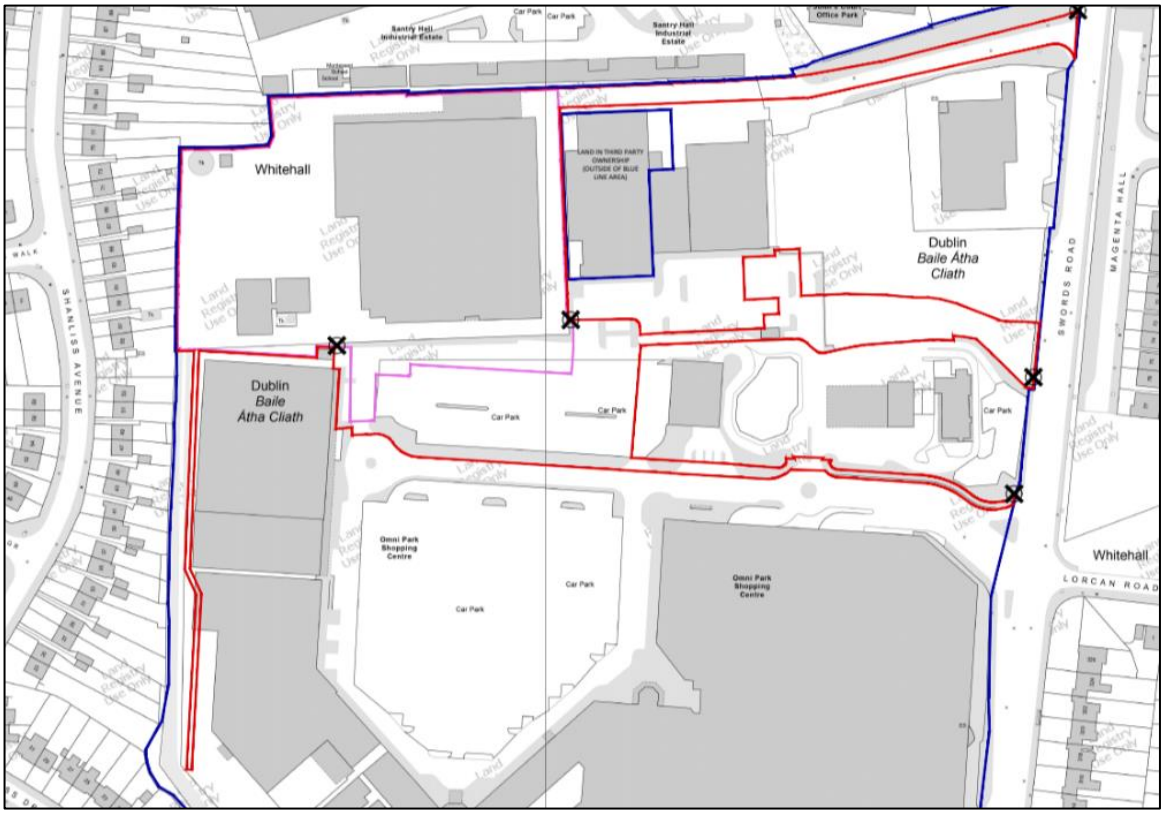

Figure 2.2 Site Location Plan (JFA 2022)

2.3 THE NEED FOR THE PROPOSED PROJECT

2.7 The proposed Project is in accordance with national, regional and local planning and development policy, as detailed in Chapter 4 (Planning and Development Context), with the exception of a few material contraventions addressed in the Material Contravention Statement prepared by John Spain Associates, submitted under separate cover as part of the planning application.

2.8 In accordance with the Government's *National Planning Framework (2018 – 2040)*, the Eastern and Midland Regional Assembly's *Regional Spatial and Economic Strategy (2019 – 2031)*, Dublin City Council (DCC) *Development Plan (2016 – 2022), DCC Draft Development Plan 2022 – 2028);* the proposed development will deliver a significant number of new, high quality residential units in a compact and sustainable manner, in an area well served by public transportation and proximate to centres of employment and commerce.

2.9 The site falls under the auspices of the DCC *Development Plan 2016-2022* and is Zoned Z4 - District Centre. This zoning is designed to provide for and improve mixed-services facilities. District centres provide a far higher level of services than neighbourhood centres. They provide a comprehensive range of commercial and community services. According to the DCC Development Plan 2016-2022 new development within these areas should "*enhance their attractiveness and safety for pedestrians and a diversity of uses should be promoted to maintain their vitality throughout the day and evening"*. In this regard, opportunity should be taken to use the levels above ground level for additional commercial/retail/services or residential use with appropriate social facilities.

2.10 In addition to this the Development Plan (2016-2022_ states that "*higher densities will be permitted in district centres, particularly where they are well served by public transport*." Omni Park is served by a Quality Bus Corridor which will be further strengthened by Bus Connects proposals.

2.11 The density and scale of the proposed development is also in line with the Z4 zoning designation. The entire site under the client's ownership currently comprises of a high concentration of commercial uses only. As such, the proposed development will meet the needs of the zoning objective with the introduction of residential, retail and communal uses into the north-western section of the site creating enhanced diversity within the District centre. There is a need for residential development of this nature and scale and at strategic locations such as this in the context of an ongoing housing crisis in the Dublin Metropolitan Area.

2.12 The application lands offer an exceptional opportunity to provide an exemplary mixed-use development in an established urban area and on a key artery between Dublin Airport and Dublin City Centre. There is significant demand for rented accommodation and for a wider variety of housing types, including units for smaller households. The provision of a further mix of uses (to include residential) shall reinforce the viability of the centre as a truly mixed use district centre.

2.13 The DCC Development Plan (2016-2022) is currently being updated. The consultation period for the draft DCC Development Plan 2022-2028 has ended and the elected members are due to receive a report prepared by the Chief Executive regarding all submissions and observations received by the 29th September 2022. Having considered the proposed material alterations to the draft DCC Development Plan and the Chief Executive's Report on submissions received, the Elected Members will make

the DCC Development Plan 2022-2028 with or without amendment, at the end of October 2022.

2.14 Considering that this proposed development may still be in the planning process while the draft DCC Development Plan 2022-2028 is finalised and adopted, this planning application has also made reference to pertinent elements of the draft Dublin City Council Development Plan 2022-2028 alongside those aspects of the Dublin City Council Development Plan (2016-2022).

2.15 This consideration of the draft DCC Development Plan 2022-2028 in this EIAR is made in the full knowledge that the Elected Members may, as is their discretion, make alterations to the draft DCC Development Plan 2022-2028 and as such those elements of the draft DCC Development Plan 2022-2028 referred to in the planning application that remain unchanged shall serve the application for the proposed development throughout the planning process.

2.16 The site is Zoned Z4 - District Centre under the draft DCC Development Plan 2022-2028. This remains unchanged from the DCC *Development Plan 2016-2022.*

2.4 CHARACTERISTICS OF THE PROPOSED DEVELOPMENT

2.17 Permission for a 7 year duration is sought by Serendale Limited for a Strategic Housing Development which comprises the demolition of the existing industrial / warehouse buildings northwest of Omni Park Shopping Centre, Santry, Dublin 9 and the construction of 457 no. apartments across 4 no. blocks, ranging in height from 4-12 storeys (over basement). The proposal includes 2 no. retail/café/restaurant units, 1 no. community building, 1 no. childcare facility, 1no. residential amenity space and 5 no. ESB substations.

2.18 The development also provides for a basement carpark of 213 no. spaces and 7 no. motorcycle spaces with 7 no. creche drop-off parking spaces and 6 no. carshare parking spaces located in newly reconfigured surface carpark. The proposal provides for 768 no. bicycle parking spaces.

2.19 The proposal includes the provision of a new public open space plaza, with consequential revisions to existing commercial car parking areas, to integrate the proposals with the wider District Centre.

2.20 The proposal includes the provision of pedestrian and cycle connections and improvements through Omni Park Shopping Centre, including a plaza and cycle/pedestrian link substantially in the form permitted as part of the Omni Living Strategic Housing Development (Ref. ABP-307011-20).

2.21 Access to the proposed 213 no. basement car parking spaces is via the existing Omni Park Shopping Centre. A secondary servicing and emergency access is via the existing service road to the rear of existing retail premises at Omni Park Shopping Centre and accessed from the Swords Road.

2.22 The development provides for all associated and ancillary site development, demolition and clearance works, hoarding during construction, revisions to car parking within the Omni Park Shopping Centre, soft and hard landscaping, public realm works, public lighting and signage, ancillary spaces, plant including photovoltaic panels, water infrastructure, utilities and services.

Figure 2.3 Proposed Site Layout OMN-JFA-ZZ-XX-DR-A-P1000 (JFA 2022)

2.4.1 Proposed Residential Units

2.23 The residential development will comprise a mix of 457 residential apartment types and sizes as follows apartments units comprised of:

- 1 no. studio apartment (c.0.2%)
- 221 no. 1-bed apartment (48%),
- 211 no. 2-bed apartment (46%), and
- 24 no. 3-bed apartment (5%).

2.24 The residential Blocks are broken down as follows:

- Block A: comprises 83 No. units from 4 to 8 storeys in height;
- Block B: comprises 76 No. units from4 to 8 storeys in height;
- Block C: comprises 165 No. units from 9 to 12 storeys in height;
- Block D: comprises 133 No. units from 10 to 11 storeys in height

2.4.2 Proposed Creche, Retail/Café/Restaurants, Amenity Space and Community Space

2.25 The development proposes non-residential spaces including:

- a purpose built crèche (c. 225.7 sq. m), and playground. (210 sq.m.). This equates to c. 47-78 no. child spaces.
- 2 no. retail/café/restaurants totalling 430.9 sq.m;
- 1. no residential amenity space of 604.9 sq.m
- and 1 no. community space of 195.3 sq.m.

2.4.3 Access, Roads and Parking

2.26 Once operational the principal pedestrian, cyclist and vehicular entrance to the proposed development will be via Swords Road and Omni Park Shopping Centre. The lands are easily accessible via the R132 Swords Road which connects the subject lands both to other parts of north Dublin and Dublin Airport to the north and the city centre to the south. The lands are also located in close proximity to the M50 which provides access to the Port Tunnel.

2.27 Within the development site, the road layout design and traffic management measures ensure low vehicle speeds are maintained on development roads providing a safe environment for cyclists to travel. High quality pedestrian footpaths are provided which provide good pedestrian linkage with all parts of the development and to existing external footpaths on the surrounding road network.

2.28 Car and bicycle parking is provided in the basement area, accessed via the established internal road network within the Omni Centre, with additional car parking available in the overall Omni Centre.

2.29 A total of 213 no. basement car parking spaces, including 11 no. accessible spaces and 22 no. EV charging points, in addition 7 no. motorcycle parking spaces will be provided at basement level.

2.30 Bicycle parking consists of a total of 768 no. parking spaces, with 504 no. within the basement and 264 no. at surface level.

2.31 The proposed development is well located adjacent to existing high quality public transport services. The site is well served by existing bus services with Dublin Bus routes No.'s 16, 16D, 33, 41, 41b 41c, 41D, 101 and 33E connecting the site to Dublin Airport, Ballbriggan and Swords to the north and the city centre and Ballinteer to the south. The site is also located along the proposed BusConnects Corridor.

2.4.4 Architectural Design Rational

2.32 The materials and finishes of the proposed blocks will be designed to a high architectural standard and will be consistent with the surrounding developments. The proposed development ranges in building heights in response to the existing properties and permitted development surrounding the subject site. The variation in the building heights provides for visual interest to the development and avoids a monolithic visual appearance.

2.4.5 Landscaping Design Rational

2.33 During construction, there will be a change to the landscape and there will be negative visual effects for residents and visitors to the areas adjacent to the site associated with construction activity. Landscape works are proposed to reduce and offset any effects generated due to the proposed development at ground level. The planting of substantial numbers of new trees and plantings will enhance the overall appearance of the new development. The tree and shrub planting will increase the visual quality within the site.

2.5 DESCRIPTION OF DEMOLITION AND CONSTRUCTION

2.34 The initial phase of the proposed development will comprise the demolition and removal of the disused warehouse, the two ancillary buildings and all hard surfaces and underground infrastructure. The warehouse is constructed mainly from blockwork, steel frame, cladding and roofing sheets. The ancillary buildings are constructed mainly from blockwork, steel frame, cladding and roofing sheets.

Figure 2.4 Buildings to be Demolished OMN-JFA-ZZ-XX-DR-A-P9001 (JFA 2022)

2.35 Once the subject lands are cleared of all existing structures the construction phase will proceed, commencing with underground structures (excavation and installation of basement, gas, water, sewerage infrastructure etc.) followed by above ground works (buildings, power and telecoms infrastructure, surface water drainage, site profiling, landscape etc.)

2.36 A Resource and Waste Management Plan (RWMP) has been prepared by EirEng and is accompanied with this application.

2.37 AWN Consulting have prepared an Construction *Environmental Management Plan (CEMP)* (2022) that is included with the application documentation. This outline CEMP explains the construction techniques and methodologies which will be implemented during construction of the proposed development.

2.5.1 Site Preparation Works and Establishment of Construction Services

2.38 Preparation of the site for demolition and the construction phase will require the establishment of entranceways and haul roads for vehicles, surveying and setting out, setting up of the construction site with fencing, and establishment site compounds. These will initially be located at the current entrance to the site in the north-east corner of the subject lands.

2.39 The site compound will provide office, portable sanitary facilities, equipment storage, parking etc. for contractors for the duration of the works. The construction compound

will be fenced off for health and safety reasons so that access is restricted to authorised personnel only. All areas under demolition and construction will be fenced for security and safety purposes and temporary lighting supplied, as necessary.

2.5.2 Demolition/Construction Site Utilities and Infrastructure

Potable Water During Demolition/Construction

2.40 Water will be required for welfare facilities, dust suppression and general construction activities. It is anticipated that due to the short duration of works (36 months) and low water requirements that water supply will be provided by tanker to the site.

Foul Water During Demolition/Construction

2.41 Welfare facilities will be provided for the contractors via portable sanitary facilities within the construction compound site during the demolition and construction works. It is anticipated that initially, waste will be collected by tanker and disposed to a licensed facility by a licensed waste sewerage contractor, and that in time temporary connections to the proposed constructed services will be established to provide service and utilities subject to relevant applications and approvals.

Stormwater During Demolition/Construction

2.42 The existing commercial units are currently drained via gravity into 2 no. private surface water drainage networks which connect into other private surface water networks within the site. The private sewer network flows east where it connects to surface water sewer on Swords Road and ultimately discharges to the Irish Sea via the Santry River.

2.43 For the initial phases of demolition any surface waters arising on site will drain via the existing surface water drainage network until such time as demolition works progress to below ground in which case the existing private surface water networks and their connections to the private surface water network will be decommissioned.

2.44 Until such time as the new proposed surface water drainage system is installed minor accumulation of surface water will infiltrate to ground within the site. During construction however larger volumes of surface water run-off into excavations/earthworks cannot be prevented entirely and are largely a function of prevailing weather conditions. Any standing surface waters will be treated using a silt-buster or similar to remove suspended solids prior to being piped to foul sewer.

2.45 As construction progresses surface water run-off from the proposed development will be collected in a new slung surface water drainage network which will connect to an existing 750mm public surface water sewer located in the loading area to the west of Omni Shopping Centre. This public water service sewer discharges to the culverted River Wad and ultimately into the Irish Sea at Fairview park.

2.5.2.2 Electricity During Demolition/Construction

2.46 During demolition and construction, contractors will require power for onsite accommodation, and construction equipment/plant. A construction compound and temporary power supply will be established in consultation with the utility supplier. The power requirements for the construction phase will be relatively minor.

2.5.2.3 Telecommunications During Demolition/Construction

2.47 Telecommunications including fibre required during the construction phase will be provided via a mobile connection.

2.5.3 Site Roads, Site Access and Car Parking

2.48 All plant, machinery and equipment will be stored on site within the works area or within the temporary construction compound which will be defined during detailed design/tendering of the project.

2.49 Traffic management and road signage will be in accordance with the *Department of* Transport*: Traffic Signs Manual - Chapter 8: Temporary Traffic Measures and Signs for Road Works* and in agreement with DCC. As part of the construction methodologies, a Construction Traffic Management Plan will be developed by the construction contractor prior to commencement of development. Junction capacity and potential traffic safety impacts are considered in Chapter 14 (Traffic and Transportation).

2.5.4 Construction Duration

2.50 The overall start-to-finish duration is estimated to be 36 months with development aspects overlapping.

2.51 Each of the specialist EIAR chapters have, as appropriate, included an assessment of the potential impact of construction works on their individual environmental aspect and set out the relevant mitigation measures relating to those aspects.

2.5.5 Construction Staffing and Working Hours

2.52 Standard working hours for construction will be 7.00am to 7.00pm Monday to Friday and 8.00am to 2.00pm on Saturday (if required), with no works on Sundays or Bank Holidays except in exceptional circumstances or in the event of an emergency. All site personnel will be required to wear project notification labelling on high visibility vests and head protection so that they can be easily identified by all workers on-site.

2.53 It is estimated that during peak construction periods there will be up to 300 staff and contractors on site per day. Site staff will include; management, engineers, construction crews, supervisors, environment health and safety personal, and maintenance contractors.

2.5.6 Landscaping/Reinstatement

2.54 Excavated material will be temporarily stored within appropriate areas within the site prior to re-use in the site(where applicable).

2.55 There is no vegetation of note that can be saved and/or reused within the completed landscape design.

2.5.7 Construction Materials

2.56 The key civil engineering works will involve the excavation of soil material. There will be a requirement for deliveries of imported engineering fill, and other construction

materials. Other construction activities will include site storage of cement and concrete materials, fuels for construction vehicles.

2.57 Construction materials will be brought to the subject site by road. Construction materials will be transported in clean vehicles. Lorries/trucks will be properly enclosed or covered during transportation of friable construction materials and spoil to prevent the escape material along the public roadway.

2.58 Where possible it is proposed to source general construction materials from the local area to minimise transportation distances. Aggregate materials such as sands and gravels will be stored in clearly marked receptacles within a secure compound area to prevent contamination. Liquid materials will be stored within temporary bunded areas, doubled skinned tanks or bunded containers (all bunds will conform to standard bunding specifications - BS8007-1987) to prevent spillage.

2.5.8 Excavation and Spoil Deposition

2.59 The proposed demolition and construction phase is expected to result in the excavation of approximately 44,213m^3 of soil foundations, sub-structures, and the basements. Any suitable excavated topsoil material will be temporarily stockpiled for reuse if possible.

2.60 Excavated material will be temporarily stockpiled onsite for re-use during reinstatement and landscaping. Stockpiles will be restricted to less than 2 m in height and the location of these will be subject to approval by the Site Manager. Excavated material shall be employed to backfill where appropriate and any surplus material will be transported off site and disposed of at a fully authorised soil recovery site.

2.5.9 Waste Management During Construction

2.61 The demolition waste will be segregated at source where practical and transferred off site for reuse, recycling and recovery, with landfill disposal only to be used where there are no available reuse, recycling or recovery options.

2.62 It is expected that volumes of wastes generated (other than excavated material discussed in 2.5.8 above, and building materials from the demolition) from the construction activities will be negligible and will generally comprise waste generated from construction workers. These wastes would generally be organic/food waste, dry mixed recyclables (waste paper, newspaper, plastic bottles, packaging, aluminium cans, tins and Tetra Pak cartons), mixed non-recyclables and potentially sewage sludge from temporary welfare facilities provided at the site compound during the construction phase. Waste printer/toner cartridges, waste electrical and electronic equipment (WEEE) and waste batteries may also be generated infrequently from site offices.

2.63 It should be noted that until final materials and detailed construction methodologies have been confirmed it is difficult to predict with a high level of accuracy the construction waste that will be generated from the construction of the proposed development as the exact materials and quantities may be subject to some degree of change and variation during the detailed design and construction process.

2.64 A Resource and Waste Management Plan has been prepared by EirEng to ensure that the management of construction and demolition waste at the site is undertaken in accordance with the current legal and industry standards while maximising prevention, reuse, recycling and recovery of waste with diversion from landfill, wherever possible.

2.5.10 Potential Impacts During Demolition and Construction and Mitigation Measures

2.65 There are potential short-term nuisances such as dust, noise, as well as the potential for pollution of surface water associated with demolition, excavations and construction.

2.66 The CEMP minimisation measures to ensure that pollution and nuisances arising from demolition, site clearance and construction activities is prevented where possible and managed in accordance with best practice, mitigation measures proposed in this EIAR, and any subsequent planning conditions relevant to the proposed development.

2.67 This CEMP will be maintained by the contractors during the demolition and construction phases and covers all potentially polluting activities and includes an emergency response procedure. All personnel working on the site will be trained in the implementation of the procedures.

2.68 Prior to commencement of construction works the contractor will draw up detailed Method Statements which will be informed by environmental protection measures included within this EIAR, the planning permission, and relevant guidance documents and best practice measures. This method statement will be adhered to by the contractors and will be overseen by the Project Manager, Environmental Manager where relevant.

2.69 The main potential impacts during demolition, excavation, construction, and commissioning which require mitigation are:

- Management of run-off water in terms of silt runoff and dewatering (if required) (see Chapter 6 (Land, Soils, Geology & Hydrogeology) and Chapter 7 (Hydrology) for further information);
- Impacts on human beings in terms of nuisances relating to the air quality of the environs due to dust and other particulate matter generated (see Chapter 9 (Air Quality and Climate) for further information);
- Impacts on human beings in terms of nuisances due to plant noise and vibration from equipment (see Chapter 12 (Noise and Vibration) for further information); and;
- Effects on the road network (due to construction workers and other staff attending site (see Chapter 14 (Traffic and Transportation) for further information).

2.70 The potential for impacts depends on the type of construction activity being carried out in conjunction with environmental factors including prevailing weather conditions i.e. levels of rainfall, wind speeds and wind direction; as well as the distance to potentially sensitive receptors. Mitigation measures to address potential environmental impacts are presented in each individual EIAR chapter.

2.6 OPERATION OF THE PROJECT

2.6.1 Site Utilities and Infrastructure (Resource Consumption)

Potable Water During the Operational Phase

2.71 The proposed water supply network will be designed and installed to the requirements and specifications set out in the Irish Water Code of Practice for Water Infrastructure. Measures are proposed to minimise water use during the operational phase, including low consumption sanitary fittings, and leak detection systems and rainwater.

2.72 It is proposed to connect into the existing cast iron public watermain located in Swords Road via a new 225mm spur. The peak demand is (Average Day/Peak Week Demand x 5.0) 13.375 l/s.

2.73 A Confirmation of Feasibility & Statement of Design Acceptance have been received from Irish Water for the development (Ref: CDS21003688). Irish Water stating that the proposed connection can be facilitated at this time. The connection is feasible without infrastructure upgrade works.

2.74 For further details see the EirEng Consulting Engineers Engineering Planning Report and drawing 201121-ECE-ZZ-XX-DR-C-0005.

Foul Water During the Operational Phase

2.75 All foul effluent generated at the proposed development site during the operational phase shall be collected in a new foul drainage network for the proposed development designed in accordance with Irish Water Code of Practice for Wastewater Infrastructure.

2.76 A Confirmation of Feasibility & Statement of Design Acceptance have been received from Irish Water for the development (Ref: CDS21003688).. The foul drainage connection is feasible subject to infrastructure upgrade works undertaken by Irish Water which is scheduled to be completed in 2026.

2.77 For further details see the EirEng Consulting Engineers Engineering Planning Report and drawing 201121-ECE-ZZ-XX-DR-C-0005.

Stormwater During the Operational Phase

2.78 Sustainable drainage systems (SuDS) measures will be incorporated into the stormwater drainage network to improve the quality of stormwater leaving the site. SuDS are drainage systems that are environmentally beneficial, causing minimal or no long-term detrimental damage.

2.79 The proposed two-stage surface water SUDS approach will slow down the rate of surface water runoff from the development, intercept first flush flows and improve the quality of water that is intercepted by the surface water drainage network through biodegradation, pollutant adsorption and settlement and retention of solids. The outfall from the attenuation system will be limited to a flow rate of 2 l/s/ha.

2.80 The SUDS Masterplan layout for the development is indicated on EirEng Consulting Engineers drawing 201121-ECE-ZZ-XX-DR-C-0002

Energy During the Operational Phase

2.81 Once in operation, electricity and gas will be provided to the site via the national grid and national gas network tying in with existing infrastructure in neighbouring areas. New electricity, gas services infrastructure will be put in place to serve the various buildings. This will be carried out in accordance with the requirements of the various service providers.

Telecommunications During the Operational Phase

2.82 There are telecommunication lines in existence for telephone and broadband services in the area. A fibre optic cable distribution network will be installed with a separate incoming fibre infrastructure and provided to each building via underground fibre ducts. There are existing underground carrier ducts adjacent to the site that will be utilised for the development.

2.6.2 Sustainability Energy Efficiency and Resource Use

2.83 The application is accompanied by an Energy and Sustainability Report prepared by OCSC. This report aims to satisfy the legislative planning requirements by addressing how the overall energy strategy of the proposed development has been approached in a holistic manner, striving to meet the highest standards of sustainable building design such as passive solar design, high efficiency systems and use of renewable energy technologies. This report also address how the proposed development will comply with the Nearly Zero Energy Building (NZEB) standards (Technical Guidance Document L of 2021).

2.84 The Building Life Cycle report has been prepared by John Flemming Architects with inputs from the other consultants, and is submitted as part of this application. The purpose of the Building Lifecycle Report is to provide an initial assessment of long term running and maintenance costs as they would apply on a per residential unit basis at the time of application, as well as demonstrating what measures have been specifically considered to effectively manage and reduce costs for the benefit of the residents.

2.6.3 Waste Management

2.85 A Resource and Waste Management Plan and Operational Waste Management Plan has been prepared by EirEng which outlines the principles and measures by which the waste generated during the operational phase of the proposed development will be managed and disposed of in compliance with the provisions of the Waste Management Acts 1996 as amended. It describes the measures by which optimum levels of waste reduction, re-use and recycling shall be achieved.

2.6.4 Housing Quality

2.86 A Housing Quality Assessment has been prepared by John Fleming Architects to accompany this application. The proposed units comply with the relevant standards as set out in the Design Standards for New Apartments (2021).

2.6.5 Daylight / Sunlight Access

2.87 A daylight/ sunlight assessment was prepared by 3D Design Bureau to accompany this application. The impact assessment for this report has quantified the effect the proposed development would have on the level of daylight and sunlight received by neighbouring residential properties and commercial premises that are in close proximity to the proposed development.

2.88 These studies have shown that whilst the proposed development, in conjunction with the granted Omni Living SHD development (ABP-307011-20), would cause a perceptible reduction to some of the assessed commercial premises, there would be a negligible level of effect to the daylight and sunlight received by all existing neighbouring properties.

2.89 The scheme performance assessment for this report has quantified the level of daylight and sunlight within the proposed development. Future residents will have access to external amenity areas capable of receiving sufficient levels of sunlight with a reasonable percentage of proposed units have achieved the minimum recommendation for Sunlight Exposure. The vast majority of proposed units have the recommended level of daylight as shown in the study of Spatial Daylight Autonomy.

2.7 POTENTIAL IMPACTS DURING OPERATION AND MITIGATION MEASURES

2.90 The most significant environmental effects are expected to arise during the construction phase. The operational phase of the proposed Project, which will entail aspects associated with the standard operation of a large-scale, residential, apartment development with public realm and crèche, café and residential amenity areas, is therefore relatively benign. Relevant aspects of the operational phase are discussed in the respective specialist chapters, as appropriate.

2.91 The proposed development, when operational, will generate limited additional traffic, air, water emissions, and waste generation from activities etc. Each chapter of this EIAR assesses the potential impact of the operation of the proposed development on the receiving environment. Please refer to each specialist chapter respectively.

2.8 CHANGES TO THE PROJECT

2.92 The lifespan of the proposed development is not defined but it is anticipated that it will will be maintained, and periodic upgrading and re-fit undertaken over the long-term (i.e. 15-60 years). In order to demonstrate how the development will be maintained, John Flemming Architects have prepared a Building Lifecycle Report that is included with the application documentation.

2.93 If the proposed development is no longer required, then full decommissioning and demolition in accordance with prevailing best practice will be undertaken.

2.9 DESCRIPTION OF OTHER RELATED PROJECTS

Irish Water Network Upgrades

2.94 As discussed in Section 2.6.1 consultation with Irish Water has been undertaken, the proposed foul water connection can be facilitated subject to infrastructure upgrade works undertaken by Irish Water which is scheduled to be completed in 2026.

2.95 The projected completion date for the proposed development, subject to a planning grant, is July 2028 and a minimum 1.5 years later than the projected Irish Water upgrade delivery date, which Irish Water have noted in correspondence as being currently on track for substantial completion in 2026. A detailed project timeline is included in Appendix E of the EirEng Engineers Planning Report. Notwithstanding these dates the client has agreed, and as would be expected to be included in a standard condition wording of any planning decision, that first occupation of any unit will not take place until a connection agreement, and subsequent connection, is in place for the development.

2.96 A copy of this correspondence is included in Appendix E of the EirEng Engineers Planning Report and confirms that the upgrade works are to be undertaken by Irish Water and will divert flows from the existing Santry Pumping Station to the North Fringe Sewer. The upgrade works include Civil and M&E replacement, relocation of the

pumping station and new emergency overflow tank. No agreements are necessary between Irish Water and the developer to facilitate the upgrade works with the development only requiring a connection application, as is standard. All agreements and consents required for the upgrade works will be applied for and put in place by Irish Water, as necessary, in line with the project timeline. Irish Water confirm in their correspondence they are on track for substantial completion by 2026 which aligns with the project delivery date noted in the Confirmation of Feasibility letter.

2.10 DESCRIPTION OF OTHER CUMULATIVE PROJECTS

2.97 Any future application on these development lands will be subject to planning approval and environmental assessment as required. Any new development proposed on the lands after the submission of the proposed development would be accompanied by an EIA, or EIA Screening as required and take into consideration the development of this site.

2.98 As part of the assessment of the impact of the proposed development, account has also been taken of developments that are currently permitted or under construction within the neighbouring industrial parks and surrounding areas. The potential for Cumulative Impacts arising from these other related projects has been addressed within each specialist chapter of this EIA Report.

2.99 The subject lands and surrounding lands to the north and east provide good potential for delivering high density housing to ease Dublin's housing crisis. The proposed development represents one of many opportunities that have been and are being constructed to realise this potential.

2.10.1 Developed Cumulative Developments

2.100 The potential of the Santry area has already been realised by two recently constructed high density developments; Santry Place (DCC 2713/17, 2737/19) to the north-east of the subject lands, and Swiss Cottages (ABP 303358-19, 306987-20) situated on the eastern side of the Swords Road.

Santry Place (Blocks A, B and C)

2.101 The Santry Place development which has been constructed to date comprises three blocks:-

- Block A – A 7 storey mixed-use building which includes 3 no. retail/commercial units at ground level and 74 no. residential units in levels above (21 no. one-bedroom, 47 no. two-bedroom and 6 no. three-bedroom).
- Block B - A 7 storey residential building delivering 71 no. residential units (25 no. one bedroom, 39 no. two-bedroom and 7 no. three-bedroom).
- Block C – A 7 storey mixed use building including 2 no. office units and 1 no. crèche at ground floor, and 62 no. residential units in the levels above (16 no. one-bedroom, 36 no. two-bedroom and 10 no. three-bedroom).

2.102 The remaining development associated with Santry Place comprised new vehicular and pedestrian access via Swords Road at the north east corner of the site, and environmental improvements along the Swords Road frontage; upgrading of existing vehicular and pedestrian access via Santry Avenue; new basement car park via ramp under Block A accommodating 174 no. car parking spaces, bicycle parking spaces, plant, etc.; 151 no. surface car parking spaces;

surface bicycle spaces; bin storage at ground level in Blocks B and C; surface water attenuation tank; and, hard and soft landscaping, lighting and boundary treatment works; all on a site of c. 1.9Ha.

Swiss Cottages

2.103 The Swiss Cottages "build to rent" development is a 3-7 Storey single block which provides 120 no. residential apartment units comprising of 26 no. one-bedrooms, 91 no. two-bedrooms, and 3 no three-bedrooms.

2.104 There are 3 no. retail/ café/ restaurant units fronting the Swords Road and provision for 36 no. car parking spaces (26 no. at basement level, 10 at surface level) including the provision of 4 no. car club spaces and 2 no. disabled spaces, 183 no. cycle parking spaces and 2 no. motorbike spaces.

2.105 The proposed development also comprises communal open space including courtyard area, resident outdoor exercise area and 2 no. roof terraces, a green roof, ESB sub-station, and SUDS drainage.

2.106 Both of these above developments are captured within the current existing environmental baseline for the area surrounding the subject lands. As they are already constructed they will not contribute any potential increase in cumulative impacts associated with the proposed development demolition and construction phase. As such the assessment within this EIAR does not consider the likelihood of environmental impacts associated with the cumulative demolition and construction phases of the proposed development and these two already constructed developments.

2.107 This EIAR however does consider the likelihood for cumulative impacts associated with the operational phase of the proposed development and these two already constructed developments. The impacts to the environment arising from these two already constructed developments have been easily identified in this EIAR as they represent the existing baseline scenario within each specialist chapter.

2.10.2 Cumulative Developments Permitted but not yet Constructed

2.108 There are two related developments which have received planning permission within the area surrounding the subject lands, but have not yet been constructed. These are Omni Living (ABP 307011-20) to the east of the Subject Lands, and Blocks D and E of the aforementioned Santry Place (DCC 2713/17, 2737/19).

Omni Living

2.109 Omni Living is an approved mixed use scheme consisting of 3 buildings of 324 apartments, ground floor amenity and creche as well as an 81 room aparthotel. The 3 building blocks will comprise of the following:

- Block A – An 8-12 storey mixed use building with one café/restaurant/retail unit on the ground floor providing 130 no. residential units (45 no. one-bedroom, 78 no. two-bedroom and 7 no. studios).
- Block B – A 7-11 storey mixed use building with a creche at ground level providing 135 no. residential units (69 no. one-bedroom units, 54 no. two-bedroom units, 12 no. studios).

- Block C – A 5-9 storey mixed use building delivering 59 no. residential units (12 no. one-bedroom and 47 no. two-bedroom), internal amenity space and an 81 no. bedroom aparthotel.

2.110 The scheme will create a new pedestrian entrance plaza to the Omni area with landscaped open areas.

Santry Place Blocks D and E

2.111 Part of the approved Santry Place planning permission with DCC includes 2 no. office buildings situated to the west of Blocks A, B and C.

- Block D is a 4-5 storey building providing 9,192m^2 of g.f.a. office space.
- Block E is a 5 storey office block providing a total of 2,274m^2 of g.f.a. office space.

2.112 Due to the fact that these two permitted but not yet constructed developments have not been constructed their potential impacts are not captured within the current environmental baseline for either their demolition/construction phase or their operational phase.

2.113 The precise timeline for the construction of these two permitted but not yet constructed developments is not known and as such, for the purposes of this EIAR the precautionary principle has been applied by assessing in this EIAR the potential for cumulative construction impacts occurring in tandem with the proposed development. The likely demolition/construction impacts to the environment arising from these two permitted but not yet constructed developments have been identified by a review of the planning documents associated with each of the permitted but not yet constructed development applications.

2.114 This EIAR also considers the likelihood for cumulative impacts associated with the operational phase of the proposed development and the operational phase of these two permitted but not yet constructed developments. The likely operational impacts to the environment arising from these two not yet constructed developments have been identified by a review of the planning documents associated with each of the permitted but not yet constructed development applications.

2.10.3 Cumulative Developments Submitted but not yet Permitted

2.115 There has been a recent application to ABP (ABP-314019-22) for a SHD development (Santry Avenue SHD) at the corner of the Swords Road and Santry Avenue on the existing Heiton Buckley site, and also an application (DCC 4549/22) to revise portions of the aforementioned Santry Place ((DCC 2713/17, 2737/19).

Santry Avenue SHD

2.116 The proposed development includes for the demolition of the existing industrial type building on site (i.e., the Chadwicks Builders Merchants) and, in its place, will see the construction of 4 no. buildings, sub-divided into 7 no. blocks (Blocks A-G), ranging from 7 no. storeys to 14 no. storeys in height, over a basement level car park.

2.117 The residential element of the development consists of 350 no. apartments in 4 no. buildings, sub-divided into 7 no. blocks (Blocks A-G), comprised of the following mix of dwellings:

- 113 no. 1 bed dwellings
- 218 no. 2 bed dwellings
- 19 no. 3 bed dwellings

2.118 The proposed development also provides for 4 no. commercial / retail units and a medical suite / GP Practice unit located on the ground floor of Blocks A, B, and D, a community use unit located on the ground floor of Block E, and a 1 storey residential amenity use unit located between Blocks A and D. All these proposed non-residential uses face onto Santry Avenue and Swords Road.

2.119 The proposed development includes for a basement level car park (c. 5,471sq.m) comprised of 173 no. car parking spaces (including for 12 no. disabled parking spaces) & 719 no. bicycle parking spaces. The basement level is internally accessible from cores of Blocks A, B, C, D, E, & F, while vehicular access to the basement is from the south between Blocks B & C. An additional 36 no. car parking spaces & 58 no. bicycle parking spaces (including 42 no. visitor spaces) are also provided for within the site boundaries, at surface level. Blocks F & G cater for internal bicycle storage areas at ground floor level also.

2.120 Public open space of c. 1,915sq.m is provided for between Blocks C, D, E, & F. Communal open space of c. 3,122sq.m is provided for as follows: (i) between Blocks E, F, & G (ii) Blocks A, B, C, & D, and (iii) in the form of roof gardens located on Blocks A, C, & F, and on the proposed residential amenity use unit. Private open spaces are provided as terraces at ground floor level of each block and balconies at all upper levels. The development includes for hard and soft landscaping & boundary treatments, which clearly define public, private, and communal open spaces.

2.121 Vehicular access to the development will be via 2 no. existing / permitted access points: (i) on Santry Avenue in the north-west of the site (ii) off Swords Road in the south-east of the site, as permitted under the adjoining “Santry Place” development (Dublin City Council Ref. 2713/17).

2.122 The site is currently in private use by Chadwicks Builders Merchants and therefore the development will not result in any loss or reduction of existing public open space, residential dwellings, or community related facilities.

Santry Place Amendments (Reg. Ref. 4549/22)

2.123 A Planning application has been submitted to replace the previously granted, but not yet constructed blocks permitted under *DCC Reg. Ref.: 2713/17 and 2737/19* with 3 no. 7 storey blocks (Blocks D,E and F) with office accommodation and 48 apartments.

2.124 For the purposes of this EIAR the precautionary principle has been applied by assessing in this EIAR the potential for cumulative construction impacts of the Santry Avenue and Santry Place sites occurring in tandem with the proposed development. The likely demolition/construction impacts to the environment arising from the Santry Avenue and Santry Place sites has been identified by a review of the planning documents pertaining to the ABP- 314019-22 application and the DCC 4549/22 application.

2.125 This EIAR also considers the likelihood for cumulative impacts associated with the operational phase of the proposed development and the operational phase of a newly developed Santry Avenue and Santry Place sites. The likely operational impacts to the

environment arising from the development of the Santry Avenue site has been identified by a review of the planning documents associated with the ABP-314019-22 application and the DCC 4549/22 application.