

Section 2: Characteristics of the Proposed Development

2.1 INTRODUCTION

This section of the EIS has been prepared by John Spain Associates and Dublin City Council Architectural Department. John Spain Associates has prepared the description of the subject site location and surroundings. Dublin City Council has prepared the description of the proposed development and following sections.

The purpose of this section is to provide a detailed description of the application site, its context and of the proposed development.

This section details with the following:

- Description of site location and characteristics;
- Description of the scheme evolution and community consultation;
- Characteristics of the proposed development;
- Alternatives examined;
- Vehicular and pedestrian access;
- Description of the construction phase;
- Description of the operational phase;
- Sustainability;
- Access for the Mobility Impaired;
- Recycling and waste management;
- Land use requirements during construction and operational phases;
- Production of pollution and nuisances;
- Risk of accidents, with regard to substances and technologies uses.

The layout of the overall Masterplan area is included at Appendix 2.1.

2.2 DESCRIPTION OF SITE LOCATION AND CHARACTERISTICS

2.2.1 BACKGROUND AND HISTORY

The subject site is located approximately 1km to the west of Dublin City Center and is to the east of the Phoenix Park and the north of Heuston Station. The O' Devaney Gardens Local Authority Flat complex was constructed in the 1950's by Dublin City Council and consists of 278 flats over 13 four storey blocks.

A number of these blocks have now been demolished. Under Planning Register Reference 3544/08 permission was granted for the demolition of 4 four storey blocks including units 1-32 and 117-148, a single storey community building and crèche and a two storey block comprising of four commercial retail units. There are currently 93 units occupied.

A Part 8 application has recently been granted by Dublin City Council (Planning Register Reference 3607/10) for the demolition of the existing 5 no. blocks to the north of the site to facilitate the implementation of the proposed development. Figure 2.1 overleaf shows an image of the subject site prior to the 4 no. blocks to the north west of the site being demolished and identifies the location of the 5 no. blocks proposed for demolition under the current Part 8 application.



Figure 2.1: Aerial Photograph of O' Devaney Gardens Masterplan Area

2.2.2 STRATEGIC CONTEXT

The subject site is located within the north inner city of Dublin and is therefore close to a wide range of existing services and facilities. Dublin's pivotal position in the country is recognised in the National Spatial Strategy.

2.2.3 CITY CONTEXT

O' Devaney Gardens is located approximately 1 km west of the City Centre and bounded to the north by the North Circular road, to the south by Montpelier Park, to the east by St Bricin's Military Hospital and to the west by Montpelier Gardens.

The subject site is centrally positioned within the wider city centre context. To the south west of the site, significant new mixed use development is under construction including Clancy Barracks and the new Heuston South Quarter. These developments will provide locations of mixed use activity including residential, office, retail, cultural, leisure and community uses. These sites are also located within the boundary of the 2005 Heuston Framework Plan. This Plan sets out a strategic vision for this western gateway to the city centre and aims to provide a vibrant zoned to the west of the city centre to interact with the emergence of the docklands gateway to the east of the city.

The O' Devaney Garden lands are also located in close proximity to the Grangegorman Framework Development Area. A gateway entrance to Grangegorman is envisaged from the North Circular Road, the same corridor which provides entrance to the O'Devaney Garden lands. In addition to the strategic development zones of Heuston and Grangegorman, there are a number of other character areas close to the complex including the Courts Service Complex at the junction of Parkgate Street, Conyngham Road and Infirmary Road, the former Department of Defence site on Infirmary Road, Collins Barracks and Smithfield.

The site is located close to Collins Barracks and Smithfield is a short distance further east (all connected by the Luas corridor). The development of the Aisling Hotel on Parkgate Street, in addition to the close proximity of the Heuston Station and the Royal Hospital of Kilmanham and future proposed uses under the Heuston Framework Plan illustrates the importance of the area for culture, history, tourists and associated services.

The proposed redevelopment of the site will provide an opportunity for O' Devaney Gardens to play an integral role in the functions and activities serving the wider local community and in addition recognise that as a new urban quarter, the redevelopment area has an important role to play in interacting with other strategic city centre zones.

Figure 2.2 below illustrates the relationship of the subject site with the wider city:

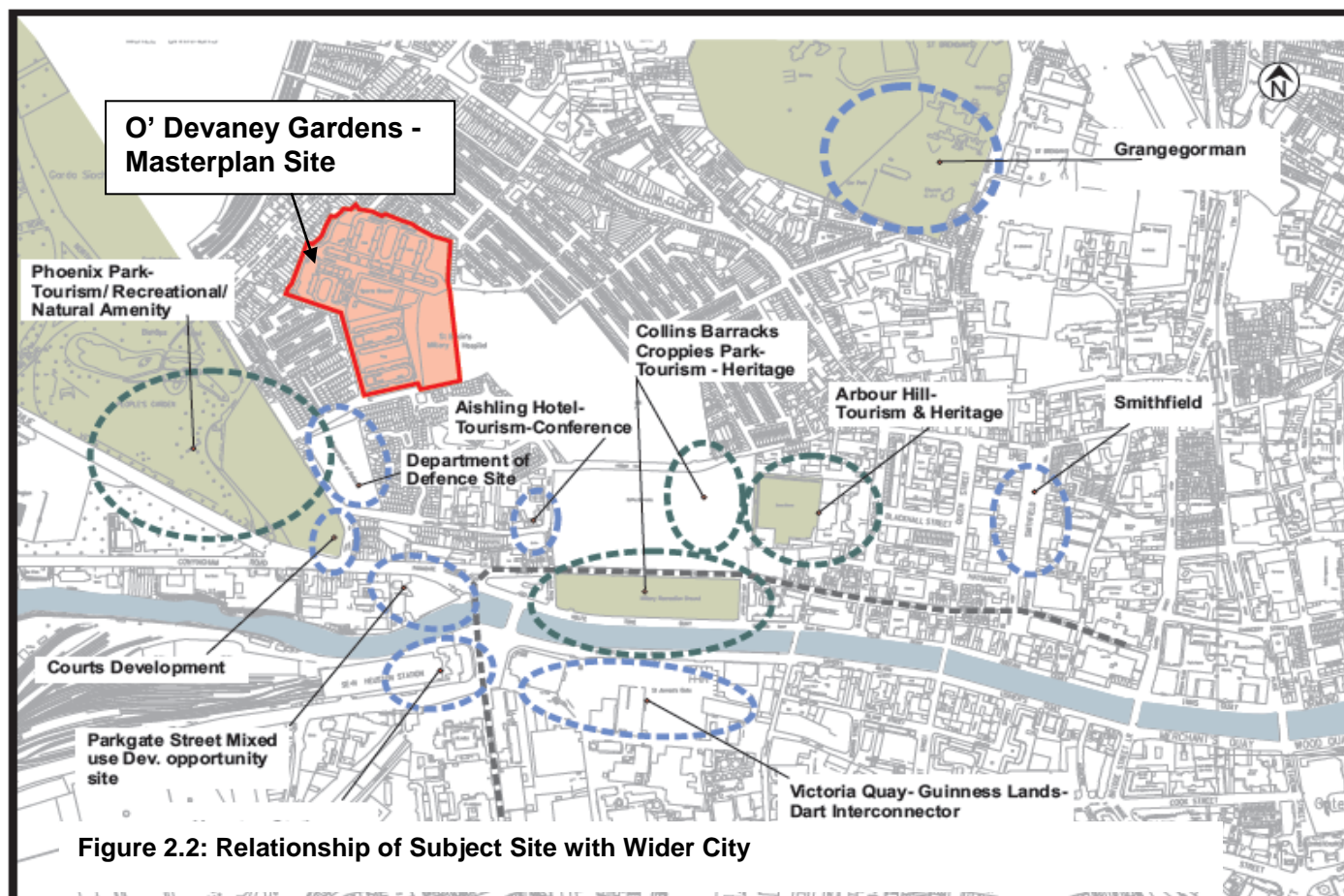


Figure 2.2: Relationship of Subject Site with Wider City

2.2.4 LOCAL CONTEXT

On a more local scale, O' Devaney Gardens is located in very close walking distance to the historic village centre of Stoneybatter. The site shares its boundaries with residential streets of great architectural character and strong community spirit which are part of the Stoneybatter area. There are a number of important community facilities within Stoneybatter that play a valuable role in the provision of social infrastructure.

The site also benefits from its proximity to one of the Cities largest public amenities, The Phoenix Park, which is located in close proximity to the subject site.

The former Department of Defence site on Infirmary Road, St Bricin's, directly adjoins the eastern boundary of the subject site. These lands have planning permission for the development of affordable housing, medical facilities and community services. The future development of St. Bricin's affords enhanced opportunities for interaction with the O' Devaney Gardens site and the adjoining street network (Infirmary Road and Montpelier Gardens).

2.2.5 SITE CHARACTER AND DESCRIPTION

O' Devaney Gardens complex was constructed in the 1950's and originally comprised of 278 flats over 13 four storey blocks. 4 of these blocks, a community centre and 4 no. commercial units have been demolished under Planning Register Reference 3544/08 in order to facilitate the redevelopment of O' Devaney Gardens.

Figure 2.3: Existing Site Layout Plan



The area is identified for a major regeneration project and to this end, Dublin City Council has prepared a Masterplan to guide the future development of the site. The overall Masterplan site comprises of the Local Authority Flat Complex, a large portion of which have been detenanted, plus a portion of land acquired by the City Council from the Department of Defence as part of the Affordable Housing Initiative. The entire site has an area of approximately 14 acres, including the St. Brigid's site which has an area of approximately 1.5 acres.

As earlier noted, a Part 8 application has recently been granted by the City Council (Planning Register Reference 3607/10) for the demolition of the existing 5 no. blocks to the north of the site to facilitate the implementation of the proposed development.

The existing site is currently occupied by 9 no. 4 storey residential blocks temporary structures accommodating a grocery shop, a sports pitch (unused), a playground, community facilities (temporary structure for childcare and apartment No 34 used for community services) and two vacant sites which were formerly occupied by apartment blocks (since demolished) and two storey shops.

The five flats to the north of the site are proposed to be demolished to facilitate the proposed development under Reg. Ref. 3607/10. Two of these blocks have been boarded up with steel structures where de-tenanting has been completed. These blocks are in a state of deterioration and have

become the focus of anti social behaviour. The remaining three blocks are currently occupied.

Plate 2.1 Residential Blocks to the North of the Estate (proposed for demolition under Planning Reg. Ref 3607/10).



Under Reg. Ref 3607/10 it is proposed that one demolition site will be created to demolish the first two blocks and that this site be grassed and fenced up pending availability of the other 3 blocks. Following demolition, the footprint of the demolished buildings and their car parking areas will be top soiled and grassed pending redevelopment.

Plate 2.2: Existing Residential Block to the south west of the site.



There is an existing hard surface sports area and children's playground located in the centre of the estate.

The site of the demolished buildings to the north west of the site has been landscaped with grass and is fenced with an approximate 3.6 m high fence pending redevelopment.

Despite the central location of the O' Devaney Gardens complex, there is a sense of separation from the adjoining residential areas. The site has a back to back and defensive boundary character with the surrounding housing area, in particular at the interface with rear gardens of properties fronting the North Circular Road and the boundary to the west with Findlater Street.

The southern portion of the estate is bounded on the east side by St Bricin's Hospital, owned by the Department of Defence. The latter has made available a strip of land to Dublin City Council for the purposes of this development. This lies along the western boundary of the Department of Defence lands, between St Bricin's and O'Devaney Gardens. It is currently open ground.

The site has 3 access points, off Infirmary Road, North Circular Road and from Thor Place. There are feeder roads around the estate leading to the blocks and to the parking areas.

The development site is bounded to the north by North Circular Road (NCR) which functions as a regional road (R101) and provides access to numerous commercial, retail and residential land uses including the O' Devaney Gardens Complex. The North Circular Road entrance to the estate is located along a street fronted by Protected Structures and is adjoined by the gable ends and rear garden areas of two end of terrace properties.

Vehicular access is also provided to O'Devaney Gardens via Montpellier Gardens and Montpellier Park from Infirmary Road, which functions as a regional road (R101) in the vicinity of the application site. This road connects the entrance of St Bricin's Military Hospital to Infirmary Road.

In addition, a third vehicular access is provided to O'Devaney Gardens via Thor Place residential development towards Stoneybatter.

2.2.6 ACCESSIBILITY

The subject sites' location in proximity to the city centre ensures that the primary means of travel will be by sustainable means such as walking and cycling. The proposed development, which is located to the west of Dublin City Centre, is convenient to an efficient public transport service and facilities are also provided for cyclists and pedestrians in this area, providing a genuine alternative to car borne journeys, especially during peak periods.

The site is currently served by the following public transport connections:

Dublin Bus.

O'Devaney Gardens is convenient to numerous Dublin Bus stops operating different routes throughout the city centre and outskirts of the city.

Dublin Bus operates the number 46A (from Infirmary Road to Stillorgan Shopping Centre) along North Circular Road, with a bus stop located opposite O'Devaney Gardens. The no. 10 service is now replaced by the 46A. In addition, these routes pass through O'Devaney Gardens with a bus stop located at the Military Hospital.

To the south of O'Devaney Gardens a number of bus routes run along Parkgate Street including the 66 (Pearse Street to Maynooth), 66A (Wilton Street to Leixlip), 66B (Pearse Street to Leixlip), 67 (Pearse Street to Celbridge), 67A (Pearse Street to Maynooth via Celbridge), 68 (Aston Quay to Newcastle), 69, 69X (Aston Quay to Rathcoole) all of which route via Chapelizod, approximately 800m (or a 9 minute walk to the south of the site).

Rail.

O'Devaney Gardens is situated approximately 1km to the north of Heuston Station which is one of Ireland's main railway stations, serving the south, southwest and west, operating intercity and commuter routes throughout the country. In addition, Heuston Station acts as important transport hub within Dublin city centre offering Luas connections, bus connections and a taxi rank.

Luas.

The existing Luas Red Line (Tallaght to Connolly Station) follows a route along Benburb Street a short walking route south of the site (approximately 15 minutes). The Collins Barracks Museum Station and Heuston Station are the closest stops to O Devaney Gardens. The LUAS runs along this line every 4-5 minutes during peak times.

Future transportation proposals for a station for the Dart Interconnector at Victoria Quay which will integrate with strategic transport connections at Heuston.

2.2.7 LAND OWNERSHIP

The entire site is within the ownership of Dublin City Council. It is proposed to re-accommodate existing residents of the flat complex during the construction phase of the project.

2.2.8 RELATIONSHIP WITH SURROUNDING LAND USES

O Devaney Gardens has a central location within the city and is close to key character areas of the city including the North Circular Road, the residential character around Oxmanstown, the village of Stoneybatter, Heuston Station etc. The area surrounding the subject site is currently in a variety of uses including commercial and residential. The range of leisure, cultural and retail facilities proximate to the site has been described above.

Despite the central location of the complex, the estate has an isolated character and is somewhat disconnected from its neighbouring areas. The site has back to back and defensive boundary character with the surrounding housing area, in particular at the interface with rear gardens of properties fronting the North Circular Road and the boundary to the west with Findlater Street.

The north Circular Road entrance to the estate is somewhat hidden with respect to announcing an arrival to a character area. The frontage and entrance to the estate from Montpelier Gardens does not encourage outside movement through the estate.

The potential exists for the creation of a new high quality urban environment that connects with the adjoining neighbourhood and has the character of natural integration with the adjoining urban form.

2.3 DESCRIPTION OF THE SCHEME EVOLUTION AND COMMUNITY CONSULTATION

2.3.1 ORIGINS OF THE PROPOSED SCHEME

The social housing estate of O' Devaney Gardens was constructed in the 1954 on a site of 4.62 ha. The estate was constructed on undeveloped institutional lands adjacent to St Bricin's Military Hospital and backed onto by housing on the west, north and north east sides.

Thirteen apartment blocks of four storey height were arranged on site between the northern section and southern section of the site. The original scheme consisted of 276 apartment units.

Currently, there are five blocks remaining at the northern end of the site and four at the southern end. Two apartment blocks and the two storey commercial block have been demolished under a previous Part VIII planning approval under the Planning and Development Regulations 2001 (as amended). The planning register reference for those demolition works is 3544/08.

The phased demolition of blocks as they become vacant is important to remove potential targets for vandalism and anti social behaviour on site. The five remaining residential blocks located at the north end of the site are mostly de-tenanted and have a Part VIII approval for demolition under Register Reference 3607/10.

Currently, there are 89 residential units remaining on site that are occupied. The on site population is 267 people.

The construction of the original apartment scheme was successful in its provision of new housing. The apartment model was pioneering for the city at this time. The units themselves were built with generous interior space and balconies provided good quality views over the city and towards the Phoenix Park. The scheme was a successful place to live when first occupied.

Deterioration in the quality of the estate gradually set in the 1980's and early 1990's. Social and economic issues began to have an impact on tenants. Anti social problems began impacting on maintenance of the scheme and in particular communal facilities and common entrances became targets. Security became an issue for residents, in particular passing through communal entrance to stairwells and public access to the external balconies from which apartments were entered. There were no opportunities for defensible space or individual ownership or control of external space. The

quality of the apartments, while originally ahead of their time, no longer met modern standards for heating, plumbing services and family living accommodation. The physical layout of the estate isolated it from its adjoining area. This layout compounded problems of social exclusion felt by residents and those working in the community for betterment and improved living conditions.

The estate of O Devaney Gardens is now in need of significant rejuvenation. The gradual physical and social decline of the estate has become an acute issue for the residents and the Housing and Residential Services of Dublin City Council. The deterioration of the estate was having wider negative influences on streets adjoining the estate, in particular the poor physical environment and views into the site.

Despite the deteriorating standards on site, the community spirit of the residents has remained strong and committed to the need for regeneration. The residents are proud of the location close to Stoneybatter and the Phoenix Park. Their contribution to community life, in particular the running of services from No 34 for training, adult support and homework clubs and the organisation of active sports and activities amongst the youth remains active and committed.

A model for re-developing the site in conjunction with the private sector was proposed under the Public Private Partnership (PPP) process in 2006. This process was engaged after the preparation of Community Charters with the local community which set out the regeneration goals for the complex. The PPP proposals were never lodged for planning permission. However, detailed feasibility studies were prepared in consultation with residents of the complex. A significant quantum of development was envisaged at this time including 823 residential units, 900 m² commercial uses and 2,600m² community uses. The collapse of the PPP process in 2008 was a significant blow to morale in the estate and there was concern that several years of consultations and hard work in conjunction with the residents had not produced any results.

The collapse of the PPP process did not deter the City Council from its goal to adopt a holistic and strategic approach to regeneration on the site. In particular, the City Council recognised the effort and commitment already given by the local community. A multi discipline Task Force was established within the City Council with a brief to explore alternative proposals and methods for the regeneration of O Devaney Gardens and to adhere to the broad principles previously agreed taking into account the changed economic climate. Dublin City Council would lead with the first planning application proposal and development on the site as a kick start to the renewal process.

The current scheme for the rejuvenation of O Devaney Gardens was proposed initially in December 2008 and brought to the elected members for approval to proceed with the masterplan process and advance Phase 1 proposals. The project, in addition to regeneration plans for Dominick Street Lower and St Michael's Estate was approved for inclusion in the Dublin City Council Housing Programme.

Since the agreement from the elected members to proceed with proposals, more advanced work on the masterplan proposals and design details for a Phase 1A planning application were advanced by the Housing Task Force.

2.3.2 COMMUNITY CONSULTATION

The proposed development has been the subject of a continual process of consultation with the residents on site through the structures established by the community. This structure includes a Regeneration Board where resident representatives and key stakeholders including Dublin City Council, elected councillors and other key stakeholders have a forum to meet on a quarterly or bi monthly basis to discuss the masterplan, Phase 1A details and progress. Design sub committees were established which included the resident representatives and an invitation for councillors and other residents to attend. These meetings were chaired by independent regeneration workers. This process resulted in a regular schedule of progress meetings. The issues and opinions of the residents were taken and included in the design process.

Information sessions and consultations were held with a wider grouping of residents in the estate in November 2009. Similar meetings were opened to residents of the wider area with a particular focus on residents living in the streets that adjoin the estate. The venues for these meetings included the Aughrim Street Sports and Leisure Centre and the Aughrim Street Parish Centre (located on Prussia Street).

These consultation meetings were well attended and feedback was mostly positive.

2.3.3 COMMUNITY FEEDBACK AND SCHEME REVISION

Community feedback on the masterplan principles and details for Phase 1A have been positive. There is a strong desire amongst the community that the regeneration process commences at the earliest opportunity to signal the start of regeneration.

Issues raised by the residents through the consultation process have contributed to the design evolution of the scheme. Examples of valuable inputs received by community consultation included house typologies, phasing strategy and location of Phase 1A, close integration with adjoining streets, provision of a park within the first phase of redevelopment and close integration with a site for future commercial and community uses. Refer to Section 2.5 Alternatives Examined for more details on design issues explored and evolved with community inputs.

2.4 CHARACTERISTICS OF THE PROPOSED DEVELOPMENT

2.4.1 NATURE AND EXTENT OF THE PROPOSED DEVELOPMENT

This section should be read in conjunction with Figures enclosed at Appendix 2.2. Phase 1 A of the regeneration of O Devaney Gardens consists of 110 residential units in four blocks comprised of the following:

- 51 No. 3 bed units.
- 47 No. 2 bed units.
- 12 No. 1 bed units.

The unit types include:

- 43 No. apartments.
- 31 No. 2 storey houses.
- 23 No. 3 storey houses.
- 7 No. 2 storey duplex.
- 6 No. Live Work Units.

Of the total residential units proposes, 60 residential units are proposed for social housing for existing residents of O Devaney Gardens. Once Phase 1A is complete, residents living in the apartment blocks at the south end of the site will be re-located to new high quality housing at the north end of the site. The remaining blocks will be demolished at this stage and the site of Phase 2 will be prepared for re-development.

The social housing units will be allocated on the basis of pepper potting throughout the Phase 1A scheme to ensure diversity in the house types provided and an equitable distribution of tenure types to promote integration and avoid social exclusion in any one part of the new development. A target for social housing types within this distribution is to allocated 45 house types and 15 apartment types to social units. Within that allocation a maximum of five one bed units are proposed. The number of house types with three bedroom and two bedroom accommodation are targeted at 35 and 20 respectively.

The balance of housing proposed in Phase 1A will be either affordable or private housing. The design of the scheme to provide very high quality, spacious and adaptable family orientated dwellings, the layout of the site which seeks maximum integration with the character of the residential area adjoining it and the integration of neighbourhood facilities including the park with Phase 1A and proposed local retail and community facilities with Phase 1B are design principles which will encourage private and affordable market interest.

Phase 1A also includes a neighbourhood park of 4,680 sq.m. The park is designed as a multi functional space including landscaping, grass areas for passive recreation or occasional sports, children's play areas and hard landscaped civic areas for events and community interaction. The park is located in the centre but with permeable connections to residential streets adjoining the site and clear visual connections from the streets adjoining to create a focal point and landmark location for the wider neighbourhood. This

will give the new scheme a special identity and encourage interaction between residents within and adjoining the site.

In order to facilitate access to construct Phase 1A housing, keep the existing access through the estate open during works and conduct enabling infrastructure works for future phases, a new road will be constructed connecting the North Circular Road with Montpelier Gardens in a position east of the existing estate road. This route will be designed 14.5m wide zone which includes:

- 2 m wide buffer in front of houses (planted area).
- 4m wide strip for footpaths and parallel parking.
- 6.5m wide road carriage (2 way)
- 2 m wide footpath (next to park)

The overall length of the new street is 325 meters long. The existing estate road will be closed at this stage and the area of it amalgamated with Phase 2 of the regeneration project.

The height of buildings proposed with Phase 1A range between two and four storeys. Two storey terraced houses with rear gardens are proposed adjoining the west boundary with Findlater Street and east boundary with Thor Place and Ashford Street. Three storey terraced houses and duplex units are located on new residential streets towards the centre of the site. Four storey residential buildings comprised of duplex units and apartments are aligned to frame key public spaces in the centre of the site including the neighbourhood park and the main boulevard.

The height strategy is proposed to respond to established building heights and character of the residential streets adjoining which are zoned Z2 residential conservation areas under the Dublin City Development Plan 2011-2017. These streets include terraced of single storey dwellings and four storey Victorian terraced houses on the North Circular Road.

2.4.2 PREPARATION OF REGENERATION MASTERPLAN

Dublin City Council has prepared a non statutory masterplan to guide the regeneration of O'Devaney Gardens. The preparation of this Masterplan ensures that Phase 1A of the re-development is not a development planned in isolation.

The masterplan has facilitated an analysis of the local area including (i) an audit of existing community facilities, (ii) analysis of its social and economic character, (iii) analysis of strengths and weaknesses, (iv) identification of potential synergies with other local character areas both existing and emerging and (v) analysis of the urban form and inherent character of the local area. The re-development proposals for the estate are therefore informed by this masterplan process. The regeneration project should respond to the local context and special character of the neighbourhood adjoining the estate. This principle is important to promote integration and assist the project in delivering change and renewal for the wider locality.

Through the masterplan, all phases are expected to be co-ordinated to create an integrated, legible and cohesive mixed use and mixed tenure urban

development that restores the social, economic and physical character of the street in accordance with the Dublin City Development Plan 2011-2017 zoning objective.

The masterplan has been prepared in consultation with the residents of the site, other key stakeholders and approved by the elected Councillors. The masterplan was attached to the scoping request for information to be contained in an EIS to the Board (Case Number 29N. JS 0007) and is attached as a separate document with this application.

The document comes directly from the tier of plans within Dublin City Council and takes its land use zoning policies and other objectives directly from the Dublin City Development Plan 2011-2017. The preparation of such plans or design briefs by the local authority for particularly important, sensitive or large scale development sites are advocated under Section 3.8 of the DoEHLG Guidelines Sustainable Residential Development in Urban Areas (May 2009).

2.4.3 GENERAL DESCRIPTION OF THE PROPOSED DEVELOPMENT

Phase 1A of the regeneration project for O Devaney Gardens consists of 110 residential units arranged in four distinct blocks (A-D). The blocks relate to the character of the site boundaries and also the future character where enclosure of a tree lined boulevard and enclosure of a neighbourhood park are important design objectives.

Blocks A and B

Blocks A and B are located to the west side of the proposed boulevard. They will be located on an existing cleared site. Under the Part VIII of the Planning and Development Regulations 2001 (as amended), planning application register reference 3544/08 was approved by Dublin City Council for the demolition of four apartment blocks of four storey height (No's 1-32 and 117-148) and a two storey commercial block. This site is now grassed and fenced with 3.6m high palisade fencing pending the re-development of the site.

Block A is comprised of thirteen terraced house units in total.

Block B is comprised of forty two units in total of which 20 +are communal accessed apartment types and 22 are own door accessed house types.

Block A is comprised of thirteen terraced house units aligned back to back with housing on Findlater Street which adjoins the west side boundary. Twelve of the units of Block A are two storey two bedroom houses with front and rear gardens. The average length of rear garden and separation from the west boundary is 6 meters. These units are designed as high density, low height scale family orientated dwellings. The units are designed with only bathroom windows (obscured glazing) on the rear elevation facing the west boundary. The low height scale, separation and avoidance of overlooking windows are design features to protect neighbouring amenity. The southernmost unit in the terrace has a different design to the rest of the terrace to reflect (i) the change in shape of the west site boundary and (ii) to address the visual corridor from this elevation directly east to Ashford Street. Pedestrians looking into the site from the east boundary will view this unit through the scheme across the proposed park and boulevard. The design

response to this location context is to create a larger corner house and to orientate the front elevation and front garden successfully with the street view.

The area of private rear garden space for the two bed terraced units in Block A is c 42 m².

Car parking for Block A is provided within the front garden (1 space per unit) off street.

Block B is designed as a perimeter residential block with terraced housing addressing all sides and streets adjoining it and enclosing a central area of communal open space within the block.

The west facing elevation of Block B is opposite the terraced housing of Block A and both terraces enclose and define the character of the street. The distance between the opposing front elevations is c16 meters taking into account the front gardens for the Block A terrace. The house units provided on this elevation are five three storey three bedroom houses. Car parking for the unit is incorporated into a car port at street level. Private open space is provided through a combination of ground floor terraced area and first and second floor smaller terraces which are incorporated into the floor plan design and screened from external views to the rear towards opposite units in the block. These areas combined total between 80-90m². The width of the unit (c8.5meters) creates the opportunity for the spacious terraced areas.

The north facing elevation of Block B contains similar units to the west elevation (three storey three bed units). There are three of these unit types on this site orientated onto a new residential street. One of the units is designed as a corner unit with a fourth bedroom. Adjoining this street on the common boundary is the rear gardens of dwellings fronting the North Circular Road. The distance from the elevation to the boundary varies between 8-12 meters. The alignment of the block and street takes into account the possibilities of mews development to the rear of these dwellings should such developments be sought.

The east facing elevation of Block B is aligned to address the new boulevard. It contains apartments at the north east corner. The configuration of an apartment unit was more successful in design terms to address the north east corner shape. There are two apartments containing two bedrooms on each floor at this corner (8 units in total).The height of the corner is four storeys.

This north east corner is angled to provide a strong definition of the building as it will be viewed prominently entering the site from the North Circular Road. The apartments are accessed through a communal entrance at street level from the front elevation on the east/boulevard side. Communal access for the apartments is provided at ground level to access the central courtyard for open space amenity. This communal area of open space is in addition to private terraces arranged off the kitchen, living room and bedroom areas of each apartment. The combined area of private terrace space is c14.6m² per unit. Car parking for these units is provided at street level in assigned spaces.

The main section of the east elevation along Block B facing the boulevard contains seven own door accessed three bedroom three storey houses. The houses are arranged with a downstairs bedroom and WC, kitchen/living and

terraced balcony (23.8m²) at first floor and two further bedrooms and bathroom at second floor.

Integrated into the design and also accessed from street level are seven two bedroom apartments. The apartments have accommodation at ground and lower ground level. This design arises from the sloping gradient across the site from north to south. The elevation of Block B onto the boulevard is stepped therefore to respond to the gradient and avoid presenting inactive frontages to this route. Although at lower ground level, this floor plan of the two apartments has direct access to an external terrace (c21 m²) and additional access from the terrace to the communal courtyard.

Car parking for the units facing the boulevard is integrated into the street design adjacent to each unit (assigned spaces on street).

The south facing elevation of Block B addresses also the south east and south west corners of the block. Apartments are designed at this end of the block. The configuration of apartment units was more successful in design terms to address the shape of the block. The height is three storeys. Four apartment units at each floor (12 in total) are arranged and include two three bedroom types and two one bedroom types per floor. The main entrance to these apartments is from a communal entrance on the south facing elevation. Each unit has access to balconies and an area of communal open space at ground level totalling 288sq.m. Car parking for the units is provided in an under croft (semi basement). The site level difference facilitated this parking design.

Block C

Block C is a 2- 4 storey block located on the east side of the main boulevard. Block C has a location context enclosing the east side of the new neighbourhood park. The block is four storeys in height where it addresses the park and contains 6 live work units at ground level, 7 apartments at first and second floor and 6 apartments at third floor.

The live work units are designed as a flexible workspace at ground level (55 sq.m). The uses envisaged for ground floor will be required as compatible uses for home based economic activity. Strict conditions on planning and sale will restrict any uses that would impact on residential amenity. Uses as defined under Class 2 of the Planning and Development Regulations 2001 (office based use) are the most appropriate use type. The design of the unit is flexible to allow the occupier revert the use of the ground floor to residential if it is not required as a live work unit.

The live work units are provided to foster economic development on the site and interact with the public park (activity during daytime hours).

At the north side of the block, a vehicular and pedestrian access connects to a surface parking area (13 spaces) and communal open space area shared between all units in block C. The area of this communal courtyard is 1,000 sq.m.

To the side and rear of Block C, terraced housing units are arranged to create a residential street character to the side streets opposite Phase 1B to the north and Phase 2 to the south and to enclose the west side of a residential

street opposite Block D. Block D also contains a terrace of housing facing Block C to complete the street. .

There are eleven house units in total in Block C. Ten units are three storey three bedroom houses. Car ports are incorporated into the design of the units. Living room and kitchen accommodation is incorporated at ground level and bedroom and bathrooms on the two floors above. Private open space consists of a private terrace to the rear of the kitchen area at ground level and a screened terrace at second floor accessed from the master bedroom. Units in this block also have access to a communal courtyard in the centre of the block in addition to the location close the neighbourhood park.

Block D

Block D is a terrace of sixteen two storey three bedroom houses adjoining the rear garden boundaries of terraced houses fronting Ashford Street and Thor Place. Owing to the changing shape of the boundary line, the terrace is curved in its form with a change in house type in the centre of the terrace to complete the turn and maintain the terrace profile.

Rear garden boundaries vary in depth. Owing to the boundary shape, housing along the north section of the terrace does not directly oppose rear facades of existing houses to the east. Garden depths are shallower at this end (5-7 meters).

In the interests of achieving a sustainable higher density but maintaining a low rise terraced house character, the area of rear garden space is considered appropriate to provide amenity to the unit and protect the amenities of dwellings to the rear. The houses adjoining the boundary are single storey and set back from the boundary line. The separation of new housing is not anticipated to cause issues of overshadowing, privacy or poor visual amenity for established dwellings.

Rear garden lengths increase from the middle of the terrace (to c13 meters) and are uniformly c 8 meters length at the south end of the terrace.

The internal layouts of the house types provide living, kitchen and utility at ground level and three bedrooms and bathroom at first floor. Rear facing bedroom windows are recessed and allow adequate separation to the rear boundary to protect adjoining privacy.

The terrace character of this street is designed to integrate with terraced housing in Block C opposite and also to respect the character and form of housing in the streets adjoining the east boundary such as Ross Street, Ashford Terrace, Ashford Street and Thor Place. Permeable access is encouraged connecting with these streets. The house types were a design decision to maximise and encourage a more successful integration between the character of the site and character of the streets adjoining it.

Front gardens are designed for each unit with off street car parking space integrated.

2.4.4 PROPOSED PHASING AND CUMULATIVE DEVELOPMENT PROPOSALS

Phase 1A of the proposed development is envisaged as part of a ten year regeneration programme for the entire site. Phase 1A is the first step to signal the beginning of the regeneration programme.

Each successive phase of the masterplan will be subject to its own planning permission and process.

However, the purpose of masterplan is to provide an appropriate level of guidance for co-ordination between all phases and to ensure the successful integration of each phase, and its character, with the overall regeneration of the estate and adjoining area.

The masterplan includes design guidance across all phases, particular in relation to phasing, land use, public space, movement, height and block layout. Using these parameters, it is possible to assess the likely cumulative impact of Phase 1A in the context of future development and the total regeneration vision for the estate.

All future phases have potential to be developed as sites sold by the local authority for either private or public developments. All subsequent phases will require separate planning applications and assessments. The masterplan document will however provide an effective brief to give guidance for these phases and proposals as advocated by the DoEHLG Guidelines Sustainable Residential Development in Urban Areas (May 2009).

The master plan proposes to regenerate the estate in a total of two main phases. Phase 1 is proposed in two parts (A and B) at the north end of the site. The opportunity to connect the new development successfully with the established streets adjoining was recognised at an early stage in the design process. It is important that development proceeds at a location where maximum connections to the site and its surroundings are encouraged for integration. It is also important that amenities and facilities are developed in tandem with Phase 1 for both existing residents on site, new residents of the scheme and the wider neighbourhood to change the isolated character of the site.

Phase 1A is the subject of this current application and is outlined in detail under Section 2.4.3 above.

Phase 1B will be a site sold for commercial development in tandem with Phase 1A. This site will be sold with a building agreement to provide a mixed use neighbourhood centre inclusive of shopping facilities, office space and community spaces. A residential scheme for the elderly will also be considered at this phase. At this location, new high quality homes for the elderly will be adjacent to new shops, community facilities and the neighbourhood park. These homes will also assist in completing the streetscape beside the neighbourhood centre and encourage a good social mix and community activity on site at an early stage of the programme.

The site of Phase 2 will remain occupied by the four existing apartment blocks for the duration of works on the site of Phase 1A and Phase 1B. The residents waiting for a transfer to the new social units will relocate to their new houses on Phase 1A once they are completed. The blocks on Phase 2 will

then be demolished once they are vacated and the site will be sold for re-development in accordance with the overall master plan.

A high quality residential scheme is envisaged for Phase 2 with possibilities for office uses intermixed. It will be an objective of the master plan to integrate Phase 2 and Phase 1 seamlessly.

Table 2.1 below summaries Phase 1A in the context of future phases.

Table 2.1: O' Devaney Gardens Regeneration Masterplan: Potential Uses	
Phase	Proposed Uses
1A	110 residential units in four blocks (A-D) of which: <ul style="list-style-type: none"> • 51 no. 3 bed units • 47 no. 2 bed units. • 12 no.1 bed units. • 21 no. 2 bed apartment. Neighbourhood Park : 4,680 sq.m. Boulevard Street 325 m length.
1B	Mixed Use Neighbourhood Centre potential floor areas: <ul style="list-style-type: none"> • 1,090 m² retail supermarket at ground floor. • 790m² other commercial uses at ground floor. • 1,280m² mixed community and office space at first floor of which c 585m² is potentially office based uses and 695m² community uses. Other potential residential with Phase 1B: 48 residential units of which: <ul style="list-style-type: none"> • 27 no: senior citizen units (assumed as 2 bed/ 2 person occupancy) • 6 no: end of terrace housing units (assumed as 2 bed/ 4 person occupancy) • 10 no: new terraced houses (assumed as 3 bed/ 6 person occupancy) • 5 no: live work units (assumed as 1 bed/ 2 person occupancy)
2	Option 1 Potential Residential 240 residential units. <ul style="list-style-type: none"> • 26 No 2 bed houses. • 20 No 2 bed duplex. • 65 No 3 bed houses. • 129 apartments
	Option 2: Potential Mixed Residential and Commerical 120 residential units 8,000 sq.m. of commercial uses Public Open Space 1,100 sq.m.

2.4.5 ARCHITECTURAL CONCEPT

Historically the site was an undeveloped part of the complex of military barracks in the area. Gradually it became surrounded by residential development that turned its back on the enclosed barrack land and faced out to the North Circular Road and the Phoenix Park. The first development on

the land was the O' Devaney Gardens scheme that was of a wholly different nature to its surrounds. It became an enclave into which one did not easily venture. The immediately adjoining existing pattern is of small scale and tight grain artisan dwellings that are much sought after though would not conform to present development standards. The architectural challenge was to create a scheme of a scale and density appropriate to its prime location in relation to the city centre and yet not be alien to its surrounds.

Central to the proposal is the creation of the park and the reconfiguring of the roads to allow visual penetration of the scheme on entering. The scale of the proposed buildings is held at two stories along the outer boundaries adjoining the existing single storey dwellings. It rises to four/five stories in the centre of the scheme overlooking the park and framing the central tree lined spine. The units are a mix of houses, duplexes, apartments and live/work units of different sizes and scales. They will also comprise a mix of tenure.

Whereas it is viewed that variety and mix are essential to the creation of a new world for O'Devaney Gardens a consistency of material and form will anchor the development in the locale.

2.4.6 INFRASTRUCTURAL WORKS REQUIRED

The proposals provide for the realignment of the existing road network through the site. This will require the provision of a temporary link road from the access point on Thor Road to the existing north/south spine road in the site, for the duration of the proposed phase 1 development and until the completion of phase 2 development also.

All new services and utilities will be aligned with the new spine road.

The proposals are in four blocks; two each on either side of the central spine. It will be necessary to maintain a live public access route both vehicular and pedestrian along that spine traversing the site at all times during the course of the construction of the proposals.

2.4.7 LANDSCAPE DESIGN FRAMEWORK

A key principle during the evolution of the project design has been the creation of an integrated public realm, one that not only provides high quality primary and secondary public open space, but also one that establishes a 'traditional' street pattern that reflects and links seamlessly with the surrounding residential road network and provides a legible and safe environment to occupy and move around in.

The landscape design drawings, prepared to support the planning application and EIS, demonstrates the provision of a central major public open space for the local neighbourhood, overlooked by apartments, live-work units and the proposed neighbourhood retail centre. The proposed park will include a civic-quality paved open space at its centre with a major sculptural feature as its focus. The detail of the sculpture will be a public art project, driven by the local community, and while the landscape masterplan drawing suggests a theme that draws upon the site's past (cattle grazing and the former cattle market at Stoneybatter), the local community will decide the final theme.

Green open space, children's play area and communal seating are also proposed for the central public open space. A high quality paved concourse with feature lighting is also proposed in front of the neighbourhood retail facilities.

A network of roads directs movement towards the retail centre and neighbourhood park, linking in closely with the adjoining streets to provide continuity of character and movement. The principal axis of movement will be along the central spine road, which is to be paved in cobble setts where it adjoins the retail centre and public park, to encourage reduced traffic speeds; it will also be lined with an avenue of mature trees. When complete, it is intended that the avenue will link North Circular Road with Infirmary Road through the proposed development site. The remaining roads will be quiet residential streets, where traffic will be calmed by means of speed-tables and on-street trees, encouraging a "home-zone" quality.

There is a significant overlap between the landscape design and provision for flora and fauna within the proposed development. Native species and/or near-native varieties of trees will be used wherever practical to encourage biodiversity and provide a network of habitats; in particular, the avenue of native trees will encourage the movement of bats and birds throughout the site and, in the longer-term, provide for nesting and roosting also. The landscape design also envisages the planting of plant a belt of native trees and shrubs to replace the line of trees that will be removed from the margins of former St. Bricin's lands in future phases of development.

Green open space also has a role to play in sustainable urban drainage. It is the design intent that the principal open grass areas will retain storm-water during peak rainfall events and allow for infiltration and/or controlled release.

2.4.8 INTEGRATION OF DUBLIN BUS SERVICE NO. 46A AND REQUIREMENT FOR A BUS GATE

It as an integral part of the regeneration strategy for O Devaney Gardens that interaction between new high quality housing, new commercial, community and leisure facilities on the site and public transport is optimized. This will improve connections to the site and encourage sustainable modes of travel, improving the environment of local streets in the process. In particular, encouraging permeable walking and cycling routes through the regeneration scheme connecting with the residential streets adjoining the site allow opportunities for interchange with public transport and encourage the wider community to interact with the site and new scheme positively for services. This is a central principle in the creation of sustainable integrated urban neighbourhood and it is a central theme in the regeneration proposals for O Devaney Gardens.

Dublin Bus currently operate a bus service through the estate of O Devaney Gardens. The No 46 A is the replacement service for the previous No 10 service. The 46A service has a five minute frequency and is a strategic cross city service connecting the North Circular Road to Dun Laoghaire via the City Centre and UCD. In addition to improvements in the 39A and 37A in close proximity, these upgrades are part of the implementation of the Dublin Bus Stage 1 Network Assessment.

In addition to bus services through the site, the location is within close walking distance of Heuston Station (national, regional and city rail and bus services and future proposals under Transport 21 for Dart) and the LUAS Red Line station at Collins Barracks.

In recognition of these strategic public transport links close to the site, Dublin Bus, in conjunction with the Roads and Traffic Division of Dublin City Council, were consulted with respect to (i) providing information about the proposed regeneration project, (ii) maintaining a service through the estate at both construction and operation stages (iii) discussion on optimal ways to encourage the use of public transport in the design and layout (iv) appropriate locations for new bus stops within the scheme (v) safety of the streets proposed and interaction of bus movement with traffic calming proposals and (vi) the use of bus gate measures to control the extent of through traffic by private cars.

Key outcomes of this consultation were as follows:

- Continuing to operate the service through O Devaney Gardens is of significant importance for Dublin Bus. It is important to note that the bus service currently operates as one way through the estate (out of town). Buses do not enter the site from Montpelier Gardens. This directional flow will not change.
- Dublin Bus are aware that the route through O Devaney can be used as a short cut for through traffic avoiding the traffic lights at the junction of NCR, Infirmary Road and the Phoenix Park. It is important that the new scheme prioritises public transport to discourage through traffic, provides traffic calming measures within the road design and optimizes walking and cyclist links to the residential area east of the site.
- Ways of prioritising public transport will include the new road layout as proposed which aligns the new main boulevard with local neighbourhood destinations including the neighbourhood centre and park. The route will be fronted by new housing. Two bus stops are recommended for the estate including one close to the neighbourhood centre and one at the south end of the new park. A third stop on Montpelier Gardens beyond the site should also be retained (3 stops in total servicing the site and adjoining estates).
- The home zone character to side streets and traffic calming measures in the design of the boulevard will discourage through traffic.
- It is preferable that the bus will stop on the road in designated bus cages rather than pull into designated bus bays. This will give priority to the bus and slow other traffic down.
- Safety is paramount for residents of the scheme. It is preferable that the main route is clearly distinguished from plaza area and pedestrian areas in surface treatment to create awareness of vehicles passing through the civic heart of the site. It is recommended therefore that the "civic zone" in the centre of the site is marked by a raised table at the entry and exit or a different road surface treatment.

- The operation of the bus service will require good parking control measures along the new street and in addition on Montpelier Gardens. The street design should discourage on street parking outside designated bays. Assigned parking spaces for all residential units and commercial parking is important. Street design, markings and management should control unauthorized parking outside designated areas.
- Where the new boulevard enters Montpelier Gardens, sufficient width is required at the junction to make a right turn. A swept path analysis at the junction should accompany engineering designs for this junction.
- Neither Dublin Bus or the Roads and Traffic Division consider the designation of a bus gate or physical separation of streets for bus only as a requirement for public transport through the site. This is on the basis that:

The street design promotes public transport and discourages through traffic.

There is sufficient space on the boulevard route for priority bus movement (the bus stops on the road for example) and effective parking policy ensures the route is not restricted for bus movement.

Within the hierarchy of streets proposed, the main boulevard is the optimal route for the bus as it interacts with local destinations such as the park and local shops. The side streets are designed with pedestrian and cyclist links to the streets adjoining the scheme. It is important that these streets retain a traffic calmed character. Keeping the boulevard as the main traffic route but with a priority status for the bus service is sufficient.

During construction, access will be retained through the site including the existing route for the bus service. Phase 1A include the building of the new aligned boulevard. Once completed, this street will open as the new route through the estate and the new route for the bus service. The existing road will be closed off. It is important that the bus service is retained throughout construction works.

Refer to Section 5 Traffic and Transport in the EIS for further analysis of traffic movement and public transport interaction.

2.4.9 INTERACTIONS WITH THE SITE OF ST. BRICINS MILITARY HOSPITAL

The site of St Bricin's Military Hospital adjoins the site of O Devaney Gardens to the east of the Phase 2 masterplan proposal. The institutional lands are currently in the ownership of the Department of Defence for hospital care and other administration uses. The site of St Bricin's is accessed from Infirmary Road via Montpelier Gardens close to the south entrance into O Devaney Gardens. The site has a boundary with Thor Place and Moira Road to the north and with Calvary Row, which connects with Arbour Hill, to the south.

Both the regeneration site of O Devaney Gardens and the Department of Defence lands are included in the same Z14 zoning objective under the Draft Dublin City Development Plan 2011-2017 which seeks social, physical and economic renewal.

As part of the masterplan process, Dublin City Council consulted with the Department of Defence and ascertained that in the medium to longer term timeframe, the site may no longer be used for military uses and could be re-developed. Phase 2 of the regeneration project on O Devaney could have a context where it adjoins new uses on the site of St Bricin's.

In order to account for this context, the masterplan has explored a potential scenario and synergy between St Bricin's and the regeneration plan. It is important to note that any plans or proposals for the future of St. Bricin's will be subject to their own detailed analysis, masterplan and planning process.

The exercise in assuming a cumulative context with St Bricin's is to ensure that the masterplan for O Devaney Gardens does not ignore issues such as future connection, compatible land use and setting of buildings. The buildings on the site of St Bricin's have potential to create a visually interesting backdrop to development in the site of O Devaney, particularly Phase 2.

In exploring the opportunities that may be presented should the site of St Bricin's develop, there are five main concepts considered. These are:

- Buildings of historic and architectural merit could be retained as part of a re-development with new uses and new vistas opened into the site. Some buildings could have potential as important focal points for the local area and accommodate a range of public accessible uses including artistic and cultural, community or public services. The strongest potential for this is the view that will be created into St Bricin's from Phase 2 of the regeneration scheme. The existing church and views of the red bricked main hospital building would form an important and unique backdrop and provide special character and identity within the local area. To protect the setting of existing buildings, in particular the small church, pedestrian and walking connections will be promoted between Phase 2 and the site.
- Permeability through the site of St Bricin's for pedestrians and cyclists will assist local movement, in particular east to west and north to south connections to penetrate the institutional land banks in this area. Attractive routes for walking and cycling between the North Circular Road and Arbour Hill (north to south) and between Infirmary Road and Aughrim Street/Manor Street (west to east) via interesting residential streets could be created.
- Vehicular movements to and from the site of St Bricin's can be dispersed between three potential entry and exit points, each of which would be restricted to vehicles accessing part of the site only and therefore no through traffic would be generated which would erode the special character of the site. This measure would also ensure that there are no routes for short cuts by traffic and the existing streets adjoining the site are protected from any significant increase in activity. The locations for entry would be the existing site entrance

from Montpelier Gardens, use of the existing boundary next to Thor Place and the access from Calvary Row/Arbour Hill.

- Potential new uses for older buildings could include options for cultural uses, institutional uses, hotel or leisure uses, office uses, educational uses, residential uses etc. For the purposes of assessing cumulative traffic generation, assumptions are provided for more intensive traffic generators such as commercial for worst case scenario testing.
- If opportunities for infill residential arise, it will be sensitive and should relate to the character and scale of housing adjoining the boundaries in addition to protecting the prominence of older institutional buildings of architectural merit.

Relevant sections of the EIS have considered the cumulative context of St Bricin's Military Hospital including Section 7 Architectural Conservation, Section 9 Landscape and Visual and Section 5 Traffic and Transportation.

2.4.10 MAINTENANCE, SECURITY AND MONITORING ACTIVITIES AND ASSOCIATED STRUCTURES

The Contractor will be required to erect and maintain hording around the site and to provide on site security during the course of construction.

2.4.11 SECONDARY OFF SITE DEVELOPMENTS

Large precast concrete elements such as stairs, floor-slabs will be cast off site and brought to site for installation.

All excavated material will be removed off site and disposed in accordance with Waste Management Licensing Requirements.

2.4.12 SENSITIVE LAND USES

There are no sensitive land uses proposed as part of the redevelopment project. The uses are compatible with the historic use of the site for residential and commercial development, the location context in a city centre and the site zoning objectives as set out under the Dublin City Development Plan 2011-2017.

2.4.13 PRODUCTION OF WASTE, POLLUTION AND NUISANCES

There are no processes proposed as part of the construction or operation phases of the development which will give rise to the production of waste, pollution and nuisances save for the general associated impacts of a residential, commercial and community development. Specific sections of the EIS address waste, pollution and nuisances for both construction and operation stages. Of particular note Section 11 Air Quality and Section 12 Noise and Vibration. Waste management measures are addressed below at Section 2.11.

2.5 ALTERNATIVES EXAMINED

2.5.1 DESCRIPTION OF ALTERNATIVE LOCATIONS

The proposed regeneration project is site specific and seeks social, physical and economic renewal of the entire estate and inclusive of 1.5 acres of the former St Bricin's site now in the control of DCC. This represents the site of the PPP rejuvenation project.

Phase 1A is proposed on that part of the site already cleared and prepared for re-development works including Part VIII of the Planning and Development Regulations 2001 permission to demolish all remaining blocks on the north end of the site. This is in the interests of removing empty units and under occupied blocks which would otherwise become targets for anti social behaviour and give rise to security concerns for remaining residents.

Re-developing the north section of the site first also provides the optimal opportunities to integrate a new design with the established street patterns adjoining the site and facilitate construction whilst protecting residents in the remaining blocks at the south end from associated impacts.

The re-development project represents sustainable infill development of a higher quality development on a brownfield site.

The location for Phase 1A was therefore the most logical and appropriate location. There were no other alternative sites examined.

2.5.2 DESCRIPTION OF ALTERNATIVE DESIGNS

Option 1 - Initial Concept Master Plan

This masterplan option was presented to the residents and Regeneration Board in December 2008.

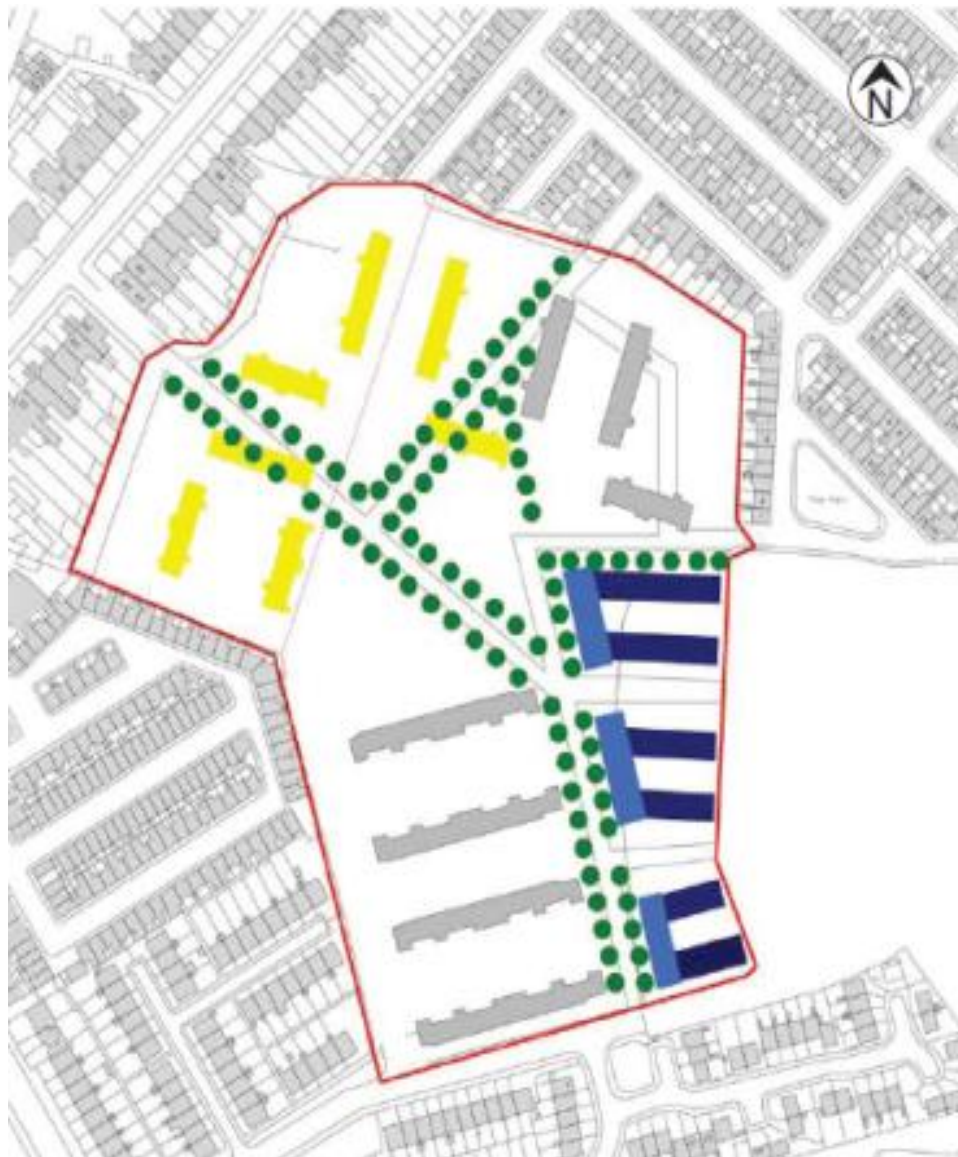
The masterplan concept was to develop Phase 1 on the vacant site on the east boundary adjoining St Bricin's Military Hospital. As this site was vacant, it was originally considered to be the best option to commence development at the earliest opportunity.

Phase 1 would consist of mixed tenure housing with approximately 120 residential units of mixed social, private and affordable units (50% social and 50% private/affordable). Three residential blocks with shared courtyards were envisaged for Phase 1. The housing types would consist of apartments and duplex units. The front blocks would have heights in the range of 4-6 storeys and the side blocks three storeys.

In order to provide access for the Phase 1 site, a new road layout was proposed for the estate providing access for the Phase 1 blocks via Thor Park. The alignment of the main access road from the North Circular Road would be realigned to join with this new road. The shape of land parcels created by the road layout defined locations for Phase 2 (the site of a mixed use neighbourhood centre and residential at the north boundary), the general shape for a local park and the site of Phase 3 (residential area to the west side of the re-aligned main estate road and also the remaining lands to the north of Phase 1).

At this stage of the project, phasing was influenced by the location of existing blocks on site and in particular the requirement for future demolition. The site of Phase 2 for example was occupied by six remaining residential blocks. Demolishing these blocks and clearing the sites for redevelopment would take time. Existing vacant sites were viewed as preferable locations to commence work early on site.

Figure 2.4: Option 1 Initial Concept Masterplan December 2008



The overall masterplan, illustrated on figure 2.5 below, envisaged approximately 500 residential units on site. The housing type was apartments mostly. Building heights were proposed at three storey close to site boundaries and between 4/5/6 storeys fronting new streets and the local park.

Figure 2.5: Overall Masterplan for Option 1



The neighbourhood centre was conceived as a mixed use building providing retail and office space at ground level and community uses at first floor level.

The scale of the centre was approximate but approximately 1750m² community uses and 2,500m² commercial space was indicated.

The local park was considered a valuable addition to the masterplan to establish a focal point for the scheme and create a village centre character at the heart of the re-development. The village green and mixed services centre were considered important anchors for the re-development that would encourage movement and interaction with the wider neighbourhood, in particular the residential streets to the east connecting with Oxmanstown Road, Aughrim Street and Manor Street.

To encourage these connections, the street layout within the development proposed access for vehicles from Ashford Street via Ashford Cottages and pedestrian connections to Ross Street and Ashford Place. The existing street pattern adjoining the site included many cul de sacs adjoining the east boundary. This lack of permeability was seen as a barrier to the future successful integration of the scheme with the residential areas adjoining it.

- When the details of this option were examined by Regeneration Board, the local community and the design team in more detail, the following concerns were noted:
- While the site for Phase 1 was vacant to allow for development, the location was not desirable as a first phase to achieve and signal a regeneration strategy. The site was viewed as isolated from both the existing estate and surrounding community. The four existing apartment blocks located adjacent to it concealed the site. There were concerns that the isolation would create an enclave at the outset of the regeneration.
- The lack of integration of the Phase 1 site with existing streets would make it difficult to achieve social integration and encourage greater movement and interaction between the site and surrounding neighbourhood.
- The housing character of Phase 1 consisted of apartments mostly. It was important for social residents that own door housing units were available as part of the house mix. The idea of regeneration and improvement in the quality of life for many of the residents on site includes the chance for own door access (control your own entrance) and access to private garden space. The residents accepted that this model could be incorporated into a scheme that included townhouses, duplex and apartments as part of a high density mix. Phase 1 however offered limited chances for this type of mix, particularly when equal numbers of social and private/affordable units were targeted.
- The height strategy for the site, in particular Phase 1, provided taller blocks fronting the main streets and lower heights on return blocks. The residents had concern that physically, the front blocks would overshadow units to the rear and create issues of privacy. There was also concern that the very different character between the front block and side returns could lead to segregation within the block itself, especially where a mixed tenure model was proposed.

- Phase 1 would be occupied once completed and work would commence on demolitions at the north end of the site. Residents on the site of Phase 1, owing to its location, would be living in the middle of a site undergoing construction which would impact on amenity. Similarly, when Phase 3 commenced, demolition works of the four apartment blocks at the south end of the site would be immediately adjacent to new homes.
- The provision of community infrastructure, retail facilities and amenity areas such as the park were proposed as part of Phase 2 which required demolitions before these facilities could be provided. There was concern that such facilities should be provided for new residential units in tandem with residential development. The neighbourhood centre and local park should be part of Phase 1 and better integrated with the layout of new housing.
- In terms of the overall masterplan, there was concern that the achievement of 500 residential units could only be achieved by providing apartments as the majority house type. In order to integrate the new development more successfully with the pattern and character of the streets adjoining the site boundaries, a more gradual transition in heights and house types was considered preferable. High density low scale development was conceived as an alternative to apartment blocks. Terraces of houses with rear gardens, duplex units and apartments at key locations could provide a high density model that integrated more organically with the streets adjoining the site. This would help social integration and make affordable/private units attractive for owner occupiers to invest in the area.
- There was concern from the adjoining community on the provision of new vehicular connections from the estate onto cul de sacs along the east boundary. No new vehicular entrances should be opened as part of the scheme. Pedestrian or cyclist only connections should be promoted instead.

Option 2 April- November 2009

Arising from the critique of the first masterplan and more detailed design studies, the following amendments to the masterplan were made:

- The phasing sequence for the re-development of the site was changed. Phase 1 would now take place at the northern end of the site. Although this would require additional time for demolition of existing blocks and site preparation, this option was better for the long term success of the regeneration project. It was universally agreed that the first phase of the re-development and its success was critical for the success of the regeneration project as a whole. For this reason, integrating the site of Phase 1 with the adjoining neighbourhood was very important. Physical connections, complimentary scale and appropriate uses (house types and supporting facilities) would help to achieve this.
- The main road through the estate would be realigned and designed as a tree lined boulevard as a continuation of the North Circular Road. A

sequence of residential streets, envisaged as home zones, would provide access for new housing units off the main route. The entire length of this new route (through Phase 1 and 2) would be constructed with Phase 1 so that enabling infrastructure work could be completed to prepare the entire site for redevelopment.

- Phase 1, as illustrated in figure 2.6 below, was proposed as 120 residential units in two locations at the north end of the site. A neighbourhood scaled park was proposed to accompany Phase 1.

Figure 2.6: Option 2 Phase 1A April – November 2009

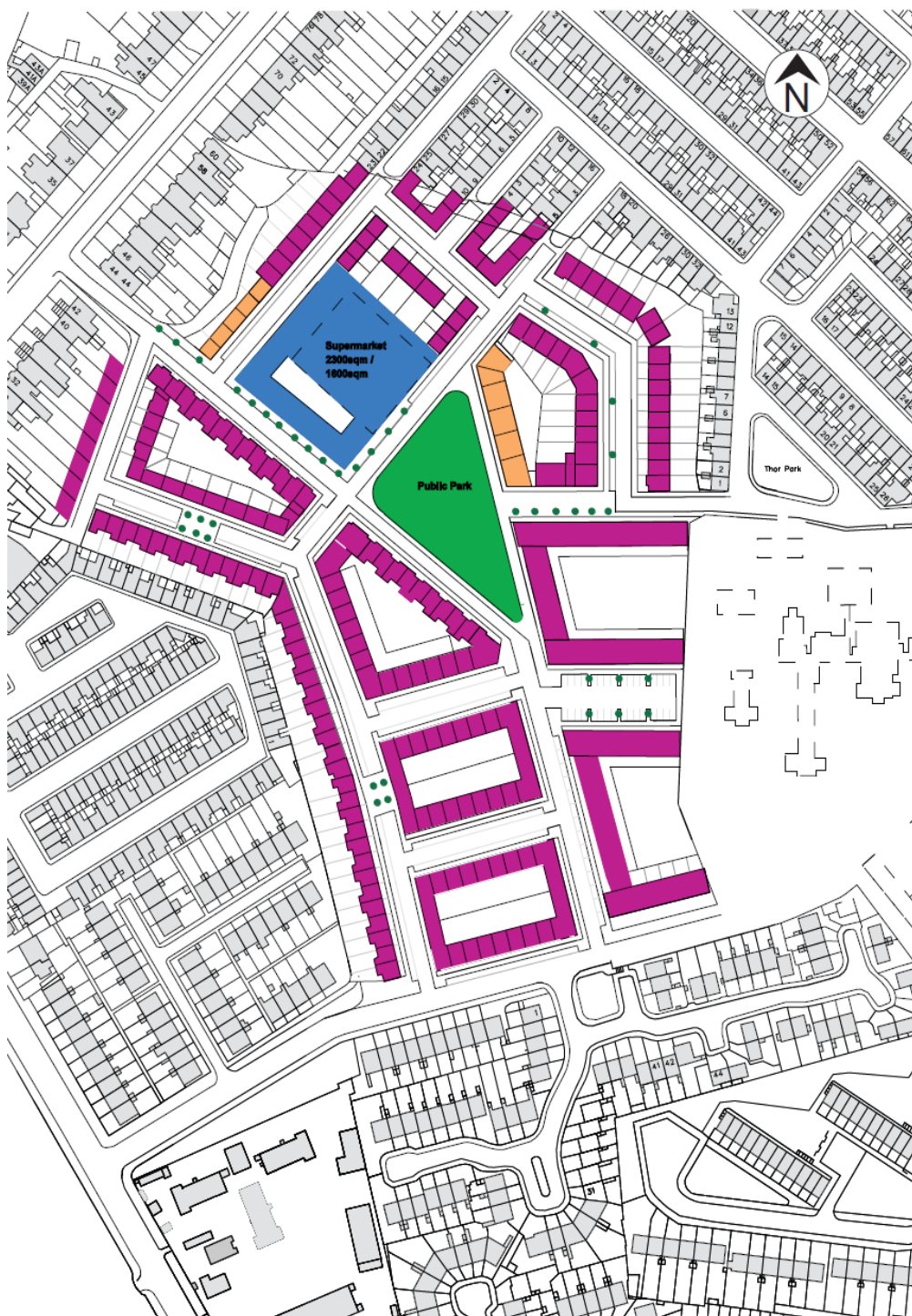


- The two residential locations included the northwest corner adjoining the rear of houses on Findlater Street and the northeast corner adjoining the cul de sacs at Ross Street, Ashford Place and Ashford Cottages. The residential types included 78 house units, 9 duplex units and 33 apartments. The design was proposed as terraced townhouse streetscapes with apartments at key corners, addressing the park and addressing the main boulevard. Two storey houses would back onto existing boundaries and the maximum height

reached was four storeys along the main boulevard and fronting the park.

- Housing tenure would be mixed with 50% social and 50% private/affordable intermixed between the two locations.
- The site of the mixed services neighbourhood centre was identified as Phase 1B. This site would be developed by a private developer in accordance with the Masterplan and a building agreement. This phase needed to be separate from Phase 1A as an investor is required to take up the commercial opportunity for neighbourhood shopping. The location is ideal for an interaction between community space above (which would form part of a building agreement) and the provision of the neighbourhood park to the direct south of the centre. This site was envisaged as a development zone concurrent with Phase 1A and would be completed before Phase 2 commenced. This delivery of key services was considered the most realistic in the current economic climate to deliver a mixed use centre at the earliest opportunity to accompany the first phase housing.
- The remainder of the site to the south (Phase 2) was conceived as a residential zone which would be developed privately. A similar approach to street layout, connections, height (2-4 storeys), design character and house type to Phase 1A was envisaged for the south section of the site to integrate the entire Masterplan scheme coherently. 240 residential units were envisaged for the Phase 2 site.

Figure 2.7: Option 2 Overall Masterplan April – November 2009



This option was consulted on in public meetings later in 2009 (November) and was the masterplan option submitted to An Bord Pleanála for the scoping request on information to be contained within the EIS.

These changes were accepted as positive by the local community. In particular, the type of housing unit now proposed gave greater opportunity for own door access and private gardens. The location of social housing was no longer considered isolated. The masterplan indicated a positive strategy for

integration both within the site with the adjoining area. The provision of the park with Phase 1 was considered positive although there was concern about the details for Phase 1B and what accommodation may exist for community facilities within that phase.

Residents from the adjoining area were mostly positive in their views. In particular the height strategy and house types were positive and would assist in integration. The inclusion of neighbourhood wide uses such as the park and local shopping facilities would benefit the wider community. There was still some concern that the movement strategy for the site should clearly identify the route for vehicles and pedestrians only.

Option 3 Mid 2009

An interim design change was tested by the design team concerning the location of the neighbourhood centre. An option for this centre located to the south of the site (in Phase 2) was assessed.

This option was ruled out for the following reasons:

- The location would be isolated from the Phase 1 residential development. It is important to develop this facility in tandem with Phase 1A to provide facilities for residents at the earliest opportunity.
- The concept for the neighbourhood centre is to provide a focal point and a village heart within the centre of the scheme. The centre anchors the development well in this regard and would create a positive connection with the park adjoining it for social interaction. In particular, community uses interacting with local shops and the park would generate activity in a positive way. Placing these uses at either end of the scheme would erode the ability to create a place of interesting character and activity early in the programme.
- The target users for the facilities of a neighbourhood centre are residents on the site and the adjoining community. The biggest barrier to integration on site at present is the abrupt transition between the estate and residential streets connecting with Oxmastown Road, Aughrim Street and Manor Street. It was important that the first phase breaks this sense of separation. Facilities such as local shopping, community and recreation would encourage residents from the adjoining streets to interact with the site more successfully. A location to the north of the site would make these facilities more accessible to the adjoining street network and in particular would promote walking and cycling routes.
- An analysis of the provision of local shopping facilities highlighted the absence of neighbourhood scale shopping in the immediate locality. The location of Phase 1B would be accessible to the widest area of residential streets which would benefit from this provision.
- Securing investment in this centre at the earliest opportunity would be a positive signal of the regeneration project and would help progress the social and economic renewal of the estate. Locating the neighbourhood facility to the south of the site instead of the north end would hold back its delivery to the later stages of Phase 2. This would

not be desirable and leave a gap in the provision of services at an early stage of the programme.

- Retail operators would benefit from a location close to the North Circular Road, close to their target catchment and well integrated within the physical layout of Phase 1A, in particular taking benefit from close access to the new boulevard and park. The street layout proposed as part of Phase 1A would enable a route for servicing the site without conflict with residential streets adjoining the site.

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By this stage of the project, the principles of the masterplan were widely accepted as positive. Also by this stage of the project, consultant engineers were engaged to assess the construction details for Phase 1A and provide a masterplan verification report for the engineering aspects of the Masterplan. Architectural details for Phase 1A were also progressed. Feedback from An Bord Pleanála from the scoping request on the content to be contained in the EIS was also valuable in verifying aspects of the Masterplan and preparation of the EIS. Arising from this level of closer analysis, a number of design issues were identified which included the following:

- A more definite brief for the site of Phase 1b (the neighbourhood centre) was required. This brief needed to demonstrate an appropriate level of neighbourhood class shopping facilities, the ability to service the centre by operators, a parking strategy for customers, the extent of other uses including community facilities and how the design of the centre would interact positively with the streets and park adjoining it.
- The potential for residential units to complete the streetscape around the neighbourhood centre required clarification, in particular the provision of residential units to the east side of the shopping facility and the continuation of terraces that terminate at the site boundary at present. These housing units would not be part of Phase 1A but clarity was required as to their provision under Phase 1B.
- The housing mix was well received from previous options. However, clarity was now required for the exact breakdown of units (apartments and house types) and how social integration would be achieved in the allocation of social, affordable and private units.
- The hierarchy of streets within the scheme needed clear distinction between the main routes servicing the 46A bus route and cars, home zone residential streets and pedestrian/cyclist connections with the east boundary.
- The design of the feature neighbourhood park required more detailing including the extent of shared surfaces close to the neighbourhood centre, locations for children's play and separation of amenity areas from the streets and traffic. The park had the potential to become a signature element of Phase 1 and create a positive new identity for the site. However, the main location chosen to date did not have sufficient space to accompany all required uses. An additional area of public open space was requested with possibilities for a park on the site of

Phase 2. This would help combine both phases through a hierarchy of open space throughout the masterplan site.

- Considering the emergence of the new Criminal Courts at Infirmary Road and the development of the Grangegorman Strategic Development Zone a short distance east of the site, there might be future options for commercial synergies between the regeneration project and these emerging character areas, in particular for professional offices, services and enterprise space. The site of Phase 2 may have a second scenario whereby residential uses and mixed with commercial uses. The EIS and masterplan should assess both options.
- Following consultations with the Department of Defence on the future of St Bricin's Military Hospital, it was considered important that the layout of the site at a masterplan level, in particular Phase 2, was cognisant of (a) the important historic structures on that site and opportunity to create a setting for them and (b) should the site of St Bricin's be re-developed in the longer term, the opportunity for both sites to connect and interact with each other should be made clear within the masterplan.

Figure 2.8: Option 4 Masterplan proposals



Taking into consideration the above, the masterplan was updated accordingly.

The following is noted within this option:

- The street hierarchy is now classified and distinguished between the main routes, residential streets and pedestrian/cyclist access solely.
- Phase 1B is better understood. Although the details for this centre will be the subject of a separate planning application, the masterplan has provided clarity to allow for a proper assessment of its likely future character.
- The residential units adjoining the neighbourhood centre are clarified as potential for a scheme for the elderly which would be beneficial for social mix and completion of the street design. The location is considered desirable for such a use being close to proposed new shops and community facilities and close to the proposed new park. The location is also close to established residential streets for interaction and walking routes towards other services in the locality including St Joseph's Church, the parish hall on Prussia Street and the village centre of Stoneybatter.
- Greater definition is now provided for the neighbourhood park and its design as a signal feature for the regeneration of the estate. Enhanced open space provision as a masterplan level is facilitated by including public open space as part of Phase 2.
- The residential character of Phase 1A is better defined with clear indication of house types and their interaction with the streetscape.

Some clarity was also provided at this stage on the design of the park and its interaction with the main boulevard adjoining. This design clarity was assisted by a consultation with Dublin Bus on the operation of the No 46A service through the estate. The feasibility of designing a shared surface between the boulevard and park to identify the civic centre of the scheme was tabled.

It was considered however that the main route should be clearly distinguished from plaza area in the interests of pedestrian safety. The entrance to the "civic zone" could instead be marked by a raised table on the road surface at the entry and exit of this zone (corresponding to the neighbourhood centre and public park on the east side of the boulevard). Footpaths, tree planting and kerbing should separate the park edge from the carriageway. A bus stop would be a positive addition to the location. It is preferable that the bus would stop on the road surface within a designated bus cage. This measure would help traffic calming and give the bus priority on the boulevard.

At this stage of the project, preliminary findings arising from draft EIS sections including traffic assessment, sunlight and daylight analysis and visual analysis were concluding that no significant negative impacts were arising from the proposals. The height, layout and density of uses were considered satisfactory.

Incorporating feedback from the community into the scheme and using the EIS preparation as a tool to test the environmental impacts of designs

considered has been an integral part of the design evolution process. The process outlined in Section 2.5.2 above has led to the current development proposal.

2.6 VEHICULAR AND PEDESTRIAN ACCESS

2.6.1 PRINCIPLE ACCESS FOR VEHICULAR TRAFFIC

The principle access for vehicular traffic will be retained as a vehicular access from the North Circular Road, Thor Place and Montpelier Gardens. These entrances are established.

The scheme proposes a re-alignment of the existing main estate road connecting the North Circular Road to Montpelier Gardens a short distance eastwards within the site. The exit /entrance from O Devaney Gardens to Montpelier Gardens will therefore be relocated a short distance eastwards. This re-alignment is required to create the site area for Phase 1A, run new infrastructure services through the entire to enable future phases of regeneration and create a new neighbourhood park.

The existing position of the main estate road will be retained during construction works to allow access through the site during works and in particular to maintain the Dublin Bus service. Once the new road is complete, the existing road will be closed and the road surface area will become part of the Phase 2 proposals.

The street design of the scheme will re-route the direction of traffic as it enters the estate from Thor Place. Traffic will move initially northwards through traffic calmed residential streets and re-connected with the main estate road north of the commercial and community centre (Phase 1B). This route is designed to encourage traffic calming and provide a disincentive to passing traffic accessing the estate for short cut routes.

2.6.2 TRANSPORTATION AND PRIMARY ROAD LAYOUT

The primary road layout is based on a main north to south boulevard access with traffic calmed residential side streets adjoining. The entire street network throughout the site and adjoining existing cul de sacs on the east site boundary is entirely permeable for pedestrians and cyclists but restrictive for vehicular movement (with the exception of emergency vehicular access). The main estate boulevard will retain access from the North Circular Road through to Montpelier Gardens.

2.6.3 PUBLIC TRANSPORT ACCESSIBILITY

Dublin Bus operate the No 46A bus service through the estate at present. This service will be retained during construction works and will be incorporated into the design proposals. The main route for the bus will be on the north /south boulevard. Consultations with Dublin Bus on incorporating this service central to the design proposals is summarised in Section 2.4.7.

Two bus stop locations are proposed within the site adjacent to key community destinations including the neighbourhood centre (Phase 1B) and neighbourhood park. All new residential units will be immediately accessible from these locations. The proposal to open existing cul de sacs on the east site boundary for pedestrian and cyclist mobility will promote use of the bus service to the wider adjoining residential area.

House types proposed are predominantly of the own door access house type. There will be a regular pattern of own door access onto the street to encourage active streetscapes. Communal entrances to apartments are positioned on front elevations addressing the boulevard or park (Block B and C for example).

2.6.5 CAR PARKING

Car parking is provided for residential units at a ratio of 1 space per unit. Owing to the house types proposed, car parking is integrated into house designs as either front garden parking spaces or car ports. For apartment units, in Block B for example, the site level difference from north to south has created the feasibility for undercroft parking without basement excavation. In other locations where car parking could not be arranged as part of the unit design, on street parking bays parallel to the footpath are designed. This occurs on the west side of the boulevard adjacent to Block B.

The provision of car parking is proposed at Development Plan standards of 1 space per residential unit.

The masterplan sets out a design code and strategy for the Phase 1B mixed use neighbourhood centre which will consist of commercial uses at ground level and community uses at first floor. In the interests of good urban design and to avoid a large surface car park at a central location on site, a basement level of parking under this centre is promoted within the masterplan. To avoid parking congestion, car parking for Phase 1B is proposed above the development plan requirement for commercial spaces alone. The masterplan envisages the parking facility as a neighbourhood resource and a facility that will have a multiple user function for users of local shopping and community services. The car parking space will also increase the economic viability of the Phase 1B site to attract an investor.

This strategy is in accordance with Section 17.40 of the Dublin City Development Plan 2011-2017.

This section states that the car parking standards set out in Table 17.1 shall be generally regarded as the maximum parking provision and parking provision in excess of these minimum standards shall only be permitted in exceptional circumstances e.g boundary areas or where necessary for the sustainable development of a regeneration area.

This strategy is considered for the site taking into account:

- The lack of on street space in general for additional on street parking on residential streets adjoining the site.
- The importance of orderly parking for future phases that may generate wider local interest (community and commercial uses on Phase 1B). It is important that parking does not overspill onto new streets or adjoining streets that would detract from their environment.
- The traffic generated will be a local level on account of the nature of uses proposed. The facility is not otherwise likely to attract commuter parking.

2.6.6 CYCLING FACILITIES

The house types proposed are predominantly own door accessed housing with front gardens and private rear gardens and terraces. These house types will be able to accommodate bicycle parking within their curtilage.

Apartment types will be serviced with communal bicycle parking close to communal entrances and as part of the street design.

The design of the public realm, including the neighbourhood park, will incorporate suitable locations for bicycle parking as part of the street furniture designs.

2.6.7 DISABLED ACCESS

House types have car parking spaces incorporated in front gardens, car ports or designated on street locations. Where locations for communal parking are proposed (Block C and D), the car parking layout will comply with the Development Plan standard that 4% of a car parking area should be provided for disabled parking.

Future phases of development will also comply with this standard.

2.6.8 MOBILITY MANAGEMENT AND MODAL SPLIT

Phase 1A is a residential scheme with car parking provided at development plan standards.

The scheme incorporates access and stop facilities for the Dublin Bus service No 46A. This will encourage interaction and usage of public transport.

The proposed development includes enhancements to the public realm to encourage pedestrian and cyclist permeability through the scheme to streets adjoining.

Future proposals on Phase 1B and 2 will have due consideration to the promotion of public transport, walking and cycling as part of the mobility management plans.

Refer to Section 5 Traffic and Transport for further information.

2.7 DESCRIPTION OF THE CONSTRUCTION PHASE

2.7.1 LAND USE REQUIREMENTS

Land use requirements during construction will require the site of Phase 1 A for development works and construction compound to the south of Phase 1A on the site of the existing unused sports pitch. The construction phase will take place over an 18 month period.

The proposed development will infill a brownfield site in a city centre context and replace existing substandard housing with a high quality high density mixed use scheme (at the masterplan level) in accordance with City, Regional and National policy and guidelines.

2.7.2 ACCESS AND HAUL ROUTES

Access to site will be via North Circular Road from the north and Infirmary Road from the south. The proposals include the realignment of the central spine route through the site. The site is a butterfly shape straddling that access route which will have to remain open at all times. The proposals include for the provision of a temporary link road necessary to allow for the realignment of the central spine route. This temporary link will be required until the both phase 1A and phase 1 B are completed. The Contractor will be required to provide signage during the course of construction.

See Masterplan Verification Report accompanying the application drawings no. 09-195-M01 and 09-195-M07.

2.7.3 OVERVIEW OF PROPOSED CONSTRUCTION WORKS

The proposals comprise terraced housing units and apartment blocks of traditional masonry construction. The houses will be of masonry walling with timber floors and roofs. The apartments will be of masonry walling with precast concrete floors and roofs. Roofs will be pitched with integral solar panels. The proposals include a hard and soft landscaped park with playground in the centre of the scheme. The new spine road will be blacktop with concrete footpaths and tree lined. The main services and utilities will run beneath this road.

2.7.4 CONSTRUCTION TRAFFIC, PARKING, OFFICE, CANTEEN AND STORAGE AREAS

Construction access to the site will be from the North Circular Road entrance only. The construction compound for Phase 1A will be to the south of it on the site of the existing unused sports pitch.

2.7.5 SITE PREPARATION AND PRE-CONSTRUCTION ACTIVITIES (ENABLING WORKS)

At present there are five existing residential blocks on site. Their demolition is the subject of a separate planning process, following which they will be demolished in similar fashion to previous blocks on the site. For the purposes of this application the entire site will be cleared and ready for works to commence.

2.7.6 DURATION AND TYPE AND LOCATION OF MAJOR OPERATIONS

Anticipated construction period 104-130 weeks. Construction compounds and works are as for standard urban development.

2.7.7 SEQUENCE OF ACTIVITIES

- Provision of temporary link road
- Hording and site set-up.
- Site stripping
- Service diversions
- Provision of new services
- Provision of new spine road
- Construction of units
- Landscaping of park

2.7.8 SIGNIFICANT TEMPORARY FEATURES

None envisaged

2.7.9 LIKELY SIGNIFICANT EFFECTS

See following sections of the EIS.

2.7.10 ENVIRONMENTAL PROTECTION AND MITIGATION MEASURES E.G. MONITORING.

See following sections of the EIS.

2.8 DESCRIPTION OF THE OPERATIONAL PHASE

2.8.1 DESCRIPTION OF PRINCIPAL ACTIVITIES

The principle activities of the proposed development of Phase 1A will be residential and local residents (of the site and adjoining areas) accessing the neighbourhood park for recreation.

Phase 1B proposes a mixed use neighbourhood centre with retail/commercial at ground floor and community uses at first floor level. Phase 1B also proposes residential units that integrate with existing terraces adjoining the site. The layout of Phase 1B within the masterplan seeks to create a village heart to the development and contribute activities and social interaction at street level and within the neighbourhood park adjoining.

Phase 2 of the masterplan envisages a potential option for mixed residential and commercial (office based) uses. This is on account of the location context close to the new Courts building on Infirmary Road and potential demand for professional offices in the local area. This is also on account of the longer term strategic context of development on the Grangegorman SDZ campus. The masterplan encourages permeable walking and cycling routes to the east of the site towards the centre of Stoneybatter which in turn is close to the Grangegorman campus. There are opportunities for business and enterprise synergies between the regeneration site and the SDZ zone which assists the planning zoning objective for physical, social and economic renewal.

2.8.2 ARRIVALS – EMPLOYEES, MATERIALS, CUSTOMERS

The commercial uses are proposed under the masterplan in Phase 1B and potential options for Phase 2 as part of a mixed residential and commercial development. See section 2.8.1 above.

The masterplan layout indicates commercial parking and access for deliveries to service Phase 1B via the North Circular Road entrance and turning left to the side of Phase 1B. Entrance to an off street loading area and adjacent basement car park will be provided. Service vehicles will be restricted to access this same way. The traffic calmed character of the residential side streets are protected from commercial generated traffic by this layout.

For Phase 2, the location of potential office/enterprise are indicated for blocks accessed from the south end of the proposed boulevard or via Montpelier Gardens.

The character of uses at this location are envisaged as professional offices and smaller scaled office based enterprise. The types of use will not generate significant movement patterns or generate requirement for commercial deliveries.

It should be noted that the design details of all future phases of the masterplan (Phase 1B and Phase 2) will be the subject of separate planning applications and process.

2.8.3 HOURS OF OPERATION

The hours of operation of commercial units will depend on the uptake of units and types of commercial activity proposed. The details of the operational hours will be determined and conditioned by the planning applications and process required for all subsequent phases (Phase 1B and Phase 2). It will be a requirement that no activity which would cause disruption to residential amenity adjoining would be permitted with respect to type of commercial uses, hours of operation and hours of servicing. Planning conditions for these phases can stipulate the appropriate control measures.

2.8.4 NUMBER OF EMPLOYEES

Phase 1A is for residential use only.

Phase 1B creates potential for employment within commercial and community uses. The character of the uses are to service neighbourhood requirements. The level of employment will be appropriate to reflect this.

2.8.5 NUMBER OF VISITORS

This will depend on the uptake of commercial uses and the types of activities generated within the community centre. Considering the neighbourhood character of the uses, the integration of the location centrally within a residential scheme and the opening of permeable walking and cycling routes to streets adjoining the site, visitor numbers are expected to be largely of a pedestrian /cyclist nature and locally generated. In particular, the central location of the new park is an amenity feature which should attract local use from the immediately surrounding residential streets (on site and adjoining).

2.8.6 WASTE MANAGEMENT

The Contractor will be responsible for waste management of the construction process and will be required to provide a waste management plan prior to commencement.

2.8.7 MAINTENANCE AND MANAGEMENT

Given that the proposals comprise both social and affordable in a mix it is the intention of Dublin City Council to enter an agreement with a housing agency for the maintenance and management of the units of all the units.

2.9 SUSTAINABILITY

The scheme is designed as individual house/apartment dual aspect units. All mono – pitch roofs are orientated to optimise the solar gain and accommodate solar panels feeding the individual units.

The proposals are designed for an average A3 BER rating.

It is proposed that each unit will have an individual gas fired condensing boiler.

2.10 ACCESS FOR THE MOBILITY IMPAIRED

The proposals have maximized the number of units accessed directly off street level. All upper level units are accessed by stairs and lift.

2.11 RECYCLING AND WASTE MANAGEMENT

A Waste Management Strategy for the Phase 1 development has been prepared by Dublin City Council and is attached at Appendix 2.3.

Each user will be individually responsible for initial waste separation. Separate under-sink waste bins will be provided in all residential units.

Apartment units residents bring their separated waste to a waste management room located at ground or basement level. Separate bins will be provided in these rooms – paper/cardboard, plastics, tetra-packs, glass, organic and residual waste.

Caretaker transfers these bins to rear for collection.

House unit residents have separate bins within their curtilage directly off street.

2.12 PRODUCTION OF POLLUTION AND NUISANCES

No significant pollution or nuisances are predicted to arise as a result of the proposed development. The individual chapters that follow set out detailed mitigation measures where these are considered necessary.

2.13 RISK OF ACCIDENTS, WITH REGARD TO SUBSTANCES AND TECHNOLOGIES USES

It is not considered that the proposed development entails significant risks of accidents.

