



3.0 DESCRIPTION OF PROPOSED DEVELOPMENT

3.1 Introduction

This chapter of the *Environmental Impact Assessment Report* has been prepared by Tom Phillips + Associates in conjunction with TOT Architects and the Applicant. It provides a detailed description of the project together with details of the existing environment.

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

In summary, the project comprises the development of 428 no. residential units, with ancillary floorspace as follows:

- 32 no. studio apartments;
- 122 no. 1 bed units;
- 251 no. 2 bed units and
- 23 no. 3 bed units.

In addition, a crèche of c. 486 sq m is proposed with associated parking and dedicated outdoor play area. In addition, 4 no. retail units and community facilities are proposed.

A more detailed description is set out below.

3.2 Statutory Notices Description

The description of the proposed development, as per the Statutory Notices is as follows;

“IRES Residential Properties Ltd. intend to apply to An Bord Pleanála (the Board) for permission for a strategic housing development with an application site area of c. 2.02 ha (excluding basements), including the extent of Carmanhall Road required for proposed flood mitigation works, on lands forming part of a development generally known as Rockbrook, located at the junction of Blackthorn Drive and Carmanhall Road, Sandyford Business District, Dublin 18, principally bounded by existing mixed use and residential development to the north (Grande Central and South Central); Carmanhall Road to the south; undeveloped lands to the east (known as the Tivway site) and an existing part-constructed office development to the west (The Sentinel).

The development, which is known as RB Central with a total gross floor area of c. 41,347 sq m (excluding basements) will consist of 428 no. apartments comprising two blocks arranged around two courtyards ranging in height from five to fourteen storeys (including ground floor mezzanine, all over three existing part-constructed basement levels) comprising 32 no. studio apartments; 122 no. 1 bedroom apartments; 251 no. 2 bedroom apartments and 23 no. 3 bedroom apartments. The development will also include a crèche (486 sq m) with ancillary outdoor play areas; 4 no. ground floor



local/neighbourhood retail units (862 sq m); communal community residents' facilities (934 sq m in total) including a multi-purpose space (184 sq m), laundry and community co-working area (97 sq m) at ground floor level, and residents' exercise area, break-out/meeting areas, book and media sharing areas, reading/seating areas, play area and TV/games area located at various levels throughout the proposed development (653 sq m); entrance halls; private, communal and public open space provision including balconies, winter gardens and terraces to be provided on all elevations at all levels as required; roof gardens; courtyards; boulevards; urban plaza; amenity lawn and play areas; basement car parking (508 no. spaces in total); 3 no. surface crèche drop-off parking spaces; car club spaces; 593 no. cycle parking spaces (long and short stay spaces including secure stands); motorcycle parking; storage areas; internal roads and pathways; pedestrian access points; hard and soft landscaping, street furniture and boundary treatments; changes in level; services provision and related pipework including diversions; plant (including rooftop plant); electric vehicle charging points; ESB substations and switchrooms; waste management areas; green roofs; attenuation tank; flood mitigation measures to Carmanhall Road including footpath upgrade and flood wall; car park ventilation areas; set-down areas; signage; completion and re-configuration of the existing basement levels including site clearance works and removal of services; public lighting and all site development and excavation works above and below ground. Vehicular access to the site will be from Blackthorn Drive and Carmanhall Road with dedicated bicycle access from Blackthorn Drive.

The application contains a statement setting out how the proposal will be consistent with the objectives of the Dun Laoghaire-Rathdown County Development Plan 2016-2022. An Environmental Impact Assessment Report has been prepared in respect of the proposed development. The application, together with the Environmental Impact Assessment Report may be inspected, or purchased at a fee not exceeding the reasonable cost of making a copy, during public opening hours at the offices of An Bord Pleanála and Dun Laoghaire-Rathdown County Council. The application may also be inspected online at the following website set up by the applicant: www.rbcentralplanning.ie."

3.3 Characteristics of the Project

A description of the site location and context are proved in Chapter 2 of this this EIAR.

Site Area

The overall site measures 2.02 hectares and, in addition to the lands within the applicant's control, includes the following:

- A section of private land (Sandyford GP Limited- legal owner of the former Aldi site, also known as Tivway, at Carmanhall Road, Sandyford Business District) adjoining to the east;



- A section of Carmanhall Road itself to the south-west and a small section of land on the block fronting the subject development on the other side of Carmanhall Road to the south, which is privately owned (Beacon South Quarter Management Company Ltd.);
- A section of Carmanhall Road itself to the south, including an area of the public footpath which extends eastwards along the boundary of the Tivway site (Dún Laoghaire-Rathdown County Council).

Letters of consent for the enabling works proposed in these areas are provided with the *SHD Planning Application Form*.

Design and Layout

The proposed layout of the development follows the original masterplan initiated by HKR Architects and as permitted by both DLRCC and the Board (DLRCC Reg. Ref. D05A/1159 and ABP Ref. PL 06D.215205), which has been effectively adopted in the Sandyford Urban Framework Plan for this part of the Sandyford Business District. Within the originally permitted masterplan scheme, the subject site contained extensive retail at ground floor level with residential accommodation and communal open space at first floor podium level. The resulting configuration formed a pedestrian street by way of intersecting north / South and East/ West Boulevards.

TOT Architects were cognisant of the Boulevards serving as an important site and public realm feature when developing the proposed design of the scheme. This feature is retained and enhanced within the proposal which further promotes:

- The primacy of the Boulevards;
- Creation of a vibrant urban street environment;
- Creation of an urban plaza at the Boulevard intersection;
- Strong active frontage with varying access points and uses and
- Street level permeability throughout the site and courtyards.



Connectivity

In addition, when considering the site connectivity, the following parameters were adhered to:

- Publicly accessible courtyards at street level;
- Open and inviting built environment;
- Passive surveillance from surrounding development and apartments over and
- Transparency through ground level buildings to internal spaces and courtyards.

Height

When developing the height concept for the scheme, the following parameters were applied:

- Create a more defined entrance gateway to the south west corner of Rockbrook site;
- Maximum 14 storey height set adjacent to the taller Sentinel building;
- Create a single unified residential building of varying heights;
- Minimize overshadowing onto proposed and neighbouring buildings;
- Maximise sunlight into the courtyards and surrounding environs;
- Create multi-level roof top garden terraces and
- Accentuate the undulating height profile of the proposed development.

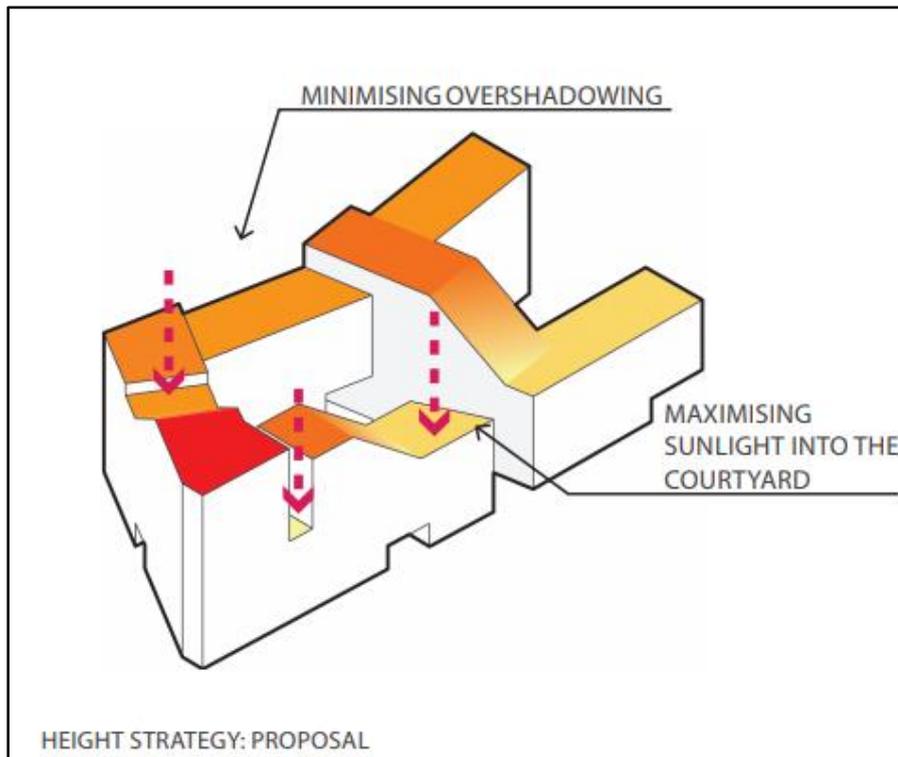


Figure 3.1- Extract of Massing and Height diagram from Design Statement, prepared by TOT Architects.

Daylight, Sunlight and Shadowing

In addition, TOT Architects worked closely with ARC Consultants, to maximize sunlight and daylight access in and onto the apartments and communal spaces. The outcome of this analysis has helped to inform the proposed design in the following ways:

- Shaping of the building to maximize sunlight and daylight penetration onto communal areas and adjoining site environs;
- Changing the orientation of apartment living areas to maximize sunlight and daylight ADF and
- Increasing the size of the windows to the apartments.

These modifications have enabled full compliance with daylight requirements for the proposed development. This is outlined in greater detail in Chapter 10 of this EIAR.



Wind

TOT Architects, in tandem with Murray Associates (Landscape Architects) worked closely with RWDI Consultants (Wind Consultants), to identify various wind mitigation design requirements. The outcome of analysis has helped to inform the proposed design in the following ways:

- Increased screening to be provided;
- Selection of denser vegetation;
- Increased height of glazed balcony balustrading;
- Additional winter gardens to the North-West elevation.

These modifications have enabled full compliance with comfortable seating conditions to the public realm, communal spaces, terraces and private balconies throughout the scheme. This is outlined in greater detail in Chapter 13 of this Report.

The evolution and iterative approach to the development of the design strategy for the scheme is outlined in greater detail in the accompanying Design Statement, prepared by TOT Architects.

Façade Design

The design development of the external façade was treated differently to the development of the internal façade. The external façade is primarily comprised of a contemporary brick finish, with a series of recessed and expressed balcony areas.

The external façade also includes large format glazed windows and doors, glazed balconies and winter garden balustrades and includes the introduction of curtain wall elements which assists with “breaking up” the massing of certain blocks, as illustrated in Figure 3.2.

Contrasting and animated façade treatments are provided in the internal courtyards again with the inclusion large format glazed windows and doors. A mix of materials and finishes are to be provided, ranging from cementitious board rainscreen panel, rendered external insulation, glazed balustrading and coated aluminium panelling with a select use of colour, set against the predominant main field colour (off white). The internal courtyard includes an undulating balcony plane (apartments are accessed off a spine corridor), blended into external walkway access routes with matching projections and off-set lightwells.



Figure 3.2- Extract of proposed elevation from the Design Statement, prepared by TOT Architects.

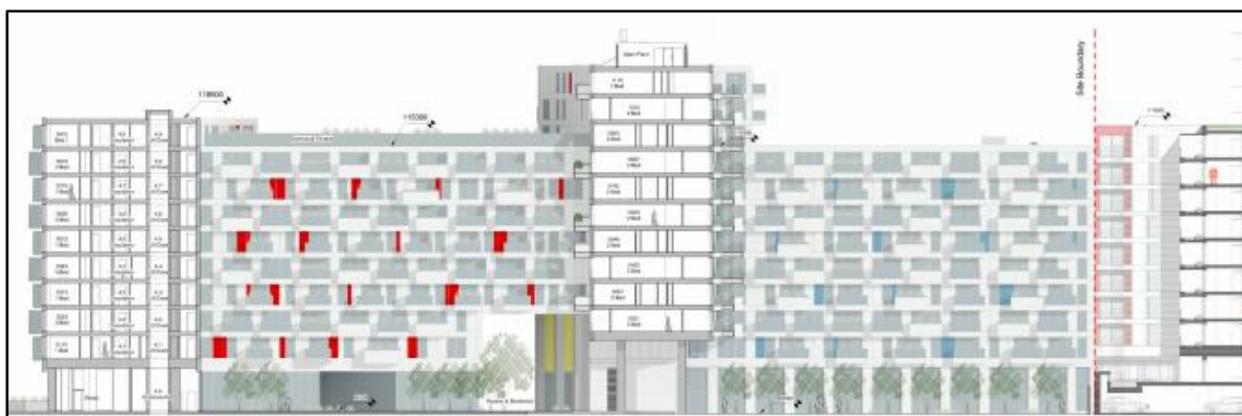


Figure 3.3 Extract of proposed elevation from the Design Statement, prepared by TOT Architects.

Landscape Strategy

Murray and Associates, Landscape Architects, have formulated a detailed landscape strategy for the proposed development. This is based on the provision of a sequence of public areas at street level are proposed, which lead onto accessible, semi-enclosed public and communal courtyard spaces. A series of communal landscaped roof terraces are located at varying levels throughout the scheme, creating a more vertical emphasis to the landscape elements within the proposed development. The total residential communal amenity space requirement is 2,702 sq m for the proposed scheme. Ground level courtyards total 3,051 sq m with 1,382 sqm dedicated to communal amenity space (Eastern Residential Courtyard.)

The more publicly accessible western courtyard area is also designed to be utilised by residents as communal open space. Roof terrace courtyards are located at Level Nos. 5, 6 and 9, totalling 1,459 sqm and account for just under 54% of total required communal amenity space. In combination, the Ground Level courtyards and roof terraces achieve in excess of 50% area daylight requirement over a 2-hour period on the March 21st (equinox).



Figure 3.4- Extract of Landscape Masterplan, prepared by Murray and Associates.

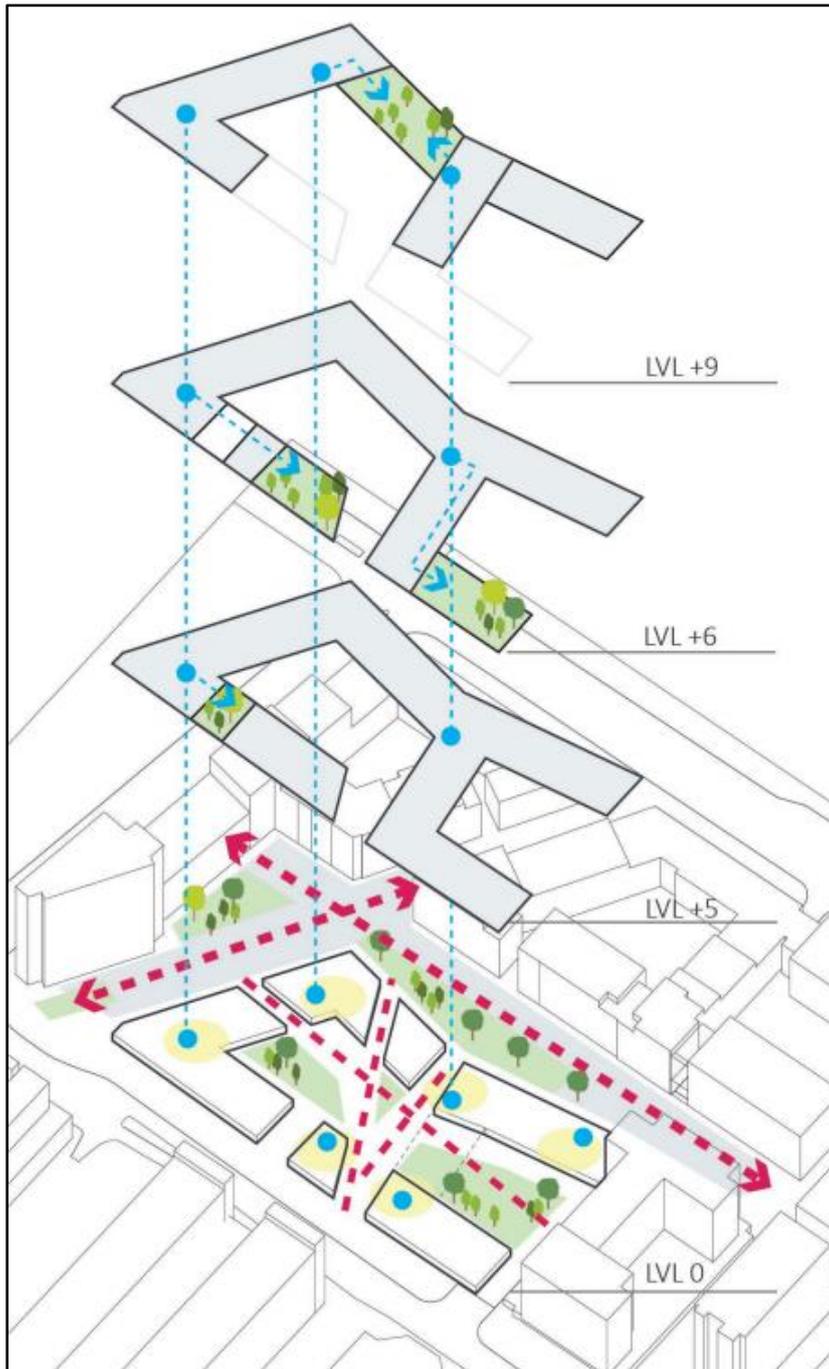


Figure 3.5- Extract of proposed location of landscaped communal roof terraces from the Design Statement, prepared by TOT Architects.



Access Arrangements and Parking Provision

Vehicular access to the site will be from Blackthorn Drive and Carmanhall Road with dedicated bicycle access from Blackthorn Drive. All servicing and traffic arrangements are considered generally acceptable to Dun Laoghaire-Rathdown County Council and the proposed access and internal road layout will also assist in improving the overall cycle and pedestrian permeability through the site and to adjoining sites. The enclosed transport, parking and cycle parking assessment prepared by the CST Group demonstrates that the road network in the area is capable of safely accommodating the traffic generated by the proposal.

The proposal provides car parking for all residential units and surface level drop-off spaces for the proposed crèche. Furthermore, visitor parking spaces have been provided for within the residential element of the proposed scheme and servicing to allow for electric car charging points will also be provided. In addition, motorcycle parking is also facilitated.

Some 508 no. car parking spaces are proposed to serve this development within the re-configured basement levels including visitor parking. All apartments will have 1 no. parking space with the remainder required for visitors and the other proposed uses (see also enclosed Reports prepared by CST Group).

Some 593 no. bicycle parking spaces proposed in the scheme, which constitutes a marginal over provision according to the Development Plan Standards and aligns as per the *Standards for Cycle Parking and associated Cycling Facilities for New Developments, January 2018*. Long term cycle parking is provided in secure enclosures (see also enclosed Reports and drawings prepared by CST Group and TOT Architects).

Community Uses, Retail and Childcare

The proposed scheme provides significant new social infrastructure and community uses including a new crèche, multi-purpose community space, laundry, community co-working area, postal depot and a significant quantum of community uses located at various levels throughout the development to further enhance the proposed community use provision in the scheme. In addition, a high-quality landscaping scheme has been developed as part of this development that provides a wide range of new public and communal open spaces; boulevards and play areas, all of which will enhance local amenity provision. A total of 862 sq m of local/neighbourhood retail provision will also be provided, which will enliven and animate the ground floor level of the proposed development.

The issue of what constitutes an ‘appropriate level of supporting community facilities’ was assessed, reviewed and discussed with DL RCC and the Board and is addressed in some detail in this application. As described above, this development will include a crèche (486 sq m) with ancillary outdoor play areas; 4 no. ground floor local/neighbourhood retail units (862 sq m); communal community residents’ facilities (934 sq m in total) including a multi-purpose space (184 sq m), laundry and community co-working area (97 sq m) at ground floor level, and residents’ exercise area, break-out/meeting areas, book and media sharing areas, reading/seating areas, play area and TV/games area located at various levels throughout the proposed development (653 sq m).



This is considered to comprise a very significant level of supporting community facilities (in keeping with the community provision permitted in the adjoining Tivway SHD development as permitted by An Bord Pleanála) for future residents of the proposed development and will greatly enhance the amenity of the proposal. (It should be noted that the original ‘parent’ permission included a Block B described as a two-storey restaurant (244 sq m) and community building (185 sq m), which is far exceeded by the subject scheme.

Social Housing (Part V)

The proposed development is subject to the requirements of the *Part V of the Planning and Development Act 2000 (as amended)*. Social housing provision requirements have been discussed with the Housing Department in DLRCC. Three options which demonstrate how the Part V requirement may be met are enclosed with the *SHD Application Form*, including locations selected for on-site provision.

Unit Mix

The following unit mix is provided in the proposed development:

Unit Type	No.	% No.
Studio	32	7
One Bed	122	29
Two Bed	251	59
Three Bed	23	5
Total	428	100

Table 3.1- Breakdown of proposed unit mix.

3.4 Phasing

It is estimated that the construction programme for the works associated with the proposed works will last in the order of 2.5 to 3 years from the date of commencement. This estimation is based on the typical construction programmes for other similar developments that are currently underway. It is envisaged that construction of the proposed building and external works will be carried out over a single phase. The Main Contractor will be required to prepare a detailed construction programme as part of their tender proposal.



3.5 Cumulation with Other Projects

At the time of writing there are no active development projects on lands contiguous to the subject site. The following project is the only known project with consent in the vicinity:

Reg. Ref.	Address	Distance from Subject Site	Description	Grant Date
ABP-301428/18	Former Aldi Site known as Tivway, Carmanhall Road, Sandyford Business District	Adjoining to East	460 no. apartments up to 12 no. storey height	17.07.2018

Table 3.2- Project with planning permission in the near vicinity to the subject site.

3.6 Production of Waste

An Outline Construction Management Plan, Preliminary Construction Traffic Management Plan and Outline Construction and Demolition Waste Management Plan have been prepared and are included with the Application Pack. In addition, Chapter 16 of this EIAR includes details regarding the anticipated amounts of waste generated from the project, the subsequent potential impacts and the mitigation measure proposed to ameliorate any anticipated negative impacts.

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

3.7 Emissions and Nuisances

No significant impacts will arise in terms of emissions and nuisances during the construction and operational period of the development. A detailed assessment of the potential impacts on noise and vibration and air quality are located in Chapters 12 and 15 respectively. In addition, the preliminary Construction Management Plan details the mitigation measures proposed to ameliorate any potential negative impacts.

3.8 Risk of Accidents

The risk of accidents arising as a result of the development at both the construction and operational phase will be minimised through detailed design considerations and health and safety management. Details of these design considerations and management measures are detailed in the Preliminary Construction Management Plan and within this EIAR.

3.9 Secondary Projects

The subject proposal is not reliant on the completion of secondary projects and is thus a fully functioning independent project.