

## 2 Site Context & Development Description

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## 2.1 Introduction

This chapter of the EIAR provides a detailed description of the project along with details of the existing environment.

In accordance with Article 5(1)(a) of the 2011 Directive as amended by Directive 2014/52/EU the description of the proposal should comprise "...information on the site, design, size and other relevant features of the project".

The project, which is a strategic housing development for the purposes of the Planning And Development (Housing) And Residential Tenancies Act 2016, as amended, comprises a new residential and mixed use scheme of 493 residential units, residential amenities, a childcare facility and a cafe on a site of c. 3.9 ha as follows:

The proposed development comprises 493 residential units delivered in a combination of new apartment buildings (ranging in height from 3- 10 storeys overall in height) and a relocated St. Teresa's Lodge.

St. Teresa's House provides for 6 apartments, comprising 5 no. 2-bed units and 1 no. 3-bed unit. The new build element of 487 units is set out in 11 no. residential development blocks (Blocks A1-C2 and D1 – E2) ranging in height from 3-10 storeys over basement comprising:

- Block A1 (5 storeys) comprising 37 no. apartments (33 no. 1 bed units and 4 no. 2 bed units)
  - Block B1 (10 storeys) comprising 55 no. apartments (37 no. 1 bed units, 10 no. 2 bed units and 8no. 3 bed units)
  - Block B2 (8 storeys) comprising 42 no. apartments (28 no. 1 beds, 9 no. 2 beds and 5 no. 3 beds)
  - Block B3 (8 storeys) comprising 42 no. apartments (28 no. 1 beds, 9 no. 2 beds and 5 no. 3 beds)
  - Block B4 (5 storeys) comprising 41 no. apartments (4 no. studio units, 4 no. 1 bed units, 27 no. 2 bed units and 6 no. 3 bed units).
  - Block C1 (3 storeys) comprising 10 no. apartments (1 no. studio unit, 3 no. 1 bed units and 6 no. 2 bed units).
  - Block C2 (3 storeys) comprising 6 no. apartments (2 no. 1 bed units, 4 no. 2 bed units,) together with a creche facility of 392 sq. m at ground floor level and outdoor play area space of 302sq.m
  - Block C3 (1 storey plus basement level) comprising residential amenity space of 451 sq. m.
  - Block D1 (6 storeys) comprising 134 no. apartments (12 no. studio units, 22 no. 1 bed units, 90 no. 2 bed units and 10 no. 3 bed units).
  - Block E1 (6 storeys) comprising 70 apartment units (34 no. 1 bed units, 26 no. 2 bed units and 10 no. 3 bed units).
  - Block E2 (6 storeys) comprising 50 units (1 no. studio unit, 29 no. 1 bed units, 18 no. 2 bed units and 2 no. 3 bed units).
- 
- Each residential unit has associated private open space in the form of a terrace/balcony.
  - Resident amenity space c. 451 sq. m. accommodating a gym and studio space at basement level; residents' lounge/café, work booths/meeting room and reception/foyer/parcel store at ground floor.
  - Crèche facility of 392. sq. m.

- 252 no. residential car parking spaces (161 no. at basement level and 91 no. at surface level) and 20 motorcycle spaces at basement level are proposed. 8 no. car parking spaces for creche use are proposed at surface level.
- 1056 no. bicycle parking spaces (656 no. at basement level and 400 no. at surface level).
- 15,099.7 sq. m. public open space in the form of a central parkland, garden link, woodland parkland (incorporating an existing folly), a tree belt, entrance gardens, plazas, terraces, gardens, and roof terraces for Blocks B2 and B3.

The newly proposed 487 new residential units (Blocks A1 - E2) and existing 6 residential units (Block H) provide for a total of 493 units at this site.

New Block G (Relocated and Extended St. Teresa's Lodge) (1 storey) is also proposed comprising a new café/retail space of 67.4 sq m. The dismantling/deconstruction of the existing St. Teresa's Lodge (39 sq m) and demolition of a lean-to extension (28.5 sq m) was previously permitted under SHD PLo6D.303804-19. However, the current application seeks permission to reconstruct St. Teresa's Lodge in a new location (180m south-west) using original roof timbers, decorative elements and rubble stonework, with original brickwork cleaned and re-used where appropriate. It is proposed that the non - original extension (28.5 sq m) will be removed and permission is sought for further extension of this building (26.8 sq m) and a change of use from residential to café/retail use to deliver a Part M compliant single storey building of 67.4 sq m.

Basement areas are proposed below Blocks A1, B1 to B4 and D1 (c. 7,295 sq m GFA). A total of 252 car parking spaces (161 at basement level and 91 at surface level); 1056 bicycle spaces (656 no. at basement level and 400 no. at surface level); and 20 motorcycle spaces provided (10 at surface level and 10 at basement level).

The associated site and infrastructural works include provision for water services; foul and surface water drainage and connections; attenuation proposals; permeable paving; all landscaping works; green roofs; boundary treatment; internal roads and footpaths; and electrical services including solar panels at roof level above Blocks A1, B1 - B4, C1-C3, D1, E1, E2.

## 2.2 Characteristics of Development

Schedule 6 para. 2(a) requires information on the site, design and other relevant features of the proposed development.

We set out below the details of the site and relevant design features.

### Site Location

The site of the proposed St. Teresa's SHD extends to c. 3.9 ha with 3 no. Protected Structures in a mature landscaped setting adjoining Rockfield Park. The site is bounded to the north by Temple Road, with mature residential development to the East and the Alzheimer's Society of Ireland to the West.

The site is within 1km of Blackrock Village and has high accessibility to public transport. The N31 (Temple Road) is designated as a proposed QBC and both Blackrock and Seapoint DART stations are within easy walking distance.



*Figure 2.1 - Aerial Photo with lands at St. Teresa's outlined (Source: Google Maps 2021)*

The buildings on site consist of St Teresa's (A Protected Structure), which is a 3 storey Victorian House with associated Gate Lodge (Protected Structure) and Entrance Gates (Protected Structure) at the main entrance to the site off Temple Road. There are a number of ancillary buildings linked to St Teresa's, which are later additions of no particular architectural character or merit in this case.

The portion of the site within the applicants control extends to c. 3.9 ha (the main site area) is the main development site. The remainder of the lands are controlled by:

- Dún Laoghaire-Rathdown County Council i.e., lands along Temple Hill and at St Vincent's Park.
- Lands at the 'Alzheimer's Society of Ireland' i.e., a building bounding the shared boundary.

### **Site Access**

Access to the proposed development is proposed via the existing entrance to the overall site after delivery of the realignment and upgrade of the existing signalised junction and associated footpaths to provide for improved and safer vehicular access/egress to the site and to/from St. Vincent's Park. The application seeks a minor alteration to the geometry at the vehicular access to St. Vincent's Park to provide for an improved alignment. Emergency vehicular access and pedestrian/cycle access also remains via a secondary and long-established existing access point along Temple Hill. There are no works proposed to the existing gates (Protected Structure) at this location.

### **Surrounding Context**

The site is identified, in the relevant development planning context, as being capable of accommodating residential development of the form and quantum currently proposed, by way of the residential zoning governing the site. The proposed SHD will not have any significant effect on the surrounding land uses in that the proposed development has been designed to integrate with surrounding development. Specifically, residential amenities both within the development and adjacent to the site are protected and maintained.

The site has a mature landscaped setting and is bounded by Temple Hill Road to the north; Rockfield Park to the south; existing residential development to the East (St. Vincent's Park ) and existing residential development (St. Louise's Park and Barclay Court) and the Alzheimer's Society of Ireland to the west.

The site is within 1km of Blackrock Village and has high accessibility to public transport. The N31 is designated as a proposed Quality Bus Corridor (QBC). Blackrock Dart station and Seapoint Dart station are located between 500m – 700m from the site. The site is proximate to Blackrock Shopping Centre and Blackrock Park which will provide an array of services and recreational amenities to future residents of the proposed development.

### **Protected Structures**

This is the main development site, which contains 3 no. Protected Structures as follows:

- (a) 'St. Teresa's House' or Centre which is a 3 storey Victorian House (RPS 398);
- (b) 'St. Teresa's Lodge' known as 'The Gate Lodge', which is a single storey property located at the main entrance to the site off Temple Hill (RPS 1960); and
- (c) Entrance Gates along the north of the site (RPS 398).

#### **St. Teresa's House**

St. Teresa's House is a 2 - storey over basement detached country house, of five bays with central projecting granite porch, and semi-circular end bays.

The proposed development for this building provides for 5 no. 2 bed units and 1 no. 3 bed unit (as permitted under SHD PL06D.303804-19).

The images below set out the context for this building.



*Figure 2.2 – View of St. Teresa's*



### **St. Teresa's Lodge ('The Gate Lodge')**

The existing gate lodge building is a single storey double fronted lodge with a hipped roof.

The dismantling/deconstruction of the existing St. Teresa's Lodge (67.8 sq.m m) and demolition of a lean-to extension (28.5 sq. m) was previously permitted under SHD PL06D.303804-19.

Notwithstanding this, it is now proposed to dismantle and relocate 'St. Teresa's Lodge' (1 storey - gross floor area 69.63sq m) from its current location to a new location, 180 m southwest within the development adjacent to Rockfield Park. St. Teresa's Lodge (Block G) will be deconstructed in its original location and reconstructed in a new location using original roof timbers, decorative elements, and rubble stonework, with original brickwork cleaned and re-used where appropriate. A non - original extension (approx. 28.5 sq.m m) is proposed for demolition. This application seeks further extension of this building (approx. 26.8 sq. m) and a change of use from residential to café use to deliver a Part M compliant single storey building of approx. 67.4 sq. m

The Gate Lodge is outlined in the photos below for contextual purposes. The red hatched area indicates the existing Gate Lodge to be relocated and the Blue hatched out area indicates the proposed relocation of the Gate Lodge.



*Figure 2.3 - Front of the Gate Lodge*

### **Other Buildings Associated with St. Teresa's**

In addition to the above, there are existing later extensions and ancillary buildings to the side and rear of St. Teresa's and The Gate Lodge, which are not considered of any architectural merit in this case. Again, notwithstanding the fact that permission to demolish these buildings was secured under SHD PL06D.303804-19, the current application seeks authorisation for demolition of these remnant buildings, as a component of the application for permission.

### **Density**

Residential Density proposed at this site is set out as 493 units on a 3.9 ha site. This equates to approx. 123 units per ha gross figure and 165 units per ha net figure, and is considered appropriate given the proximity of the site to public transport. The subject site is located within 500 metres of Seapoint DART Station and is located directly adjacent to the proposed N31 QBC. A density of this nature is supported by national policy which is aiming at delivering increased height and density at appropriate locations.

The proposal also complies with Policy RES3 of the Dún Laoghaire Rathdown County Development Plan 2016-2022 in that a reasonable level of protection of existing levels of residential amenity are

maintained whilst meeting a higher level of residential density. On accessible sites such as this are subject to no upper limit on development densities subject to other design criteria being met.

The subject site is a prime underutilised suburban site located proximate to a proposed Bus Priority Route at Temple Hill (N31) and is proximate to DART stations at Seapoint (500 m distance) and Blackrock (700 m distance) and is therefore optimally located to provide for a higher residential density and additional height in compliance with national policy.

### **Height**

The proposed building heights will range from 3 to a maximum of 10 storeys high particularly along the south of the site and along Temple Hill.

<b>Block</b>	<b>Permitted Height</b>	<b>Proposed Heights</b>	<b>Change</b>
Block A1	4 storeys	5 storeys	+1 storey
Block B1	8 storeys	10 storeys	+2 storeys
Block B2	6 storeys	8 storeys	+2 storeys
Block B3	6 storeys	8 storeys	+2 storeys
Block B4	5 storeys	6 storeys	+1 storey
Block C1	3 storeys	3 storey	-1 storey
Block C2	3 storeys	3 storeys	No change
Block C3	3 storeys	1 storey over basement	-2 storeys
Block D1	5 storeys	6 storeys	+1 storey
Block E1	2-5 storeys	6 storeys	+1 storey
Block E2	2-5 storeys	6 storeys	+1 storey
Block E3	2-5 storeys	Omitted	Omitted
Block E4	4 storeys	Omitted	Omitted
Block E5	4 storeys	Omitted	Omitted
Block G (Gate Lodge)	1 storey	1 storey	No change
Block H (St. Teresa's)	3 storeys	3 storeys	No change

**Table 2.1 – Proposed Heights**

### **Land Use Requirements**

A total of 493 residential units are proposed in 11 Blocks (A1-E2 and Block H). The residential mix of the 493 no. apartments (6 permitted units and 487 new build units) is as follows:

- 18 no. studio units (4%)
- 220 no. 1 bed units (44%)
- 39 no. 2. bed units (3P) (9%)
- 169 no. 2. bed units (4P) (34%)
- 47 no. 3 bed units (9%)

A total of 259 of the 493 units proposed have the benefit of dual aspect equating to 52.5% of the units.

Heights of up to 10 storeys are proposed and these heights are considered appropriate to the site and surrounding context, having regard to proximity of the site to a public transport corridor; the prominence of the site along the N31; and current national planning policy direction.

The site is identified by the relevant development planning context as being capable of accommodating residential development of the form and quantum currently proposed, by way of the residential zoning governing the site.

### **Access**

#### *Vehicle Access – St. Vincent's Park*

Access to the development is proposed by means of works to the existing entrance to the overall site to deliver the realignment and upgrade of the existing signalised junction and associated footpaths to provide for improved and safer vehicular access/egress to the site and to/from St. Vincent's Park. The application seeks permission for a minor alteration to the geometry at the vehicular access to St. Vincent's Park to provide for an improved alignment. Emergency vehicular access and pedestrian/cycle access is proposed via a secondary and long-established existing access point along Temple Hill. There are no works proposed to the existing gates (Protected Structure) at this location.

### **Pedestrian and Cycle Access**

There are pedestrian and cycle links through the proposed development site to Blackrock village through Temple Road and to Rockfield park. This includes footpaths, landscaping and planting, connectivity and generally improved permeability.

The permeability of Rockfield park is enhanced by the proposed development due to the additional routes and "trim trail" which provide access from the main route through the development and as well as from Dunardagh Avenue.

Withing the Courtyard, there is a combination of terraced lawns, specimen tree planting and stepped access is used to address the level change down to Temple Hill and to focus views into the scheme. This is combined with direct pedestrian access from Temple Hill to increase permeability through what is currently a closed vista.

### **Open space and Landscaping**

Total Public Open Space Provision is identified as 15,099.7sq m across the entire site. OMP Architects have broken down provision into communal, public open space and a woodland park for visual purposes and to show that all requirements are being met by way of the institutional 25% open space /population equivalent standards (DLR Development Plan) governing this site but also the communal requirements of the Apartment Guidelines 2020.

In summary, the provision is broken down as follows:

- Public Open Space – 11,572.3 sq m
- Communal Open Space – 3,527.4 sq m
- **Total Provision – 15,099.7 sq m**

A detailed breakdown of open space is included in the OMP Architectural Design Statement enclosed herewith. The following reference images are identified.





Figure 2.4 - Public Open Space Provision

The population equivalent figure is identified as 3.5 persons for units with 3 or more bedrooms and 1.5 persons for units with 2 or fewer bedrooms. The requirements for open space per person are 15-20 sqm. There is a total population equivalent of 833.5 persons (based on a mix of 18 x studios, 220 x 1 beds, 208 x 2 beds and 47 x 3 beds).

The open space offering is significant in this case with large open space areas, tree trails, play areas and permeable access to the adjoining Rockfield Park, which in itself is a significant open space offering.

### **Car / Motorcycle and Bicycle Parking**

Proposals for car parking generally comprise the following:

252 car parking spaces (161 proposed at basement level and 91 proposed at surface level).

Of the 91 spaces proposed at surface level, 8 spaces are designated for use by the crèche facility.

Basement car parking is divided into 3 parking areas as follows:

- Area A (Level -1) – 44spaces
- Area B (Level 0) – 36 spaces
- Area D (Level -1) – 81 spaces

Accessible parking is provided at a rate of 5% of spaces, which is 13 spaces across the scheme proposal. A car parking ratio of 0.51 is proposed.

In addition, provision is made for 20 motor cycle spaces. (10 proposed at basement level and 10 at surface level)

A total of 50 no. electric charging points have been provided throughout the development. This requirement is in line with the Dun Laoghaire Rathdown Development Plan 2016-2022 requirement:

*“Residential developments (with private car spaces including visitor car parking spaces) – A minimum of one car parking space per ten residential units should be equipped with one fully functional Electrical Vehicle Charging Point”*

- Basement car park A , 12 no. charging points
- Basement car park B , 14 no. charging points
- Basement car park D , 14 no. charging points
- Surface level parking , 10 no. charging points

A total of 1056 bicycle parking spaces are proposed within the development (656 at basement level and 400 at surface level).

Basement cycle parking is divided in 3 parking areas as follows:

- Area A (Level -1) – 100 spaces
- Area B (Level 0) – 226 spaces
- Area D (Level -1) – 246 spaces

These are provided in a combination of Sheffield stands and double stacked bays. All cycle spaces are conveniently located for ease of access for residents and close to lift/ stair cores.

In addition, provision is made for 20 motorcycle spaces (10 at basement level and 10 at surface level)

## **Use of Natural Resources**

### **Soil**

As detailed in the Construction and Environmental Management Plan appended to the EIAR, on site accommodation will consist of adequate materials drop-off and storage areas. Excavated soil will be carefully stored in segregated piles on the site and subsequent removed from site for direct beneficial use elsewhere.

### **Foul Water and Water Supply**

Foul water will discharge to the existing 1200mm diameter combined sewer in Temple Road via an existing 300mm connection. An enquiry to Irish Water indicates that this diversion is feasible.

### **Gas**

The Proposed Development will require gas supplies during the operational phase of the scheme and these will be provided by the installation of new connections to the development site.

## **Services**

### **Water**

A pre-connection enquiry for 521 Units was issued to Irish Water on 17th April 2020 and acknowledgement email received on 20th April 2020 (reference number 0883622). A confirmation of feasibility, letter reference CDS20002536, dated 10th June 2020 has been received.

In respect of water, new connections to the existing network without upgrade is feasible. The site is served by 2 No. 100Ø water main spurs which are connected to an existing 400Ø watermain in the path that runs along Temple Hill Road.

### Surface Water Drainage and SUDS

It is proposed to separate the storm runoff from the existing and proposed buildings and to use SuDS techniques, as per the Greater Dublin Strategic Drainage Study (GSDS), to control stormwater discharge from the site. Storm water will be collected on the green roofs of these blocks, attenuated and then discharged positively to the culverted section of the Carysfort/Maretimo stream.

### Foul Water Drainage

Foul water from St. Teresa's is currently conveyed through the combined sewer network within the site boundary. Temple Hill is served by a 1200mmØ combined sewer. The combined sewers within St. Teresa's lands discharges to the 1200mmØ combined sewer in Temple Hill. This trunk main is routed to the Dun Laoghaire West Pier pumping station where it is pumper to Ringsend Wastewater Treatment Works. Further details on the Foul Water Drainage can be seen in JJ Campbells and Associates Planning Report.

## 2.3 Construction Programme and Phasing

The construction works associated with the development will be undertaken in 3 phases. There will also be demolition and excavation phases associated with removing demolition material, excavating the basement, along with re-profiling spoil onsite. The construction and demolition programme is intended to commence in the second half o 2022, with a 48-month programme, to be read in conjunction with JJ Campbell and Associates Phasing Drawing C12:

<b>Remaining Demolitions:</b>	9 months
<b>Construction:</b>	
Phase 1 works:	18 months
Phase 2 & 3:	30 months
<b>Total:</b>	48 months

### **Stage/Phase 1**

Preliminary and enabling works.

- Establishment - offices, canteen, welfare, etc.
- Hoarding and fencing, including fencing of St Teresa's House.
- Install temporary wheel wash and silt traps as necessary.
- New water and gas connections to Alzheimer's Society
- New water and gas connections to St Teresa's house.
- Foul drainage from Temple Road to St Teresa's, including connection to Irish Water sewer.
- Demolition of any remaining redundant structure's
- Diversion of H.V. and M.V. ESB cables.
- Dismantling of Gatelodge and reconstruction of gatelodge at new location.
- New junction layout at Temple Road .
- New watermain in avenue serving St. Catherines.
- Divert 900mm diameter sewer at St. Louises Park at the north west boundary.
- Install foul drainage system from St Teresa's to intercept the drain from St. Catherine's at S.W. boundary of site.
- Construct attenuation tank at building A1 and connect to IW sewer in Temple Road.
- Construct attenuation structure at centre of site and connection drainage to Temple Road and connect to IW sewer.
- Construct 2 no. ESB sub-stations.
- Install and connect drainage located under ESB feed cable ducts.

- Install ESB feed cables in ducts to sub-stations
- Complete S.W. and Foul drainage networks.
- Construct road sub-base and base for construction traffic.

#### Phase 2.A

- Install ducting and cables into roads from St Teresa's east to Temple road.
- Construct basement structure for buildings A1, B1, B2, B3 and B4
- Construct superstructure for buildings A1, B1, B2, B3, B4, C1, C2 and C3
- Utility connections, Buildings A1, B1, B2, B3, B4, C1, C2 and C3
- Fit out, Buildings A1, B1, B2, B3, B4, C1, C2 and C3
- Landscaping, area east of St Teresa's
- Final surfacing of roads East of St. Teresa's.

#### Phase 2.B

- Install ducting and cables into roads from St Teresa's west to boundary with Rockfield Park.
- Construct basement structure for buildings D1
- Construct superstructure for buildings D1, E1 and E2
- Utility connections, Buildings D1, E1 and E2
- Fit out, Buildings D1, E1 and E2
- Landscaping, area west of St Teresa's
- Final surfacing of roads west of St. Teresa's.

#### Stage/Phase 3

- Install ducting and cables around St Teresa's.
- Conservation works, repairs and internal alterations to St. Teresa's
- Utility connections to St. Teresa's
- Fit out, St. Teresa's.
- Landscaping, around St Teresa's
- Final surfacing of roads around St. Teresa's.



Figure 2.5 Google Earth view of building that have been demolished are indicated with a red star.



The demolished building size and construction vary throughout. No basements under any of the building. Red star on the above figure shows buildings that have been demolished.

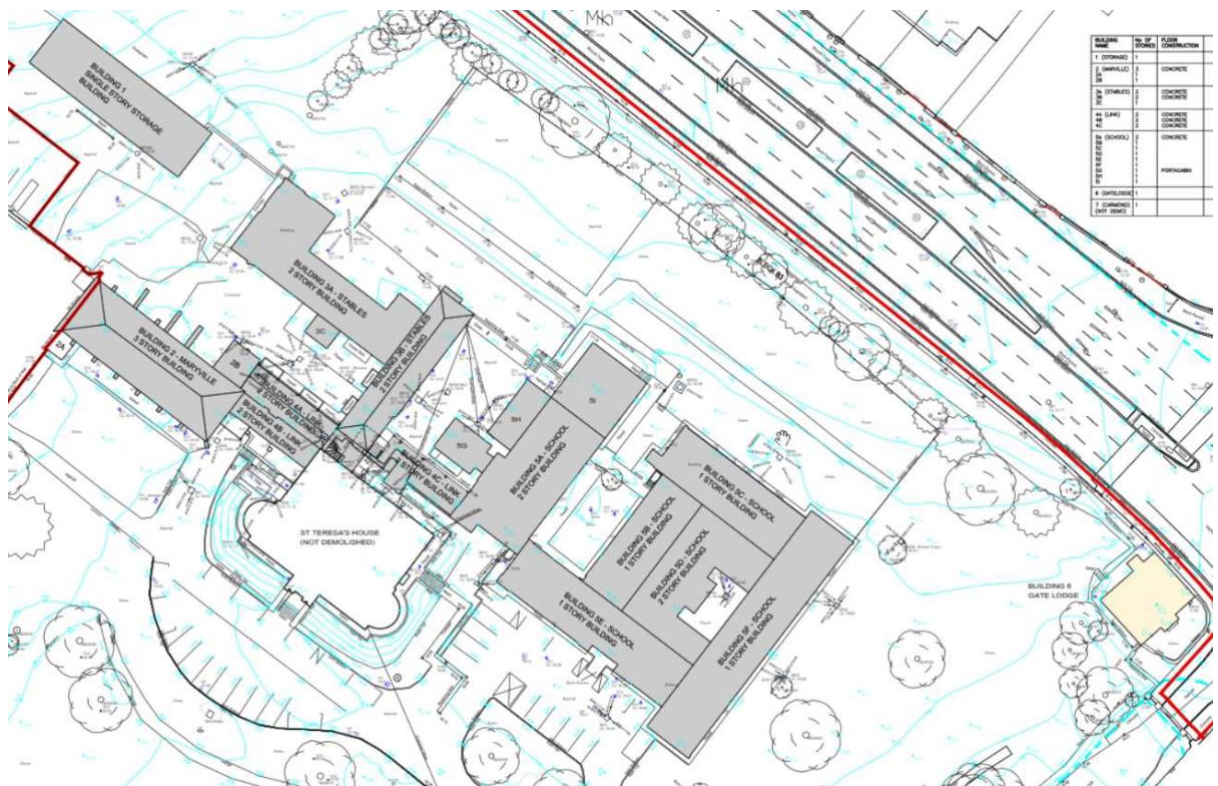


Figure 2.7 - Building which have been demolished shown in grey.

No structural drawings exist for the existing buildings. A topographical survey of the buildings was carried out by Murphy Surveys and a utility survey of the grounds was carried out by Murphy surveys.

For ease of reference, a summary of the conclusions derived from the pre-development surveys are det out below:

#### **Building 1 – Storage – Single Story (Already Demolished)**

Building 1 was located to the west of the main buildings to be demolished. It comprised a timber roof with steel intermediate supports and blockwork walls.

#### **Building 2 – Maryville – Three Story (Already Demolished)**

Building 2 was a structure located to the West of St Teresa's House. The floors consisted of concrete and was supported on the exterior masonry walls and intermediate beams. Stability was provided by large masonry or concrete (TBC) buttress walls.

#### **Building 3 – Stables – Two and Three Story (Already Demolished)**

The stable buildings were located Northwest of St Teresa's House. They were a mixture of 2 and 3 story buildings. Building 3a had a concrete flat roof and building 3B had a traditional pitch roof. Floors were concrete supported on interior and exterior masonry walls.

#### **Building 4 – Links – Two Story (Already Demolished)**

The link building connected Maryville, The Stables and the School building and were joined onto St Teresa's House. Building 4B had a concrete flat roof and building 4A had a traditional pitch roof. Floors were concrete supported on interior and exterior masonry walls.

#### **Building 5 – School – Single and Two Story (Already Demolished)**

The School building was located to the Northwest of St Teresa's House. The roofs were concrete flat roof. Floors were concrete supported on interior and exterior masonry walls

In circumstances where those structures have been demolished pursuant to the previous permission granted, the within application seeks permission for the demolition of the following extant structures:

#### **Building 6 – Gate Lodge – Single Story**

The modern annex is proposed to be demolished. The protected gate lodge structure is to be dismantled and stored on site in a waterproof container for rebuilding at a later date. Gate lodge is to be dismantled in accordance with the conservation architects report and methodology

#### **Outline Demolition Sequence**

Buildings 1,2,3,4, and 5 have already been demolished, foundations grubbed out and the ground blinded.

Building 6, Gate Lodge is to be dismantled, stored on site and re assembled in a new location.

## **2.4 Production Of Waste**

The principal objective of sustainable resource and waste management is to use material resources more efficiently and to reduce the amount of waste requiring final disposal. However, where residual waste is generated, it should be dealt with in a way that follows the national waste hierarchy and actively contributes to the economic, social and environmental goals of sustainable development.

During the construction stage, quantities of construction and demolition related waste will arise. This quantum of waste is expected to be minimal. Any waste arising will be re-used, recycled or sent to a licensed waste facility.

The proposed development has been designed to comply with local, regional, and national waste legislation along with best practice. All waste generated from the operational phase of this development will be sent for reuse, recycling and/or disposal at appropriately licensed waste facilities.

The following documentation relating to waste management is appended to the EIAR:

- Construction and Environmental Management Plan
- Operational Waste Management Plan

These documents clearly set out the manner in which waste will be managed and relevant mitigation measures during the construction and operational stages of the project.

- Demolition Waste

There will be a quantity of waste materials generated from the demolition of the existing buildings and hard standing areas on site, as well as from the excavation of the building foundations

- Construction Waste

The development of the subject site will require the stripping of top and sub soils and the excavation of ground to basement level. The range of works required for the Construction Phase are summarised below.

A site-specific Construction and Demolition Waste Management Plan has been prepared by JJ Campbells and Associates and it will be employed to ensure sustainable and effective waste management throughout the demolition, excavation and construction phase of the project.



Typical waste materials that will be generated from the construction works will include:

- Soil and stones
- Concrete, bricks, tiles and ceramic
- Wood, glass and plastics;
- Metals;
- Gypsum-based construction material;
- Paper and Cardboard;
- Mixed C&D waste;
- Chemicals (solvents, paints, adhesives, detergents etc.)

The management of all hazardous waste arising, if they occur, shall be coordinated in liaison with Health and Safety Management.

#### **Waste Storage**

The main waste storage area will be located in the site compound. A dedicated and secure area containing bins, and/or skips into which all waste materials generated by construction site activities, will be established within the development.

#### **Construction Management Plan**

A Construction and Environmental Management Plan (CEMP) has been prepared and is appended to the EIAR. The plan sets out specific measures which will be implemented during the construction phase of the project. The purpose of this report is to identify the impacts of the proposed development.

## **2.5 Proposed works and Construction Methods**

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, the basement and residential and commercial floorspace above.
- Structure  
Structure includes the foundations and the physical frame of the residential units and commercial units.
- Enclosures  
The enclosures for the building will be formed from brick, block work, timber, and glass, with concrete roofs, all with the required levels of insulation and waterproof 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.

#### **Construction Methods – Phasing of Development**

The construction methodology that will be utilised on the site will have three main attributes to minimise the impact of the construction phase.

- Phasing of construction
- Efficiency
- Minimisation of waste generated

Construction methods will use techniques that afford safe, efficient, and cost-effective methods of working. In order to minimise the traffic impact associated with the removal of material from the site and the construction phase in general, a Construction Traffic Management Plan has been prepared (and is appended to the EIAR).

### **Construction Traffic, Parking and Site Working Hours**

The Traffic and Transport Assessment and Mobility Management Plan prepared by NRB Consulting address these issues in greater detail. It advises that the works associated with the new development will generate additional traffic on the public road network associated with the removal of excavated material etc. and the delivery of new materials, concrete trucks etc. Construction traffic will access the site from Temple Hill Road. Based on the quantities of excavation and fill to be moved to or from the site, construction waste removal, and general site deliveries for the intended construction works, HGV traffic is estimated to be a maximum of 10 movements per hour based on the information as set out in the Construction Environmental Management Plan (CEMP).

The vehicles associated with the construction activities are as follows:

- Excavators;
- Dump trucks;
- Concrete delivery trucks;
- Concrete pumps;
- Mobile cranes; and
- Mobile hoists.

The implementation of the construction traffic management measures set out in the Construction Traffic Management Plan will ensure the efficient operation of the local road network during the course of the construction works.

It is proposed that the following construction working hours will apply:

- For the duration of the proposed infrastructure works, the maximum working hours shall be 07:00 to 19:00 Monday to Friday (excluding bank holidays) and 07:00 to 14:00 Saturdays, subject to the restrictions imposed by the local authority. However, it may be necessary for some operations to be undertaken outside these times. Such works will be agreed in advance with the Local Authority.
- No working will be allowed on Sundays and Public Holidays.
- Subject to the agreement of the local authority, out of hours working may be required for water main connections, foul drainage connections etc.

As part of the construction works the appointed contractor shall prepare a Construction Traffic Management Plan which will outline their approach to the project and detail potential impacts for the public road system. This may include provision of transport facilities and the encouragement of car sharing by construction personnel. It will also include measures to mitigate any potential noise and air quality impacts resulting from construction activities, namely from traffic movements in and out of the site.

A more detailed Traffic Management Plan will be prepared and agreed with the Transportation Department of Dun Laoghaire-Rathdown County Council in advance of the commencement of development to provide for mitigation of the impact of construction traffic associated with the proposed development.

### **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.

### **Noise & Vibration due to Construction Work**

The potential impacts associated with noise and vibration due to construction work, are addressed in Chapter 9 Noise & Vibration.

### **Air Quality**

The potential impacts associated with air quality due to construction work are addressed in Chapter 10 Air Quality and Climate.

### **Construction Waste Management**

A Construction and Demolition Waste Management Plan & an Operational Waste Management Plan for the proposed development have been prepared and are appended to the EIAR by JJ Campbell & Associates and are included with this application. The purpose of this report is to identify the best practice measures which will be implemented in terms of waste and environmental management during the construction phase of the proposed development.

## **2.6 Planning History**

### **Subject Site - Permitted SHD Development**

A strategic housing development was permitted for this site under SHD PLo6D.303804-19. This permission provided for 294 residential units and Crèche facility. A view of the proposal from Temple Hill as permitted and the relevant site layout is identified below.



Figure 2.10 - Permitted Site Layout



Figure 2.11 - Permitted Development (View from Temple Hill)

Block C3 was omitted by condition under this permission on the grounds of safeguarding the architectural heritage of the area. A recommendation was made within the decision to relocate the amenities provided for within Block C3 to either Block C1 or C2.

The following elements of the permitted SHD remain unaltered by the new application:

Works permitted to St. Teresa's House which provided for 6 apartment units (5 no. 2 beds and 1 no. 3 bed).

- The dismantling / deconstruction of the existing St. Teresa's Lodge (67.1 sq m) and demolition of a lean-to extension (28.5 sq m). The new proposal simply seeks permission to reconstruct the St. Teresa's Lodge in a new location (180m south-west) with the further extension of this building and change of use from residential to café.
- Primary Access to the development remains as permitted, which provides for works to the existing entrance of the overall site to deliver the realignment and upgrade of the existing signalised junction and associated footpaths to provide for improved and safer vehicular access/egress to the site and to/from St Vincent's Park. The current application seeks a minor alteration to the geometry at the vehicular access to St. Vincent's Park to provide for an improved alignment.
- Emergency vehicular access and pedestrian/cycle access also remains as permitted via a secondary long established existing access point along Temple Hill.

### **An Bord Pleanála Assessment**

In assessment of the proposed development the following key points are highlighted from the Inspector's report:

#### **Height**

1. *Density at approximately 74 units/ha is considered marginal for this urban location and is generally in compliance with relevant section 28 ministerial guidelines, although the site location a short distance from the district centre of Blackrock with its established services and facilities, in very close proximity to excellent transport ABP-303804-19 Inspector's Report Page 33 of 63 links is a location where higher densities and greater heights may be achievable, as per the Urban Development and Building Heights, Guidelines for Planning Authorities (2018). While the site constraints are noted, **a greater density may have been achievable on the overall site, in particular towards the southern end of the site overlooking the public park and the area fronting onto Temple Hill Road. This is a wide dual-carriageway which, in my opinion would have capacity to accommodate a greater height** (page 32 and 33)*

The new proposal for 493 residential units has been prepared as a response to this clear direction with additional height proposed along Temple Hill and along the southern portion of the site overlooking Rockfield Park.

#### **Tree Retention**

2. *Where possible and with the adoption of controlled construction techniques and tree protection measures, the potential for tree retention has been maximised as best as possible and tree losses have been mitigated by what is a substantial planting scheme incorporating numerous large tree specimens. This is considered reasonable, I consider that the proposal is a sensitive intervention in terms of landscaping, tree retention and open space provision (page 34).*

Arboricultural input and assessment has again informed the design currently submitted and this has been the case from the onset of the revised design evolution. Tree protection measures, controlled construction techniques and potential for tree retention has been maximised within the site layout, insofar as is possible. It is our view that a sensitive intervention in terms of landscaping, tree retention and open space provision is delivered. This report sets out the proposals for same in further detail below.

#### **Gate Lodge Proposals**

3. *I am of the opinion that that the **justification before the Board as outlined in the justification reports submitted is robust and 'exceptional circumstances' exist such that the removal of the Gate Lodge from its current location is acceptable** (page 40).*

4. I would concur with the opinion of the planning authority when they state that given the existing condition of the Protected Structure and its current isolated location on the periphery of the site, **there is significant merit in considering its relocation within the site to form a focal point of the overall scheme.** I consider that the proposal before me creates such a focal point. (page 40)
5. I consider the location proposed by the applicants to be acceptable. It will **have its own independent setting, appropriate in scale to its role; will have a visual link to St. Teresa's House and will announce the arrival into the proposed scheme** (page 41).

The design team has again carefully considered the matter of the gate lodge within the current proposal. Fundamentally, the objective has been to retain the key positives of the permitted location, those being, an independent setting; a location which maintains a visual link to St. Teresa's House; and a location which announces the arrival into the proposed scheme. The current location for the gate lodge couple with a new proposal for the change of use for this building is considered an improved option and this matter is further detailed below.

#### Impact on Amenity

6. This is an underdeveloped piece of serviceable land, where residential development is permitted in principle. As has been previously stated, the development site is located within an established part of the city where services and facilities are available, in close proximity to good public transport links and where pedestrian and cycle connectivity is good. **The proposal, if permitted will add to the variety of housing stock within the area in a quality manner. It offers a benefit to the wider community by virtue of its public open space provision, which includes for a playground and direct access into Rockfield Park** (page 42 and 43).
7. The level of amenity being afforded to future occupants is considered good. Adequate separation distances are proposed between blocks to avoid issues of overshadowing or overlooking. Unit sizes are considered acceptable and are generally in accordance with national policy. Development Plan standards have been met in relation to parameters such as number of dual aspect units, ceiling heights, floor areas and private open space provision. Private open space is provided to all units, with the exception of the units within St. Teresa's House. This is considered acceptable. I note the extent of open space surrounding St. Teresa's House which will be available for future occupiers of St. Teresa's House (page 43).
8. Having regard to all of the above, I am satisfied that **the level of amenity being afforded to future occupiers of the proposed scheme is acceptable and the proposal if permitted would be an attractive place in which to reside.** I am also satisfied that impacts on existing residential amenity would not be so great as to warrant a refusal of permission (page 44).

Again, an appropriate mix, significant public open space provision (including a playground and connection to Rockfield Park), appropriate dual aspect, floor areas, private open space and separation distances are maintained within the current revised development proposal. We note specifically that separation distances and setbacks along boundaries are maintained to ensure that established relationships here are maintained.

#### Traffic and Transportation

9. The proposed new junction has been designed to function safely and resolve identified traffic safety issues at this location. The new junction will necessitate the relocation of the Gate Lodge from its existing location (page 45).
10. Given the location of the site within an urban area on zoned lands, I do not have undue concerns in relation to parking, traffic or transportation issues. The site is well served by both bus and rail transport, while footpaths and cycle paths are available on Temple Hill Road (page 46).
11. I acknowledge that there will be some increased traffic as a result of the proposed development, however there is a good road infrastructure in the vicinity of the site with good cycle/pedestrian facilities. Public transport is available in close proximity with a QBC along Temple Hill Road and two DART stations within 600 metres of the site. I concur with the applicants that the site is well placed to take advantage of non-car modes of travel. Having regard to all of the above, I have no information before me to believe that the proposal would lead to the creation of a traffic or



*obstruction of road users and I consider the proposal to be generally acceptable in this regard (page 46).*

It is worth setting out that the primary access proposals as permitted remain unaltered by way of the current application. There is a minor revision to the geometry of the entrance to St. Vincent's Park but proposals including emergency access remain unaltered. Car parking and cycle parking provision has been revisited to ensure provision is reflective of the uplift to unit numbers.

### Conclusion

12. *In conclusion, I consider the principle of residential development to be acceptable on this site. I am of the opinion that this is a zoned, serviceable site within an established suburban area where a wide range of services and facilities exist. I have no information before me to believe that the proposal, if permitted, would put undue strain on services and facilities in the area. In my opinion, the proposal will provide a high quality development, with an appropriate mix of units and notwithstanding my opinion in relation to height and density, an acceptable density of development catering to a range of people at varying stages of the lifecycle. The provision of the public open spaces will enhance the amenity of the area for both existing and future occupiers. 14.1.2. I am satisfied that the proposal will not impact on the visual or residential amenities of the area, to such an extent as to warrant a refusal of permission. The removal of Block C3 from its proposed position is such that it will aid in providing a more ABP-303804-19 Inspector's Report Page 51 of 63 appropriate setting for the Protected Structure, making it more visible from the public realm as was the intention of its original layout and design. This block may be relocated elsewhere within the site, to a more appropriate location, by means of a separate application for permission. 14.1.3. I consider the proposal to be generally in compliance with both national and local policy, together with relevant section 28 ministerial guidelines. I also consider it to be in compliance with the proper planning and sustainable development of the area and having regard to all of the above, I recommend that permission is granted, subject to conditions (page 50 and 51).*

It is evident from An Bord Pleanála's previous assessment that the development of this site is supported. Importantly, the Inspector was satisfied that the permitted scheme did not impact on the visual or residential amenities of the area, to an extent that would warrant a refusal. The proposal was considered to deliver an appropriate residential mix and an excellent level of public open space provision. It is our submission that the current proposal maintains these key parameters.

### **Other Planning History**

**PA file Ref. D18A/ 0954** - Permission was refused by Dún Laoghaire Rathdown County Council on 30 November 2018 for the construction of a new entrance gateway at the entrance, consisting of 2 no. 2.1m high granite clad piers, each with the words 'Daughters of Charity' engraved thereon, a pair of 1.8m high single painted steel pedestrian gate and matching painted steel railings over a granite clad plinth wall, all with ancillary controls. The gateway will be across the existing entrance drive, inside the boundary with the adjoining property, St Teresa's House (also a Protected Structure).

**PA file Ref. D21A/0525** - Permission was refused by Dún Laoghaire Rathdown County Council on 29 July 2021 for the construction of a new entrance gateway at the entrance, consisting of: 2 no. 2.1m high granite clad piers, each with the words "Daughters of Charity" engraved thereon. A pair of 1.8m high, automated, painted, steel gates to vehicular entrance c.5.4. wide; a 1.8m high single painted steel pedestrian gate and a matching painted steel railings over a granite clad plinth wall, all with ancillary controls. The gateway will be across the existing entrance drive, inside the boundary with the adjoining property, St. Theresa's House [also a Protected Structure].

The decision was appealed on 25 August 2021 under reference ABP-311224-21, and a decision is expected 6 January 2022.

**PA File Ref. No. 05A/1596** – Permission was granted by Dún Laoghaire Rathdown County Council on 16 March 2006 for revisions and amendments to previously planning application reg. ref. D03A/1047 for the development of the grounds within the walled garden. The development will consist of a new day care and respite centre for people with Alzheimer's disease and new headquarters facilities for the Alzheimer Society of Ireland. The walls of the walled garden are a Protected Structure and are therefore to be retained. The building is to be contained within the walls of the walled garden and a new opening for access is to be formed in the elevation facing Temple Hill Road. The building is single storey with some rooms being double height and with clerestory windows. A large area of the existing garden is to be retained as smaller gardens for use by the Alzheimer patients and staff at the centre. A strip of the existing hard standing directly in front of the wall is to be used for car parking and drop off. The proposal includes the demolition of the small greenhouse, the shed and out-building contained within the garden walls.

### **Frank Keane BMW**

There are 3 recent permissions of relevance to the subject site, which relate temporary retention permission for the storage of cars on site. The references are identified as follows:

- D19A/0398
- D20A/0199
- D21A/0043

The temporary nature of car parking proposed for retention will cease when the new Frank Keane motor show room at Brookfield Terrace is constructed (D20A/0086). Equally, the temporary storage of cars on site will cease when development works for the permitted SHD commence on site.