



Stocking Avenue, Rathfarnham, Dublin 16. DESIGN STATEMENT – May 2021



PHOTOMONTAGE VIEW OF BLOCK A - GATEWAY TO DEVELOPMENT OFF STOCKING AVENUE



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01: Vision

- 1.1 Applicant
- 1.2 Development Description
- **1.3** Key Design Principles of Development
- 1.4 Planning Context
- 1.5 Previous Master Plan Approach to Site

1.1 Applicant

Contractors and Designers value the opportunity to design and build homes to the highest standards. Ardstone Homes strives to set new standards in every project endeavour. The Company's aim is to become Ireland's most trusted homebuilder who collaborate with the best architects, contractors and designers to deliver high quality homes. Ardstone Homes has a proven track record in delivering new residential communities that perform now and into the future. Feature projects include: Ballinahinch Woods in Ashford, Co. Wicklow, An Fuaran, Oranmore, Co. Galway, Muileann, Kettles Lane, Kinsealy, Co. Dublin; Castle Farm, Naas, Co. Kildare; and Furness Wood, Johnstown, Naas, Co. Kildare.

Ardstone Homes has extensive experience in the Ballvcullen/Oldcourt area in developing several sites within the immediate vicinity of the subject site. These are separated into 5 phases (an overview of each is included in this report) as listed below. Phase 04 and 05, and the completion of Phase 03 the Neighbourhood Centre will conclude the master plan for the entire land holding.

This application is for Phase 05 of the development: -

Phase 01 - White Pines North Residential Development

175 residential housing units completed in March 2019. All the units are now fully occupied.

Phase 02 - White Pines South Residential Development

106 residential housing units completed in June 2020. All the units are now 90% occupied.

Phase 03 - White Pines Neighbourhood Centre Development

Approximately 1,688m2 of Retail Unit with associated carparking and a separate building comprising a childcare facility approximately 591m2 over 3 floors with associated external play area'. Both of these buildings are currently under construction and completion is scheduled for November 2021 (subject to uplifted COVID restrictions).

Phase 04 - White Pines East Residential Development

Ardstone Homes Limited recently submitted a separate standalone SHD planning application on 30st March 2021 for lands north of Stocking Avenue, known as White Pines East SHD. The application comprised the construction of 241 no. residential units, in 5 no. apartment blocks, ranging in height from 4-6 storeys, and 3no. three storey duplex block. The development is proposed to provide 94 no. 1 Bed and 148 no. 2 bed units. The development also provided a 552sg.m Community Centre Space. The application is due to be decided by 19th July 2021..

Phase 05 - White Pines Central Residential Development – Subject Application

Ardstone Homes Limited is applying for permission for development of a Build to Rent residential scheme on lands (c.2.17 ha), located to the south of Stocking Avenue, Woodtown, Dublin 16. The proposed development consists of the construction of a 4 to 6 storey apartment/duplex apartment scheme comprising 114 residential units in 1no apt block of 4/6 storeys including a dedicated amenity space of 110m2 and 4 no.3 storey duplex blocks/rows in a landscaped setting

The proposed development will also consist of the provision of: residential amenity facility (in Block A Lower Ground Floor), waste storage facilities, bin stores, bicycle and surface level car parking spaces. The development includes extensive public open spaces which traverses the site creating unique public and communal plazas which will enliven the living experiences of the residential and adjacent neighbours.



" Our vision is to transform an underutilised greenfield site to deliver a high quality contemporary modern residential development on the outskirts of Rathfarnham Co. Dublin.

PHOTOMONTAGE VIEW OF BLOCK A RESIDENTIAL AMENITY

1.2 Development Description

The development consists of 6 no. blocks ranging in height from 3 to 6 storeys, accommodating 47 apartments and 67 duplex apartment units no. apartments and duplex blocks, surface level car parking, bicycle parking, storage, services and plant areas. The landscaping will include a new public open space in the form of a plaza, located in front of Block A at the site's entrance. The landscape scheme has been designed to take full advantage of the sloping site with a new meadow running north-east to south-west below the electric corridor, linking the communal open spaces to the public open spaces whilst acting as a buffer to the White Pines housing development.

Purpose of Master Plan

This Master Plan has been prepared on behalf of Ardstone Ltd, owners of the lands on both sides of Stocking Avenue. The subject site for this application forms part of Ardstones overall land holdings and has been specifically designed with the overall Master Plan in mind.

Scope of this Architectural Design Report

The Architectural Design report will address the specific requirements for the development of the lands within the context of the opportunities and constraints offered by the site. Specific regard has been given to the requirements set down by the planning policy context and the nature and character of the surrounding development.

The report addresses issues including the mix of uses, height ranges, access provisions, provision of public open space, landscaping and relationship to the wider existing and emerging context.

The methodology used for the preparation of the overall Master Plan will combine the principles of spatial planning and urban design with a view to providing a set of parameters for the future development of the subject lands.

The concepts of urban form, sense of place, focal points, permeability and legibility of spaces, character areas, architectural heritage, important aspects and views inform and are addressed within the design report to create a sustainable land use composition, built form and layout design which satisfies the intent of the overall Master Plan.

Place Making

A critical aspect to any new residential development is the importance of place making – to create a place for people to live/work and play. Place Making brings character and identity to a new development, its essence is to realise the existing physical characteristics of a site and through the master planning and architectural design, maximise these features to compliment the proposed development.



PHOTOMONTAGE VIEW OF BLOCK A TO STOCKING AVENUE



1.3 Key Design Principles of the Development

Place Making

The development has been designed to create a unique modern living quarter off Stocking Avenue. The apartment blocks have been predominantly arranged on an east/west axis to maximise the views to both Dublin City and the Dublin mountains. The development includes a wild meadow public open space/park which serves the proposed apartment scheme and the existing housing scheme White Pines South which has recently been completed

Gateway

The entrance to the development is defined by a gateway building – an apartment Block (A), located to the south of the existing Stocking Avenue roundabout. The height of this building varies. It is predominantly 6/4 storeys high, with residential amenities area located at lower ground floor and its 6 storey west façade, facing the proposed entrance plaza. It steps down to 4 storey to the east of the block. A large public open space (plaza) reinforces the entrance and aligns to the new meadow which traverses the site from west to east. The entrance to the site is currently being upgraded as part of the White Pines Neighbourhood Centre development which is currently under construction and will be complete by November 2021 (subject to Government Guidelines on Covid).

Views to Dublin Mountains and Dublin City and Coast

The elevation of the site offers unique views to the Dublin mountains, Dublin City and coast line. The tallest apartment block is arranged on east /west axis providing views to the mountains to the south, and the city and coastline to the north. The remaining, 3 storey residential blocks (with majority of own door apartments and duplexes) are arranged on an rotated north/east - south/west axis, still allowing for the views, but providing more privacy and communal open space between the blocks. An Landscape Visual Impact Assessment was carried out by Mitchells Associates which demonstrates minimal intervention to the surrounding landscaping.

Neighbourhood Centre

Recognising the increased number of residents for the proposed development and lack of local facilities for the existing residents, the applicant has commenced construction of the neighbourhood centre which is a critical part of the LAP and the local authority development plan. This centre will include a single retail unit of approximately 1500m2 and a childcare facility of approximately 580m2 over 3 floors with appropriate carparking and external play areas respectively and is designed to serve the proposed development and surrounding housing developments recently completed by the applicant.

Architectural Design Intent and Materiality

The Apartment Block A (stepped in design) with a combination of brick and coloured render and metal cladding which distinguishes the block architecturally and defines the main entrance to the Block at lower and upper ground floor levels. The residential amenity is located within this Block (at lower ground floor level) and is highlighted by metal cladding and projecting canopy to the west and south facades of the Block. Duplex Blocks B, C1, C2, and D/E, are a combination of brick and coloured render cladding which defines the blocks architecturally.





SUBJECT SITE MASTER PLAN

PHOTOMONNTAGE VIEW RETAIL UNIT FROM STOCKING AVENUE (CURRENTLY UNDER CONSTRUCTION)

1.4 Planning Context

Full documentation and assessment of the relevant statutory planning policy is provided in the Planning Report by Tom Philips Associates, which accompanies this application.

Land Use Classes

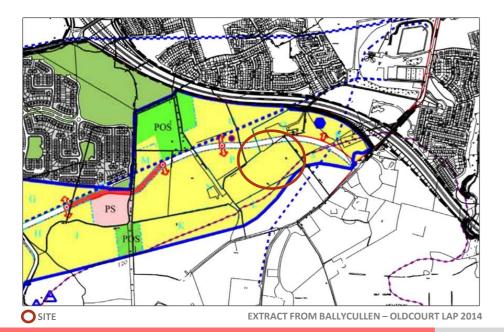
Use Class	Uses
Permitted in Principle	Housing for Older People, Nursing Home, Open Space, Public Services, Residential, Residential Institution, Retirement Home, Shop-Local, Traveller Accommodation.
Thicipie	
Open to	Advertisements and Advertising Structures, Allotments, Agriculture, Bed & Breakfast,
Consideration	Betting Office, Camp Site, Car Park, Caravan Park-Residential, Cemetery, Childcare
*	Facilities, Community Centre, Crematorium, Cultural Use, Doctor/Dentist, Education,
	Embassy, Enterprise Centre, Funeral Home, Garden Centre, Guest House, Health
	Centre, Hotel/Hostel, Home Based Economic Activities, Industry-Light, Live-Work Units,
	Motor Sales Outlet, Office-Based Industry, Offices less than 100 sq.m, Offices 100 sq.m -
	1,000 sq.m, Off-Licence, Petrol Station, Place of Worship, Primary Health Care Centre,
	Public House, Recreational Facility, Recycling Facility, Restaurant/Café, Service Garage,
	Shop Neighbourhood, Sports Club/Facility, Stadium, Veterinary Surgery.
Figure 5.2 – 'RF	S' Land Use Zoning Matrix (Source: SDDP 2016-2022, Table 11.2)

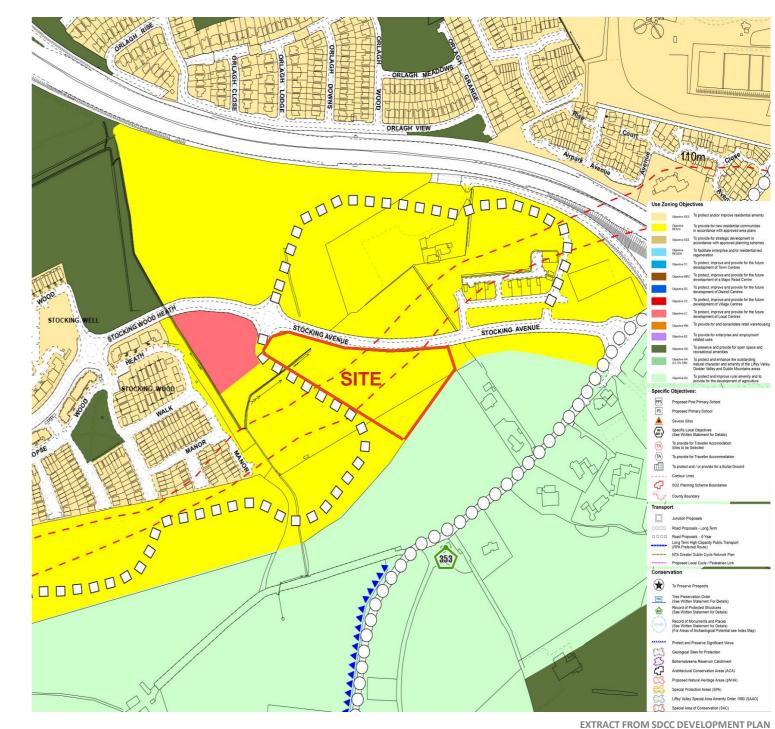
Ballycullen – Oldcourt Local Area Plan 2014

The subject site is located within the Ballycullen - Oldcourt Local Area Plan (BOLAP) area. The BOLAP was published in June 2014, and was later amended in June 2017. In 2019 the LAP was extended and will now expire on 2nd June 2024.

As such, it is the statutory plan for the area and will guide all future development relating to the subject lands, with consideration also given to the South Dublin County Council Development Plan 2016-2022.

A breakdown of how the proposed development complies with the policies and objectives of the BOLAP 2014, please refer to Section 5.3 of the Statement of Consistency, submitted in support of this application. This provides a comprehensive breakdown of how the proposed development complies with all relevant policies set out in the BOLAP. A summary of this compliance is provided below. It is submitted that the subject proposal is broadly consistent with Policies and Objectives of LAP. For further information, please refer to the Section 5.3 of the Statement of Consistency Report, submitted in support of this application.





	Objective RES-N	To provide for new residential communities in accordance with approved area plans
0000	Road Proposals - Long Term	
0000	Road Proposals - 6 Year Long Term High Capacity Public Transport	
	Contour	Lines

1.5 Previous Master Plan Approach

Full documentation and assessment of the relevant statutory planning policy is provided in the Planning Report and Statement of Consistency which accompanies this application.

Original Master plan for the lands by others - Planning Reference SD (05A/1013), please refer to Section 3 of the Planning Statement

The original master plan for the lands had not been completed when the applicant obtained ownership of the subject lands, the extent of development carried out under this permission is highlighted in orange (______). These lands were developed by others and Ardstone have developed and are developing the lands indicated as Phase 01A, 01B, 02A and 02B as follows.

Ardstone Completed Developments

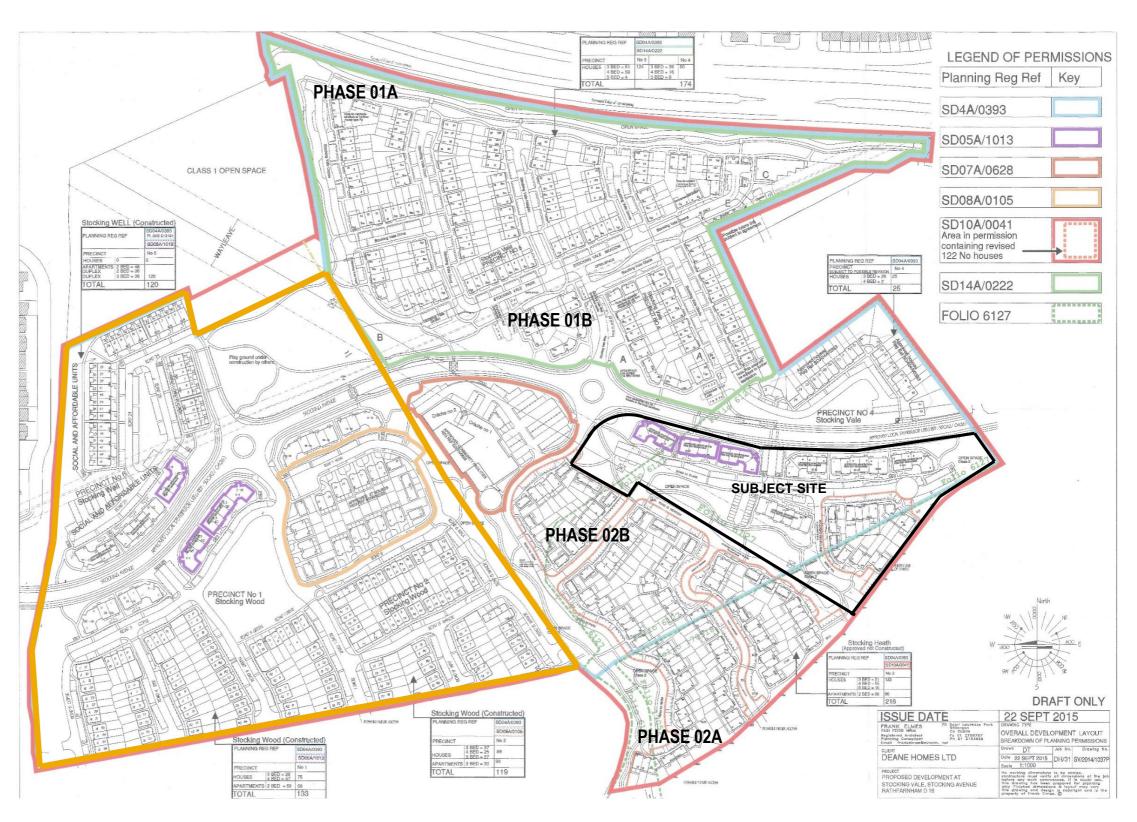
Phase 01A - SD 17A/0132 – Revised Planning Application for 166 Housing Units which have now been completed.

Phase 01B - SD 17A/0355 – Revised Planning Application for 9 housing units which have now been completed

Phase 02A – SD 17A/0359 – Revised Planning Application for 99 Housing Units which have now been completed

Phase 02B - SD 17A/0443 – Planning Application for 7 housing units which have now been completed.

Phase 03 - SD 19A/0345 – Planning Application Neighbourhood Centre currently under construction, scheduled for completion in November 2021 subject to Covid restrictions.





02: Site Context and Analysis

2.1 Introduction

- 2.2 Site Location & Context
- 2.3 Historic Amenities in Surrounding Area
- 2.4 Photographic Survey & Analysis
- 2.5 Precedent for Gateway Buildings on Stocking Avenue
- 2.6 Ardstone Master Plan for Surrounding Lands to Proposed Development
- 2.7 Current Proposal Brief Summary
- 2.8 Urban Analysis

WHITE PINES SOUTH

2.1 Introduction

Ardstone Homes Limited intends is applying for permission for development of a residential scheme (White Pines Central) on lands (c.2.17 ha), located to the south of Stocking Avenue, Woodstown, Dublin 16.

The proposed residential development will provide for 114 No. units in a mix of 1, 2 and 3 bed apartment and duplex units. The development proposes 6 No. separate blocks. Block A is a 6/4 storey (c. 4,256 sqm GFA) apartment block comprising 47 No. mix of 1 and 2 bed units. Block B is a 3 storey (c.1,008 sqm GFA) duplex block comprising 11 No. 1, 2 and 3 bed units. Block C1 is 3 storey (c. 1,410 sqm GFA) duplex block comprising 15 No. 1, 2 and 3 bed units and Block C2 is a 3 storey (c.1,811 sqm GFA) duplex block comprising 19 No. 1, 2 and 3 bed units. Block D/E is a 3 storey (c. 2,188 sqm GFA) duplex block comprising 22 No. 2 and 3 bed units.

The proposed development will also consist of the provision of: amenity space; waste storage facilities; car and bicycle parking spaces; boundary treatments and street lighting; the provision of Sustainable Urban Drainage systems (SUDs); changes in level; associated hard and soft landscaping; and all other associated site excavation, and infrastructural and site development works above and below ground.

Existing well established residential schemes have been developed in the vicinity of the lands (at Stocking Wood, and Woodstown). There are established residential estates further to the west and the residential estates to the North and South of the site have recently been completed by the applicant (White Pines North and South)





2.2 Site Location & Context

The lands at White Pines Central (approx. 2.17 hectares) are located immediately to the south of Stocking Avenue in Woodstown located on the south side of the city, just south of the M50.

The lands are currently accessed from the roundabout on Stocking Avenue to the northern boundary of the site. Access to the site will be via a new road that was completed as part of the White Pines South development

White Pines Neighbourhood Centre

The neighbourhood centre (currently under construction) is located to the west of the site entrance/exit from Stocking Avenue. The centre will consist of a large retail Unit with ancillary staff accommodation and on surface level car parking. The neighbourhood centre will also include a new crèche over 3 storeys which will serve the proposed and surrounding residential developments.

The site is well served by Bus stops which are located along Stocking Avenue, with 2 stops immediately North of the site.

Existing Local Facilities & Amenities

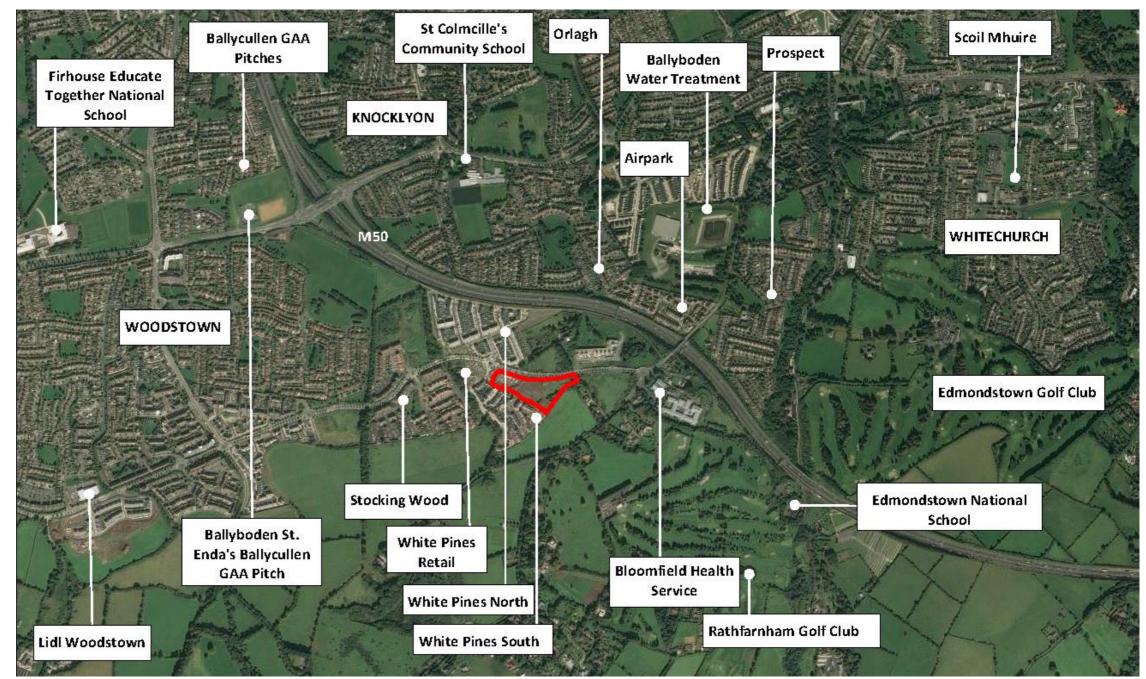
The local grocery shopping facilities include; Lidl on the Oldcourt Rd., Ballycullen located approximately 1.8km away, with Spar Woodstown 1.7km away.

Hiking and orienteering facilities are located approximately 3.5km to the south in the region of the Hellfire club. Lambert's "Pick Your Own" Fruit Farm, is located approximately 5.5km to the south east.

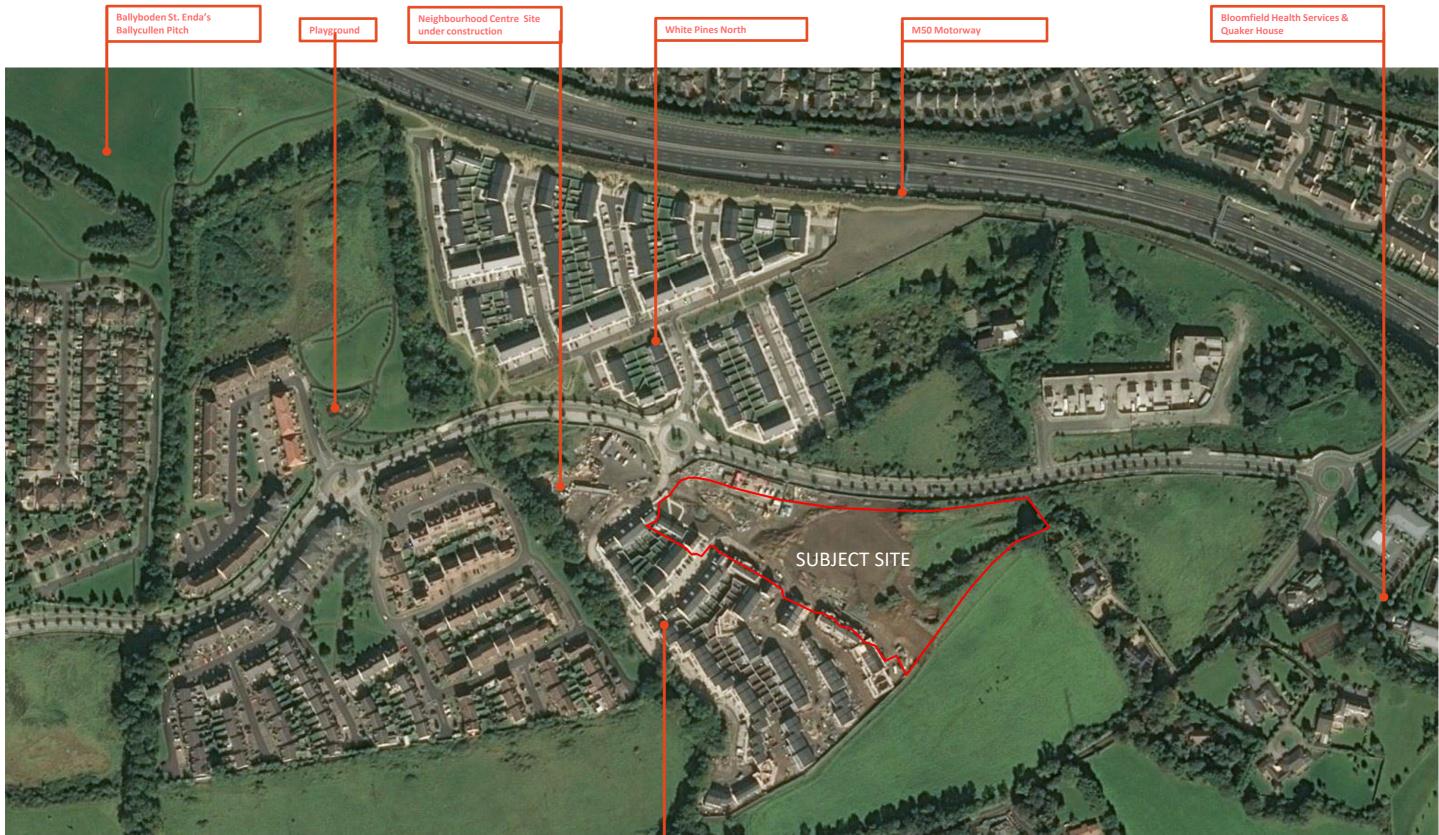
Approximately 5km to the east of the site lies Marley Park and the start of the Wicklow Way walking route.

Sporting facilities close-by include; Knocklyon FC pitches across the road from Ballycullen GAA pitch approximately 2.2km away by road. Rathfarnham, Edmonstown and Grange Golf Courses (to name but a few) are in close proximity to the site.

The site with its generous street/road frontage will have a high level of permeability, both between the development and Stocking Avenue and allow high levels of movement through the site from the recently completed White Pines residential development to the south of the site.



2.1 Site Location & Context



White Pines South



2.3 Historic Amenities in Surrounding Area

Site

The site consists of two large fields which were formerly pasture land. The slope falls gently northwards towards the City, with the Dublin mountains to the south. An Archaeological report was carried out by Archer heritage Planning. According to the report there are no recorded monuments or protected structures within the green field site. The subject site is situated in the townland of Woodtown of Uppercross Barony and Cruagh parish which formed part of the Manor of Rathfarnham purchased, about 1589, by Adam Loftus. The earliest recorded mention of Woodtown is 1562 in the Inquiry of Elizabeth I which mentions "Woodtown al. Balliekelly super montes" the super montes refers to it being "on the mountain" and the al. refers to alias or also known as.

Below are listed existing amenities and landmarks which currently serve the surrounding lands.

Marlay Park

The original house, known as The Grange, was built by Thomas Taylor in 1690 and was a more modest building than the one standing today. In 1764 the house and the surrounding walled estate were bought by David la Touche, who set about extensive renovations and extensions to create what is one of the best Georgian houses in Dublin.

Orlagh House

Built in 1790 by snuff merchant Lundy Foot, and originally called "Footmount" it was renamed Orlagh by it's third owner. Frequent visitors included the Great Emancipator, Daniel O'Connell, Eoin O'Neill, Padraig Pearse and William Smith O'Brian, among many other famous figures from Anglo-Irish history. Now used as a private events and arts venue with guest accommodation. Panoramic views of Dublin City, the Irish Sea and Howth Head. Comprises forestry and trails and is close to the Hellfire Club, atop of Montpellier Hill and St. Colmcille's Well on Killakee Road. Another important adjacent landmark is the ruins of Carthy's Castle just west of the grounds.

Woodtown Park

Woodtown House, later known as Woodtown Park once owned by the Right Honourable Henry Joy, one time Chief Baron of the Irish Exchequer. In 1896 the Reverend Walter A. Hill started a preparatory school at Woodtown Park. In 1915 James MacNeill, brother of Eoin who was the Chief of Staff of the Irish Volunteers, acquired the house. It was at Woodtown Park on Good Friday 1916 that Eoin MacNeill learned of the rebellion planned for Easter Sunday

Hellfire Club

Located on Mount Pellier Hill in an area with a number of forest walks, the Hell Fire Club is a ruin of a hunting lodge dating from circa 1725. Tradition tells of its occupation by a club of "wild young gentlemen" who had been banned from a tavern on Cork Hill near Dublin Castle.

Dublin Mountains

The Dublin mountains to the south of the site offer a variety of benefits including; walking trails, historic properties and activities such as zip-lining.

Citv Views

The sloping site allows views of Dublin City to the north and to the Irish Sea and Dunlaoighre to the east.



Hellfire Club - Photo by Joe King – 3 KM from Site





Marlay Park House - Photo by Dochara.com – 4 KM from Site



Woodtown Park- Photo by Duchas - 1.3 KM from Site





Woodtown Park Lodge – 1.3 KM from Site

Dublin mountains to south of site (outlined in red) - 5 KM from Dublin Mountains Way Starting Point

Orlagh House - photo by https://orlaghestate.ie/history/ 2.2 KM from Site



Historic 6 inch colour map 1837 -1842

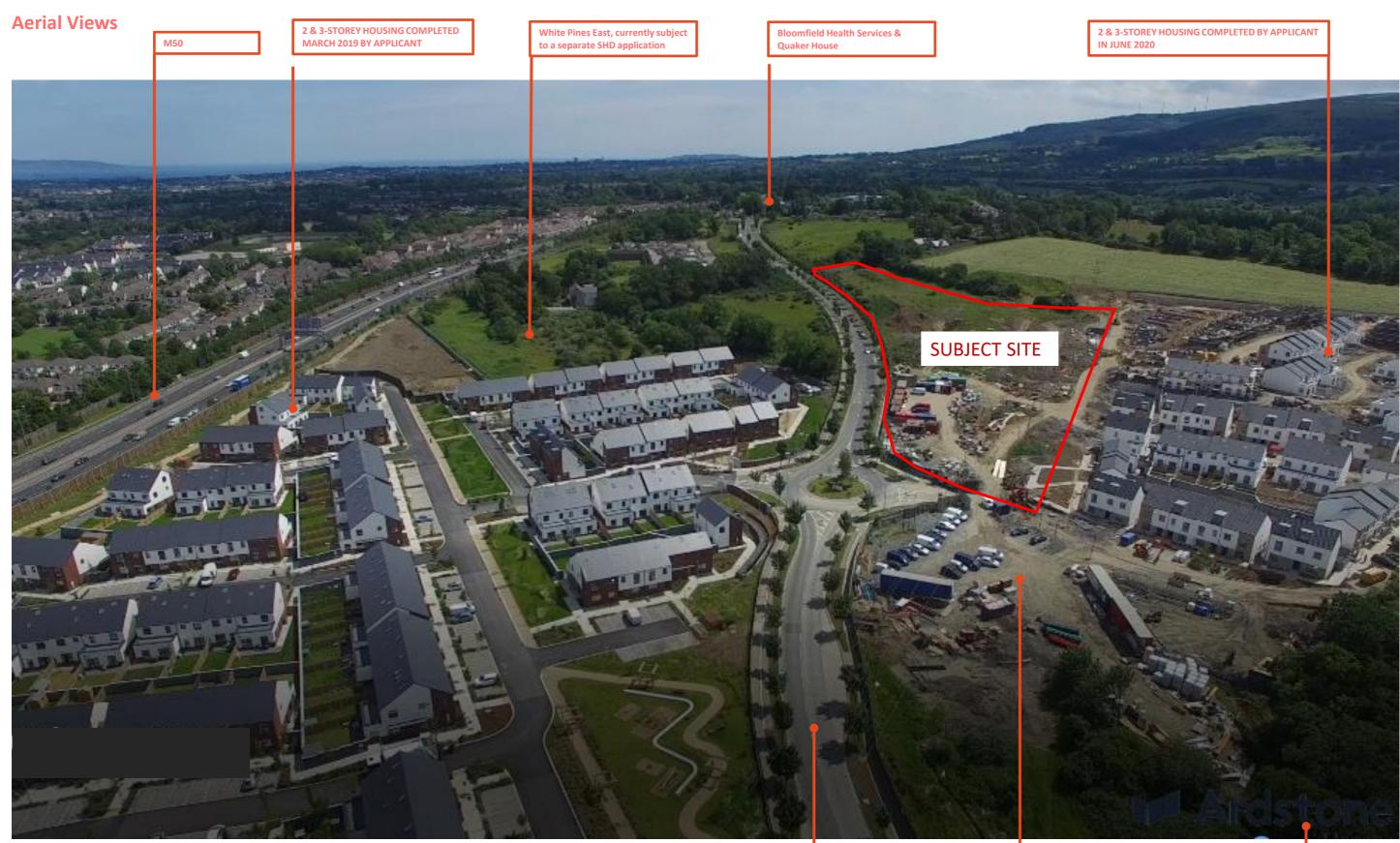
SITE OUTLINE IN RED

2.4 Photographic Survey & Analysis

Opportunities and constraints linked to development of the site have been identified through a photographic study. The following series of images can be used to establish some of these observations, hence informing the overall scheme for the project.





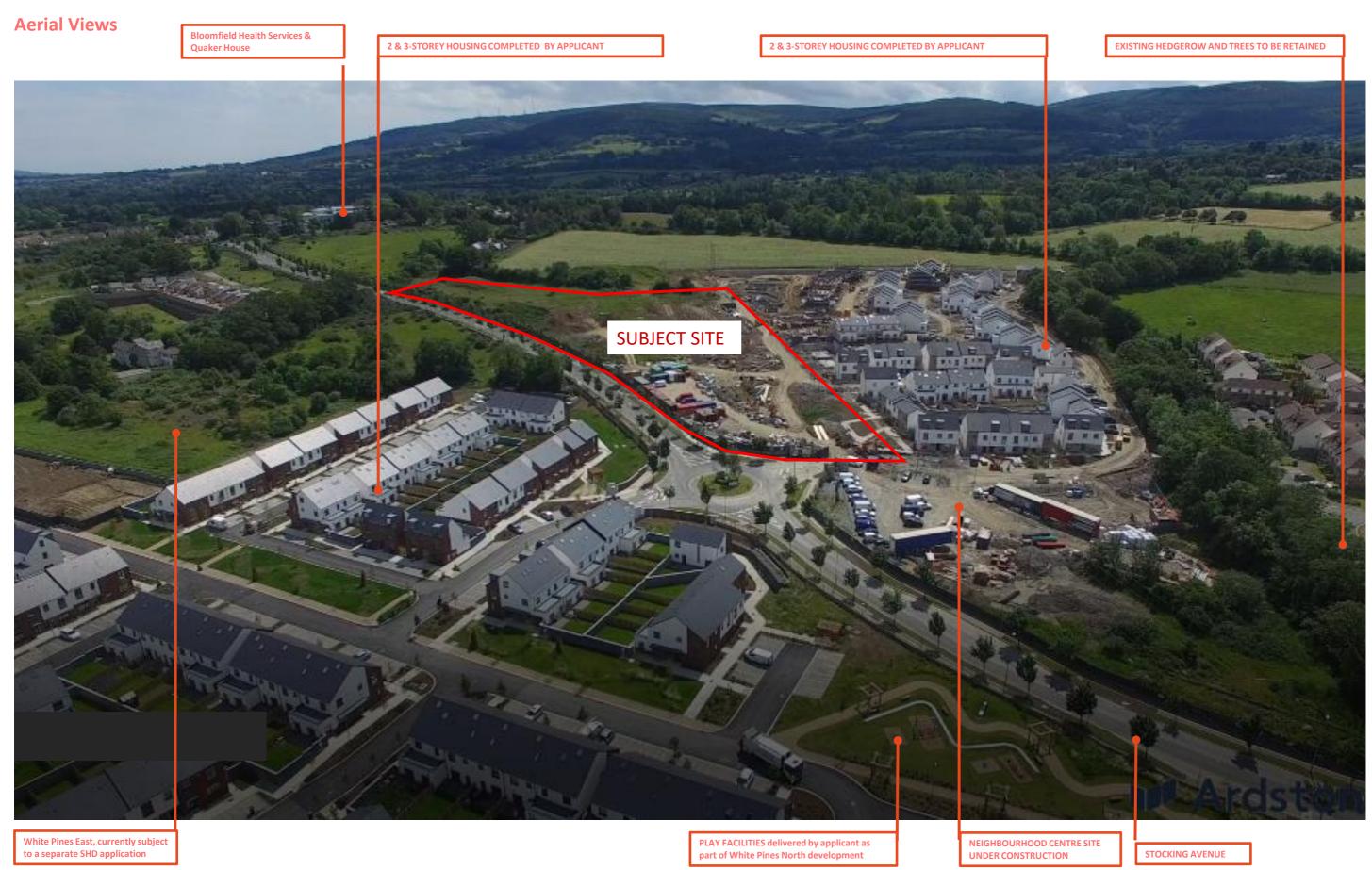


STOCKING AVENUE

NEIGHBOURHOOD CENTRE SITE UNDER CONSTRUCTION

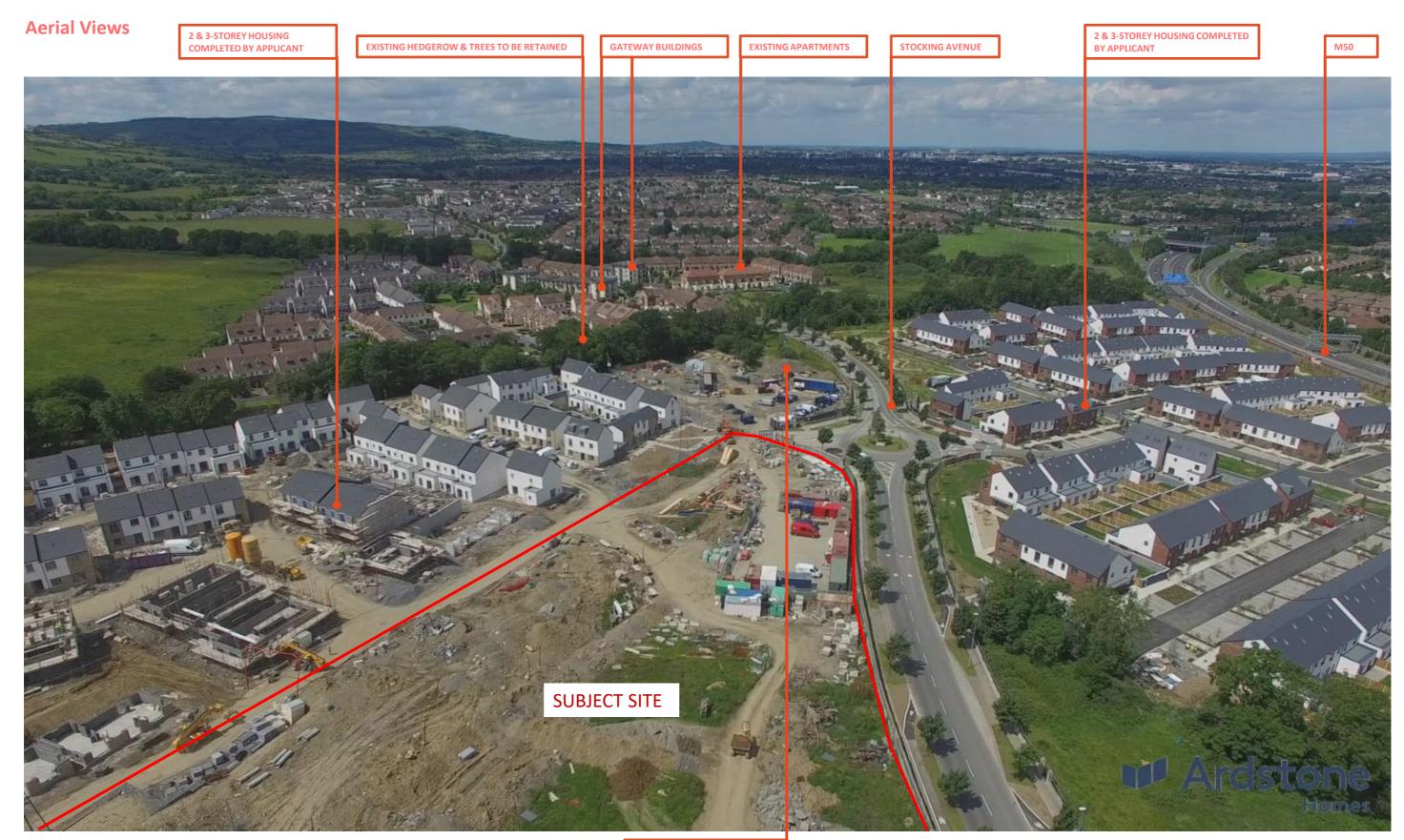
EXISTING HEDGEROW AND TREES TO BE RETAINED

AERIAL VIEW TO EAST



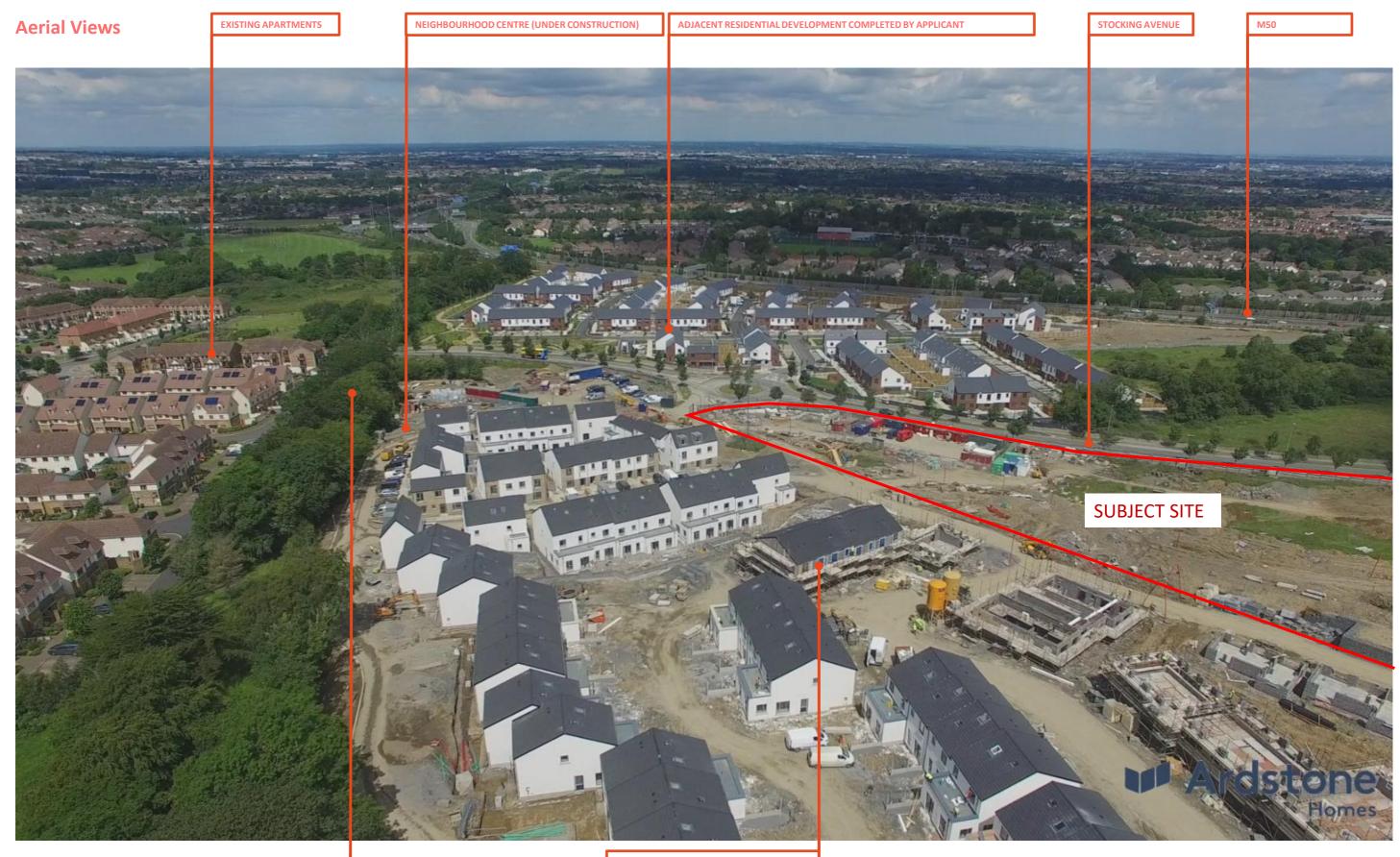
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AERIAL VIEW TO SOUTH



NEIGHBOURHOOD CENTRE SITE UNDER CONSTRUCTION

AERIAL VIEW TO WEST



EXISTING HEDGEROW AND TREES TO BE RETAINED

HOUSING DEVELOPMENT COMPLETED BY APPLICANT





STOCKING AVENUE ROAD VIEW WEST









STOCKING AVENUE ROAD VIEW NORTH (TOWARDS WHITE PINES DEVELOPMENT) AT ENTRANCE ROUNDABOUT TO SITE



2.5 Precedent for Gateway Buildings on Stocking Avenue

To develop and inform our approach to the proposed development we undertook a study and analysis of the precedent for landmark buildings along Stocking Avenue, which act as markers to the adjoining residential developments. These markers are typically arranged off the roundabouts and have increased height, signifying their role as a landmark and gateway to each development.

Hunter's Hall

Located approximately 1km west of the entrance to the proposed site on Stocking Avenue. This 7-storey Gateway building acts as a bookend and landmark for a similar type residential development.







BOOKEND BUILDINGS AT ENTRANCES TO NEARBY DEVELOPMENT AT STOCKING WOOD DRIVE, TO WEST OF SITE

2.5 Precedent for Gateway Buildings on Stocking Avenue Roundabouts

Located approximately 300m west of the entrance to the proposed site on Stocking Avenue, these 4-5 storey residential buildings acts as a landmark on Stocking Avenue..



Located approximately 300m west of the entrance to the proposed site on Stocking Avenue, these 3-storey apartments mark the entrance into the nearby development just off Stocking Avenue.







BOOKEND BUILDINGS AT ENTRANCES TO NEARBY DEVELOPMENT AT STOCKING WELL, TO WEST OF SITE





BOOKEND BUILDINGS AT ENTRANCES TO NEARBY DEVELOPMENT AT STOCKING WOOD DRIVE, TO WEST OF SITE

STOCKING AVENUE LOOKING TOWARDS STOCKING WOODD TO THE SOUTH





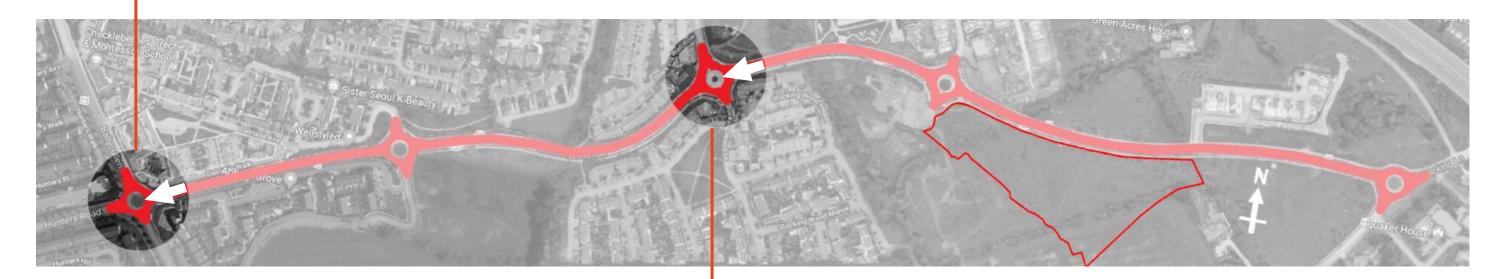


STOCKING AVENUE - ROAD VIEW WEST

2.5 Precedent for Gateway Buildings on Stocking Avenue Roundabouts











STOCKING AVENUE - ROAD VIEW WEST

STOCKING AVENUE - ROAD VIEW WEST

2.5 Precedent for Gateway Buildings on Stocking Avenue Roundabouts - New Gateway / Landmark Building at Entrance to Site off Stocking Avenue Rational for Landmark Building to Entrance of Site

From our analysis of Stocking Avenue we demonstrate the well established precedents for landmark buildings at the gateway to a number of residential sites both north and south of the road.

The roundabouts strategically locate the arrival to a site, the nature of their design forces the driver to slow down and take cognisance of the site. This principle has been applied to Block A of the proposed development with the block arranged immediately south of the roundabout when approached from the east or west.

During the tripartite meeting we noted the concerns expressed by both SDCC and ABP over the height of the Block (8/7 storeys). We also acknowledge that height does not alone indicate a landmark building design. There are other important factors such as building use, quality of design and materials.

As stated the building marks the entrance to the White Pines development, both to the existing housing and to the proposed neighbourhood centre which is currently under construction. The retail and crèche units will naturally attract the local community to the neighbourhood centre. Furthermore the residential amenities for the proposed development are located within Block A and accessed from a new public plaza. Block A is a destination point for all the residents of the development.

The Building design is unique to the development. Being the only apartment block it has a very prominent position on the plaza and presents a strong prospect to the western façade. The materials for the building are high quality with extensive brick, render and metal cladding expressing the unique features to the façade design. The entrance to the block is punctuated by a cantilever canopy which defines the entrance to the apartment block at both lower and upper ground floor levels. Noting the observations during the tripartite process we have also reconsidered the height of the block and have determined it should not break the existing precedent for height off Stocking Avenue and we have redesigned the block to 4 to 6 storey in height. The design of the top floor has also reduced in width to improve the slenderness ratio of the northern façade to Stocking Avenue.

We propose that this revised design acknowledges and addresses the concerns raised by SDCC and ABP regarding the height and general massing of the block, and will provide a distinctive new landmark building off Stocking Avenue acting as a gateway to the proposed development and the existing White Pines housing and Neighbourhood Centre.



4/7 storey Apartment block Hunters Hall



4/5 storey Apartment Blocks Stocking Well Row / Wood Drive





4/6 storey Apartment Block – White Pines Central

New Landmark Building

STOCKING AVENUE

The applicants approach to the overall development of their land holdings off Stocking Avenue has been carefully considered to provide an essential and diverse mix of residential housing and apartments in a coherent managed time frame, and in accordance with SDCC Development Plan and LAP requirements To that end the applicant has committed to delivering the Neighbourhood Centre ahead of Phase 04 and 05 of the overall master plan.

Phase 01 – White Pines North Residential Housing Development, the Parent Permission SD14A/0222 was amended by SD17A/0132 (modified 166 units), SD17A/0355 (modified 10 units/add1), SD18A/0196 (bin storage/site entrance)

175 residential housing units completed in March 2019 Site Area : 6.4 Ha Density : 27 units/ha

Phase 02 - White Pines South Residential Housing Development PA Reg Ref: SD19A/0099 (retention & permission 99 dwellings) and SD19A/0096 (retention & permission 07 dwellings)

106 residential housing units completed in June 2020 Site Area : 3.35 Ha Density : 32 units/ha

Phase 03 – White Pines Neighbourhood Centre

PA Reg Ref: SD19A /0345 and SD20A/0322 (latest amendment grant to retail & creche)

Approximately 1,500m2 and a childcare facility of approximately 580m2 over 3 floors with appropriate carparking and external play areas, to be completed by November 2021.

Site Area : 0.75 Ha

Phase 04 – White Pines East Residential Apartment Development PA Reg Ref: PL06S.309836.

This application comprised the construction of 241 no. residential units, in 5 no. apartment blocks, ranging in height from 4-6 storeys, and 3no. three storey duplex block. The development is proposed to provide 94 no. 1 Bed and 148 no. 2 bed units. The development also provided a 552sq.m Community Centre Space. The decision is due to be decided by 19th July 2021. Site Area : 3.35 Ha Density : 72 units/ha

Phase 05 – White Pines Central Residential Apartment Development PA Reg Ref: Subject of this Application

114 Residential Units – Subject Site for this SHD Application Site Area : 2.17 Ha Density : 63.1 units/ha



Phase 01 – White Pines North Residential Housing Development The Parent Permission SD14A/0222 was amended by : SD17A/0132 (modified 166 units), SD17A/0355 (modified 10 units/add1), and SD18A/0196 (bin storage/site entrance)

The White Pines North Residential Development (175 Units) commenced in January 2018 and was completed in March 2019. All the housing units are fully occupied and the development is regarded as the keystone for Phase 2 to 5 on the remaining lands. The approach to the development consisted of a redesign to the previously permitted development which was originally granted in 2004.

The applicant redesigned the interiors of all the housing units to comply with current housing design standards and reinvigorated the housing facades with upgraded finishes and a contemporary design in keeping with modern housing design standards and homeowner expectations.

The general site layout is arranged around a wild meadow public open space which traverses the site from east to west. All residential streets are arranged on a north south axis, off the meadow and are designed as Home Zones which prioritise pedestrian use over traffic, a key component to children friendly residential housing estate design.

The housing units are 2/3 storey 3/4 and 5 bed houses, all are dual aspect with living accommodation arranged at ground floor with emphasis on kitchen/dining areas addressing the rear gardens to each unit type. Sitting rooms are to the front of house to provide passive surveillance to the adjacent streetscapes. To ensure a diversity to the streetscapes there are a number of different housing configurations including detached, semi detached and terrace unit, each type is design uniquely to each location providing gable end and terrace frontage to the housing types.

The scheme has been well received and was shortlisted in the Irish Building and Design Awards 2019. This was the only selected housing scheme in a category dominated by Apartment block design. The development design is an excellent example of successful home zone street design which is unique to typical housing estate design.





AERIAL PHOTOGRAPH OF WHITE PINES NORTH





OVERALL MASTER PLAN FOR ARDSTONE LANDS



COMPLETED HOUSING UNITS TO WHITE PINES NORTH

Phase 02 – White Pines South Residential Housing Development PA Reg Ref: SD19A/0099 (retention & permission 99 dwellings) and SD19A/0096 (retention & permission 07 dwellings)

The White Pines South Residential Development (106 units) was completed in June 2020. The housing units are complete and, to date, have approximately 90% occupancy with an expectation to have 100% occupancy in Q2 2021..

The approach to the southern development consisted of a redesign to the previously permitted development which was originally granted in 2004. In 2017 2 no. amendment applications were proposed (approved in 2018, see planning report), as an amendment to a 2010 amendment application (which specifically relates to White Pines South, Ref.SD10A/0041 / ABP PL06S.237857) which was itself an amendment to the original 2004 Masterplan.

The applicant redesigned the interiors of all the housing units to comply with current housing design standards and reinvigorated the housing facades with upgraded finishes and a contemporary design in keeping with modern housing design standards and homeowner expectations. To change the character to this development a different brick colour was selected (Buff) thus giving the development a more individual appearance from the neighbour development to the north

The general site layout is arranged around a replanted and redesigned public open space set within the existing woodlands to the western boundary of the site. This public open space is further enhanced with a children's play area and walkway though the woodlands linking the site to the surrounding residential developments.

The southern site has a steep incline from north to south which demanded shorter streetscapes to allow for stepping of the housing units to address the varying site levels. This has resulted in a series of character areas which address these site conditions successfully. The housing units are 2/3 storey 3/4 & 5 bed houses, all are dual aspect with living accommodation arranged at ground floor with emphasis on kitchen/dining areas addressing the rear gardens to each unit type. Sitting rooms are to the front of house to provide passive surveillance to the adjacent streetscapes.

To ensure a diversity to the streetscapes there are a number of different housing configurations including detached, semi detached and terrace unit, each type is designed uniquely to each location providing gable end and terrace frontage to the housing types.





AERIAL PHOTOGRAPH OF WHITE PINES NORTH



COMPLETED HOUSING UNITS TO WHITE PINES SOUTH

Phase 03 – White Pines Neighbourhood Centre

PA Reg Ref: SD19A /0345, SD20A/0322 (latest amendment grant to retail & creche)

White Pines Neighbourhood Centre. Includes Approximately 1,688m2 Retail Unit with associated carparking and a separate Building comprising childcare facility of approximately 591m2 over 3 floors with associated external play area, currently under construction, completion date is scheduled for completion for November 2021 (subject to Covid restrictions)

The neighbourhood centre is a critical element to the success of the overall development to the surrounding lands. In the applicants consultation with the Local Authority the delivery of this element was highlighted as required within the LAP before the central lands were developed.

To meet this requirement a separate planning application was made for the neighbourhood centre to support the existing residential estates and any further developments in the immediate area.

RETAIL UNIT

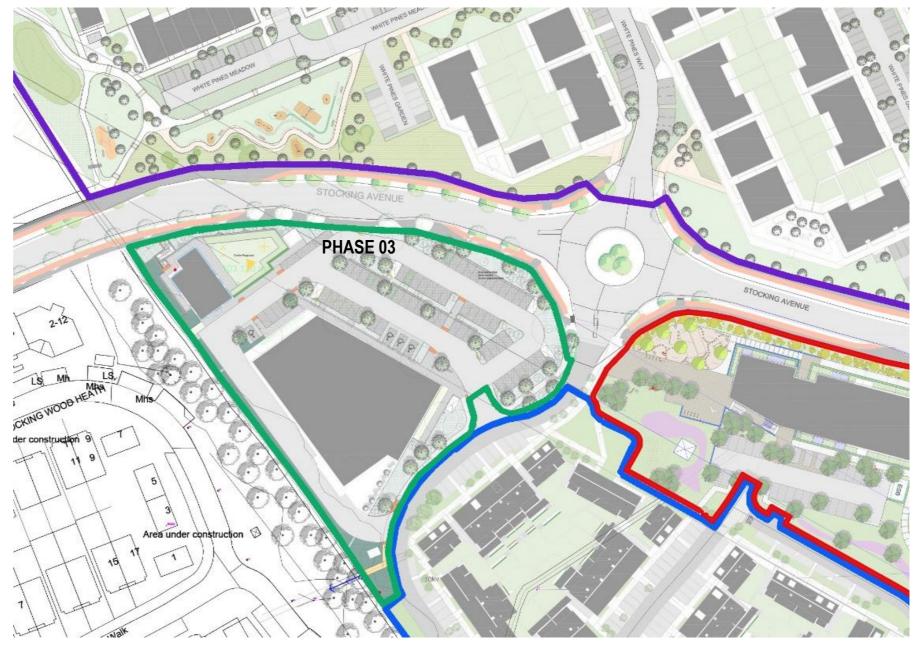
The development consists of a large single storey retail unit with supporting staff accommodation and storage located to the rear. Access to the site is via the southern entrance from the Stocking Avenue roundabout which leads to the main retail car park located to the east of the retail unit. All deliveries to the unit are to the west and controlled via a one way system.

The external finishes to the retail unit are Kingspan MicoRib panels with selected capped curtain wall glazing all to selected colour by architect.

CRÈCHE

The facility is arranged over 3 floors (580sqm) with access from both Stocking Avenue and the Retail Car Park to the south. There is a secure outdoor play area to the east. The crèche is designed to meet the immediate requirement for childcare facilities and is again an objective of the SDCC LAP.

The external elevations to the crèche are a red brick finish with Aluminium windows to selected colour by architect The entrances to the crèche are further defined by powder coated pressed metal







CRECHE TO NEIGHBOURHOOD CENTRE

OVERALL MASTER PLAN FOR ARDSTONE LANDS

RETAIL UNIT TO NEIGHBOURHOOD CENTRE

Phase 04 – White Pines East Residential Apartment Development ABP ref number is PL06S.309836.

Ardstone Homes Limited recently submitted a separate standalone SHD planning application on 30st March 2021 for lands north of Stocking Avenue, known as White Pines East SHD.

The application comprised the construction of 241 no. residential units, in 5 no. apartment blocks, ranging in height from 4-6 storeys, and 3no. three storey duplex block.

The development is proposed to provide 94 no. 1 Bed and 148 no. 2 bed units. The development also provided a 552sq.m Community Centre Space.

The application is due to be decided by 19th July 2021.



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2.7 Current Proposal - Brief Summary

Phase 05 – White Pines Central Residential 4/6 storey Apartment Block combined with 3 storey Duplex Apartment Blocks

SUBJECT OF THIS PLANNING APPLICATION

White Pines Central

The White Pines Central development (Phase 05) will consist of 47 apartments and 67 duplex apartments on a 2.17 Ha located to the north east of White Pines South and White Pines Neighbourhood Centre developments. To the north is Stocking Avenue which runs east south to the subject development. Further to the north is White Pines North and East residential developments

The closest residential units are 2 and 3-storey houses with apartment blocks located further down Stocking Avenue at each roundabout. To the north (across Stocking Avenue) White Pines North is a development by the applicant which was completed in March 2019. To the south is another development White Pines South by the applicant which was completed in 2020.

The ground floor level of Block A accommodates the residential amenity facility for the development, feeding off the adjacent plaza at lower ground floor level.

This plaza forms part of the gateway to the site with Block A adjacent to it acting as a bookend to the new site entrance. On the upper levels the apartments are arranged around a central core and corridor with a dedicated access from the upper ground floor level.

All residential car parking is accommodated on surface level and adjacent to each apartment Block. Visitor and electric parking are also provided off each street.

Communal bicycle parking are provided in the ancillary space of Block A, at lower ground floor level. The bicycle storage is secure and accessed via a walkway from the western plaza along the northern side of the Block A.

Secure bicycle storage for the 3 storey blocks, with majority of own door and duplex apartments, are provided at the front garden spaces. Three communal Bin Stores are provided to the east side of block A and to the end of each street between Blocks B/C1 and C2/D&E.

This will be a landmark development of high-quality architectural design which enhances the existing characteristics of this unique site whilst creating a new destination within a residential area.





View from Central Landscaped Meadow to Duplex Apartments



OVERALL MASTER PLAN FOR SUBJECT SITE

Streetscape to Duplex Apartments

2.8 Urban Analysis – Master Plan to Stocking Avenue

Site

The site is an urban green field site with no established building heights to reference.

To the north of the site is the White Pines North development, this residential development is 2/3 storey housing. To the east of the site is greenfield zoned Agricultural and undeveloped lands currently used for pasture.

To the south of the site is the White Pines South development, this residential development is 2/3 storey housing. To the west of the site is the Neighbourhood Centre (under construction) and is 2/3 storey in height.

To the west of the Neighbourhood Centre is an existing established development of 2 and 3 storey houses and apartments with some 4 and 5 storey apartment blocks adjacent to the roundabout.

As there is precedent for height on the roundabouts to Stocking Avenue we propose an 6/4 storey Apartment Block to mark the entrance to the site, to act as a local landmark to the White Pines Central development.





2.8 Urban Analysis - - Master Plan to Stocking Avenue

Scale

The majority of the houses in the immediate area of the development are 2/3-storey and duplex above ground floor apartments.

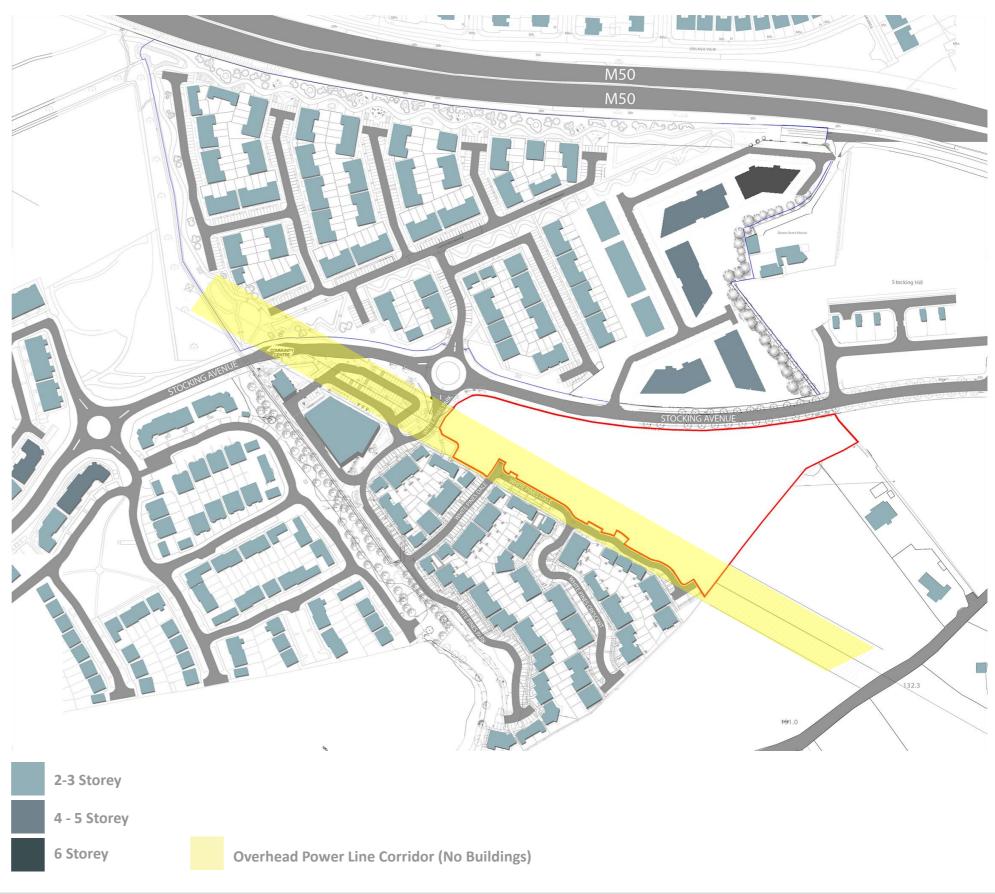
To the west of the Neighbourhood Centre are mostly 2-3-storey houses with the exception of 3-storey apartments lining Stocking Avenue. At the roundabout to the west (junction with Stocking Wood Drive and Stocking Well Row) are tall apartment blocks or 4 and 5-storeys respectively. The pattern of taller Gateway blocks is a repeating theme at roundabouts on Stocking Avenue.

The proposed residential development will continue the theme of tall buildings at roundabouts along Stocking Avenue with Block A (6/4 storey Block) combined with 4 no. 3 storey duplex apartment blocks located south of the roundabout entrance to the site.

The subject site is located within the 'wayleave of 110kV overhead transmission lines', although a constraint, the set back allows for increased height to block A due to the set back from the housing to the south, this precedent is then followed by the subsequent terrace duplex apartment blocks. The area below the electric corridor will be landscaped to maximise the amenity value to the adjacent apartment units.

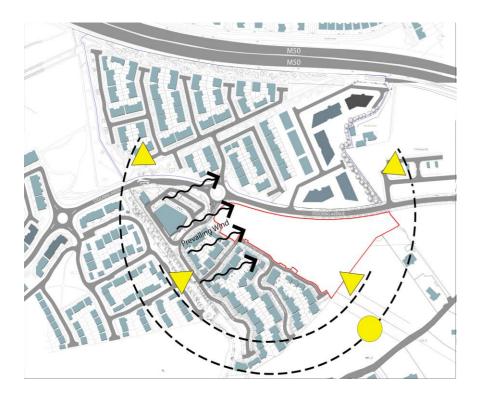
Stocking Avenue to the north provides similar visual breathing space between the proposed new development and the houses in the development across the road, including White Pines East which is currently at planning stage

Blocks B, C1, C2, D and E are 3 storey Blocks running perpendicular to Stocking Avenue. These Blocks will step from west to east to account for the steep incline to the site.





2.8 Urban Analysis - Structure



1. Orientation

The prevailing wind comes from the south west Residential Block A arranged on north south axis to maximise sunlight penetration to the apartments, Proposed duplexes blocks follow site geometry and have west-east orientation



2. Urban Grain

The surrounding urban fabric consists mostly of own-door houses/duplex's of 2-3 storeys in height with apartment blocks lining Stocking Avenue to the west. The developments to the north and south have mostly an east-west orientation.



3. Building Edges Building edges create a strong southern edge to site

Stocking Avenue forms a strong edge to the north of the site

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2.8 Urban Analysis – Local Landmarks

There are a number of prominent landmark within the vicinity of the site which are important

1. Hellfire Club

Located on Mount Pellier Hill in an area with a number of forest walks, the Hell Fire Club is a ruin of a hunting lodge dating from circa 1725. Tradition tells of its occupation by a club of "wild young gentlemen" who had been banned from a tavern on Cork Hill near Dublin Castle.

2. Orlagh House

Built in 1790 by snuff merchant Lundy Foot. Now used as a private events and arts venue with guest accommodation. Panoramic views of Dublin city, the Irish Sea and Howth Head. Comprises forestry and trails and is close to the Hellfire Club, and St. Colmcille's Well on Killakee Road. Another important adjacent landmark is the ruins of Carthy's Castle just west of the grounds.

3. Woodtown Park

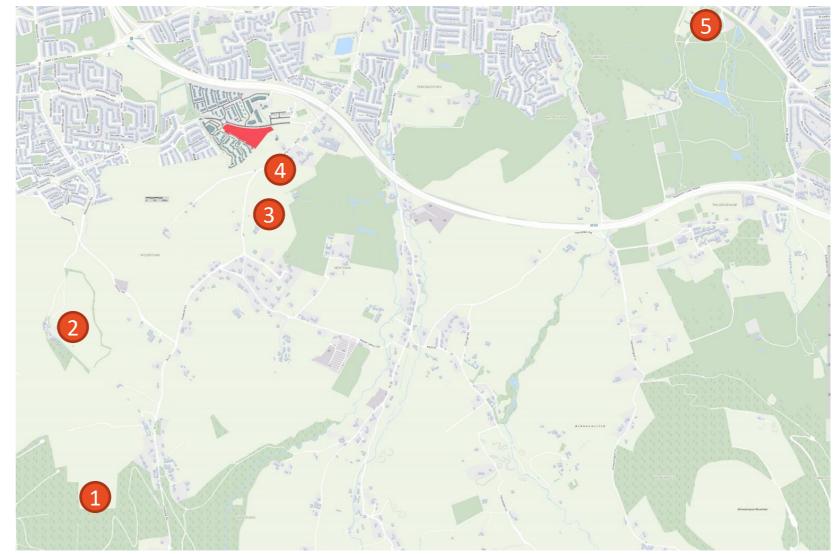
Currently a private residence. Originally called Woodtown House, it was at Woodtown Park on Good Friday 1916 that Eoin MacNeill learned of the rebellion planned for Easter Sunday.

4. Woodtown Park Lodge

Marks the main entrance to Woodtown Park in close proximity to the subject site.

5. Marlay Park House

Built by Thomas Taylor in 1690. Currently a public park run by Dun Laoghaire Rathdown County Council and is a popular music venue.





1. Hellfire Club: photo by Joe King

2. Orlagh House:

4. Woodtown Park Lodge

LOCATION PLAN TO SURRONDING LANDMARKS

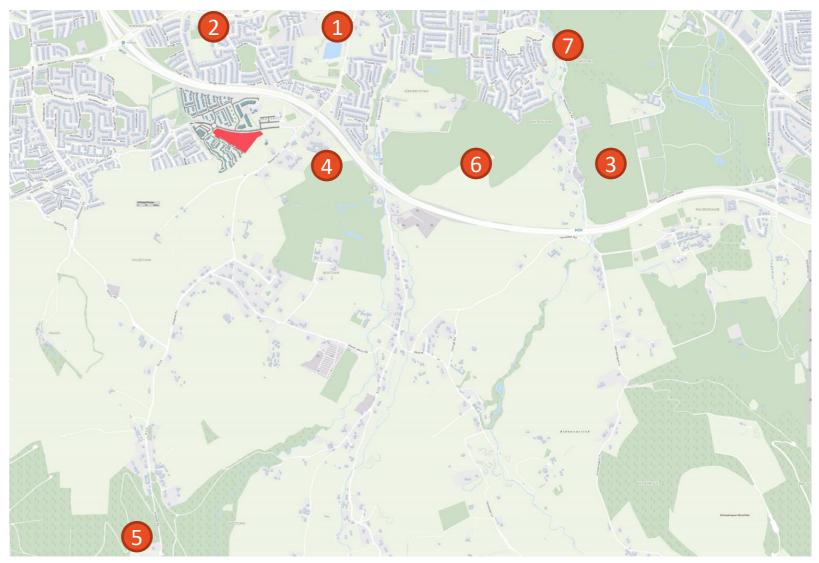


5. Marley Park House: Photo by Dochara.com

2.8 Urban Analysis – Residential Amenities

There are a number of prominent landmark within the vicinity of the site which are important

- 1. Ballybodens St Enda's All Weather pitch
- 2. St. Colmcille's Community School
- 3. Marlay Park
- 4. Bloomfield Health Services and Quaker House
- 5. Woodtown Park gate lodge (just to the south of site B)
- 6. Edmondstown Golf Club
- 7. The Grange Golf Cub





1. Ballyboden St. Enda's GAA.

2. St Colmcilles CS – pic stcolmcilles.ie

3. Marlay Park

4. Bloomfield Health Services.

LOCATION PLAN TO SURRONDING AMENITIES



5. Dublin Mountains.

2.8 Urban Analysis – Land Uses

Land uses in the area are predominately residential, with emerging retail and community uses currently under construction at White Pines Retail

The neighbourhood centre to the west of the site is zoned 'to protect, improve and provide for the future development of Village Centres' and is currently under construction

The more established developments to the north, south and west comprise 2 and 3-storey houses, in the main part of the development with apartments in the vicinity of Stocking Avenue (and roundabouts).

The yellow strip in the diagram to the right indicates a neutralised strip of land - overhead electric corridor, with no buildings on it. This strip is 34m wide (17m each side of the electricity line).





Neighbourhood Centre

Overhead Power Line Corridor (No building)



2.8 Urban Analysis – Existing Amenities & Bus Routes

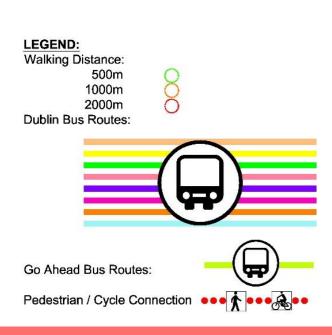
The diagram to the right shows existing amenities in the vicinity of the development. Amenities shown in pink are education-based (with many being within walking distance).

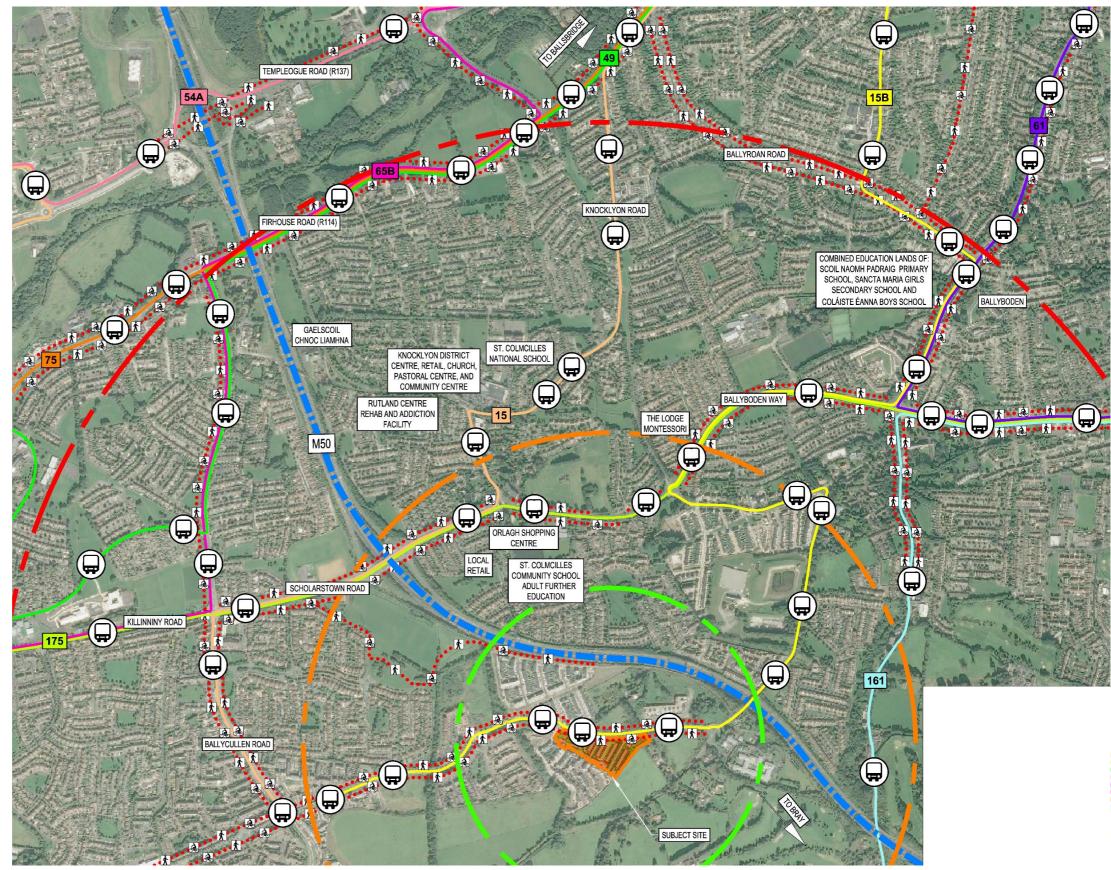
The subject site currently benefits from a number of bus services in close proximity to the site.

Dublin Bus Route 15b travels along Stocking Avenue with bus stops located to the north boundary of the site along Stocking Avenue (approx. 1 min walking).

Additionally, a number of other bus routes operate within 2 km of the subject site. These routes include Dublin Bus Route 15, Dublin Bus Route 65b, Go Ahead Bus Route 161 and Go Ahead Bus Route 175. All of the routes operate daily with both the 15 and 15b bus routes operating with a peak frequency of every 15 minutes or less.

Tallaght, Rathfarnham, Rathmines and Portobello are within a 30 minute public transport distance and Crumlin, Dundrum and Dublin City Centre are within a 45 minute public transport distance from the proposed development site entrance.





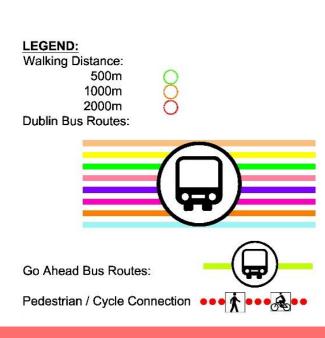
2.8 Urban Analysis – Proposed Amenities & Bus Routes

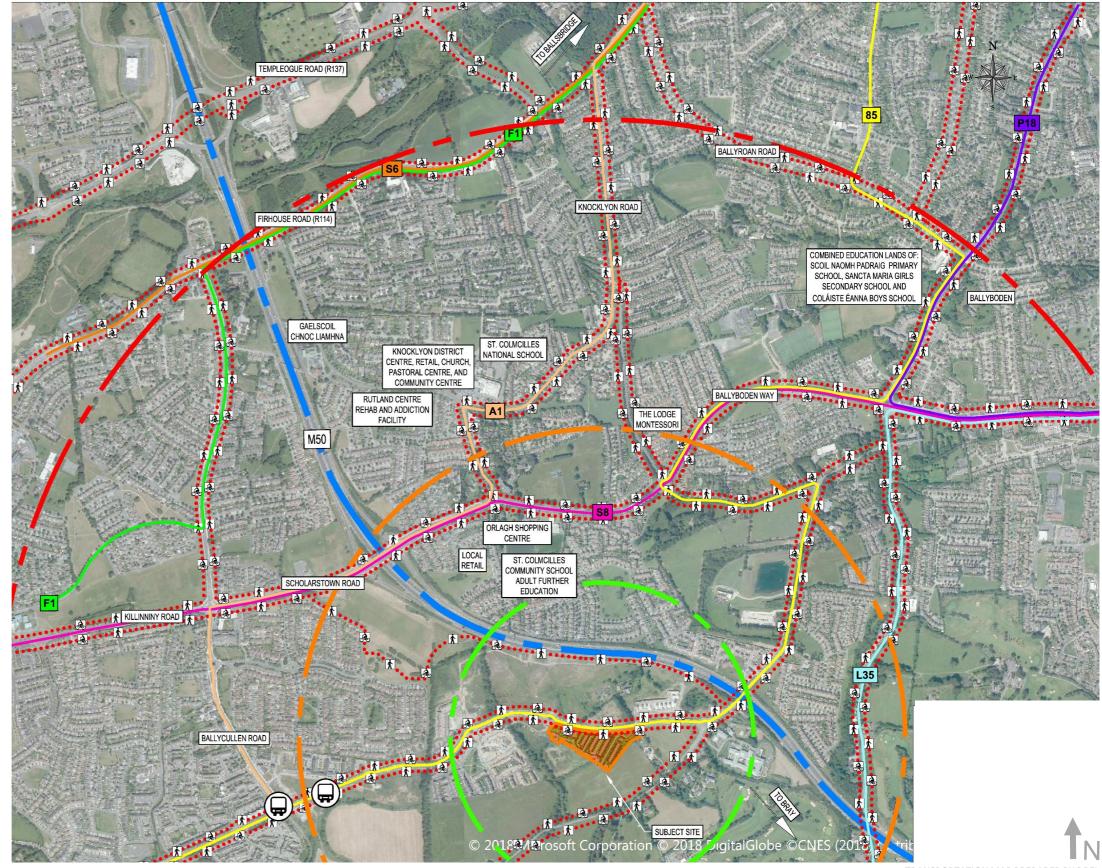
Under the BusConnects proposals, the following routes will serve Ballycullen and the subject site:

- A1 Route Ballycullen Beaumont
- 85 Route Tallaght Parnell Square

The number 85 bus route, runs from Tallaght to the City Centre via Ballyboden, Rathfarnham, Harold's Cross and on to Parnell Square. This route is proposed to operate with a frequency of 10-15 minutes along Stocking Avenue and is directly adjacent the subject development site (approx. 1 min walk). The A1 bus route runs from Ballycullen to Beaumont via City Centre. This route is proposed to run along Ballycullen Road, approximately 1.2 km west of the subject development, with services proposed to operate with a 10-15 minute frequency.

As part of the Greater Dublin Area Cycle Network Plan (2013) a number of upgrades are proposed in the vicinity of the site. There is a feeder route proposed along Stocking Avenue which will provide a connection to Secondary Route SO6 to the west and Secondary Route 10 to the east. The proposals also include upgrades to the Orbital Cycle Route SO6 between Scholarstown and Old Bawn via the Ballycullen area and upgrades to the Radial Cycle Route 10 along from Portobello Bridge on the Grand Canal along Rathmines Road and Rathgar Road to Terenure Cross.





TRANSPORTATION MAP PREPARED BY DBFL



03: Design Evolution

- 3.1 First Principles
- 3.2 Initial Scheme
- 3.3 Developed Scheme
- 3.4 Proposed Scheme

3.1 First Principles – Concept Design





1.0 Establish the primary axis with the adjoining residential building lines and streets

- Recognise the impact the power lines have of the development potential of the site, in particular the pinch point created by the 110 KV clearway
- Recognise the impact the site levels (15 meter across the site running east to west) will have on the orientation of any apartment blocks running east west across the site



3.0 Main squares/plaza spaces marking west and east end of the site, with net of internal connections within the development, ensure a vibrant neighbourhood.



2.0 Providing public squares as focal points on east, west and south of site.

Creating new connections into the site compared to the current defensive boundaries/fences.

New connections together with finger communal open spaces between the blocks linking to the public open space meadow below the power line, to the south of site

4.0 Framework plan



3.2 Initial Scheme - Massing & Layout

5 Apartment Blocks Running Parallel to Stocking Avenue

Understanding the requirement for a strong urban edge to the development, in accordance with the SDCC LAP for the area our initial design approach to the site was to locate the general massing of the building blocks along the edge off Stocking Avenue thus creating a strong urban edge to both the development and road. However by adopting this approach a number of significant design issues arose which contradicted best practice to successfully master planning a residential development. These issues can be best described by a detailed analysis of the existing site characteristics. The site presents three significant challenges to any residential development which cannot be reasonably altered through the master planning of the site.

Existing Site Levels

The apartment blocks running parallel with Stocking Avenue presented a significant challenge to the master planning of the site. The apartment blocks by their nature require long level footprints to meet the requirement for level access from the residents car park space to the apartment block main entrance. This requirement also applies to the internal circulation within the blocks, where level access from the lift cores to the apartment front door is also required. This requirement leads to an excessive amount of retaining walls abutting the majority of the residential blocks. We believe this would present a very defensive nature to the scheme with poor passive surveillance from the apartments to the surrounds. The close proximity of the blocks from west to east required to create the urban corridor results in privacy/overlooking issues and in some instances compromises the permeability to and from Stocking Avenue.

Under Croft Car Park

An additional impact on the levels was the car parking ratio required for a residential development in this suburban location. This would require an under-croft car parking solution to achieve the car parking ratio to density. The access ramp to the car park was located between the blocks again compromising the permeability between the blocks and onto Stocking Avenue. The car park also required significant retaining walls to facilitate natural ventilation to both sides of each block. Again, we believe these walls would be too harsh an element to address the meandering landscaped footpath to the north of the development and therefore would compromise the quality of the residents communal open space.

Permeability

Equally challenging are the existing site levels to White Pines Dale Road which sets the spring point for the access roads which serve the apartment blocks. This requirement introduced retaining walls throughout the site thus compromising the permeability between the blocks. From our initial scheme the only block which worked successfully, taking into consideration the issues as identified above was Block F.



This block runs parallel with the north south site contours, thus allowing the perimeter of the block to be stepped following the contours rather than the entire block being either sunk or raised to address the contours.

Level Access from Car Parking Space to Apartment Block Front Door

In order to comply with DMURS, Part M compliant access needs to be provided from the residents car parking space to their apartment block main entrance. As indicated above this could only be achieved for the extent of the car parking to Blocks A, B and C. The footpaths between the blocks would not be Part M compliant but satisfied the requirement for DMURS. This would lead to restricted and hindered permeability through the site both from east to west, and between the blocks north to south. This constitutes poor master planning in general, limiting and restricting movement through the site, and jeopardising the successful interaction of the residents to each apartment block. In view of this we determined the orientation of the blocks needed to follow the contours and not address them.

3 Meter Site Level Change Between Blocks C and D

A further hinderance to site permeability was by providing level car parking to the front door of apartment Blocks A, B and C, we would have had too introduce a significant level, change to successfully manage level car parking access to the remaining Blocks D and E located at the steepest part of the site. This would involve a significant Part M compliant ramp to allow the residents to permeate between the blocks. Whilst this could be achievable it was considered an unacceptable transition, with excessive retaining walls and railings traversing the site to achieve this connection. The surrounding landscaping would also be to falls in excess of useable meaningful public open space. In view of this we did not pursue the apartment block layout scheme running parallel to Stocking Avenue.

Our analysis demonstrated the design principle of Block F, running north and south with the site contours was the only successful way to deal with site contours. This improved permeability throughout the site, reduced the extent of retaining walls and provided level access throughout the development to each residential block. This principle of reorientating the blocks to follow the contours was adopted in the final master plan design for the site.

3.2 Initial Scheme - Massing & Layout

INITIAL SCHEME

5 Apartment Blocks Running Parallel to Stocking Avenue

Having addressed the visual impact and design constraints of the site levels our site analysis turned to the significant number of single aspect north facing apartments resulting from the predominantly east west running apartment blocks.

Single Aspect North Facing Apartment Units

By arranging the apartment blocks parallel to Stocking Avenue there are a significant number of single aspect north facing apartments created. Whist the views from the site looking northwards are spectacular this alignment of the apartment blocks would result in a number of units in Blocks A, B, C, D and E achieving poor natural daylighting to their apartments.. Our experience with apartments arranged on an east to west axis demonstrates the apartments will struggle to satisfy the residential Design Guidelines for daylight penetration into the living and bedroom accommodation within each apartment. This may be improved upon be recessing the cores to add additional widows to the apartments adjacent, but the aspect from these are limited and would require privacy screens. However this design approach has been rejected in similar type developments on suburban green field sites.

Percentage of Dual Aspect Apartments

In a suburban green field site such as this, the Residential Apartment Design Guidelines recommend a 50% minimum overall dual aspect be achieved throughout the development. The east to west apartment block alignment does not accommodate a significant number of end apartments to ensure compliance with 50% dual aspect throughout the development.

The initial east to west alignment of the Blocks results in a maximum of 40% dual aspect units. This failure to meet the 50% threshold significantly weakens the strength of the development master planning.

Again as demonstrated in this initial scheme by reorientating the apartment blocks on a north to south axis, similarly to Block F, the number of north facing apartments are through design limited in each block. This deals directly with the issue of single aspect apartment units. In Block A where the rotation can not occur due to the clearway below the 110KV power lines and the gateway/landmark requirement due to its proximity to the site entrance we will employ additional design features to mitigate the injury to the daylight factor within these limited number of apartments. This items are described in detail in Section 5.2 Dual Aspect and Orientation.



Urban Verses Suburban Edge Analysis Conclusion

Whist recognising the aspiration of the SDCC LAP for the lands, we believe the arrangement of the blocks parallel to Stocking Avenue could achieve the goal of a strong urban edge, but jeopardises the successful master planning of the remainder of the development.

Furthermore we would contend the urban edge to the site can equally be attained by the reorientation of the blocks to run pedicular to Stocking Avenue. In this site location a more suitable scale of approach would be to consider the site edge to be more suburban in nature, due to the relatively modest building heights, and alignment to the road as demonstrated in the 2 storey residential developments immediately to the north and west of the site.

The apartment blocks in the White Pines Central development have a dual role to play. The orientation and design of the blocks must also recognise the predominantly 2 storey housing units in the White Pines North development. The reorientation of the apartment blocks, and the reduced heights to Blocks B, C1, C2 and D/E ensures the 3 storey height which addresses the housing will have a minimal impact on their amenity, but will create a suburban edge to this established residential development.

Our detailed analysis of the initial scheme has demonstrated to the deign team the beast approach to satisfy the successful master planning of the site. This analysis was adopted and has been informed in the final master plan for the site.

3.2 Initial Scheme - Massing & Layout

INITIAL SCHEME

5 Apartment Blocks Running Parallel to Stocking Avenue

Having addressed the design constraints of the site levels and the north facing apartments our site analysis turned to the existing 110KV powerline which traverses the site form east to west. These lines can be run underground but it would involve excessive cost and time and could may not be complete prior to the construction of the development. In view of this we determined a better solution would be to minimise the number of apartments directly looking at the power lines.

110KV Power Line

The powerline requires a 34 meter clear zone below for safety reasons. The zone extends 17 meters either side of the centre line to the towers. This requirement sterilises a significant portion of the site, as no structures may be placed within this zone.

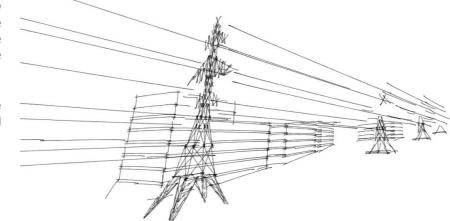
The line also creates a pinch point at Block A which was addressed by a chamber design to the southwest corner of the block. This allows the block to remain close to the main site entrance. An aspiration of the LAP for the lands was to earmark this location for a gateway building and a new public open space. The proximity of the block to the entrance is critical to achieve this goal, and ultimately determined the final location for the gateway building.

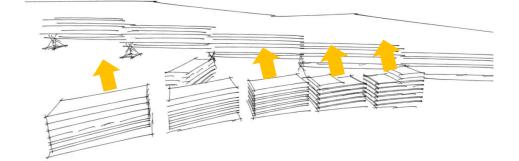
The initial scheme highlighted the significant impact to the visual amenity of each of the apartment blocks. By running parallel to the road the majority of the apartments where directly overlooking the 110KV line to the south.

Our analysis demonstrated the minimum impact to views was to Block F which was orientated perpendicular to the lines, thus offering uninterrupted views to the east and west of the site. We determined this approach should be taken to the majority of the blocks thus maximising the visual amenity to the apartment units. The exception was Block A which due to the restriction of the clearway on the apartment block could not be rotated.

This design principle to deal with the visual impact the powerline had on the residential blocks was adopted in the final master plan design for the site.







Initial Scheme – Parallel to Road

3.3 Developed Scheme - Massing & Layout

DEVELOPING SCHEMES (Fig 02 & 03)

- As a result of the detailed analysis from the initial scheme we investigated the orientation of the residential blocks through 90 degrees to allow them to sit on site plateaus which broadly aligned with the existing site contours running north south on the site, thus minimising the retaining structures to develop the site whilst improving the permeability throughout the site.
- Block A remains on the east to west axis as the site is relatively flat in this area with the level change taken out within the building footprint.
- The remaining residential blocks address the slight steps in the levels within the terrace design to the street
- Our analysis of the developing schemes naturally leads us to a hybrid of the schemes. This exploits the advantages of both schemes and informed the final master plan for the proposed scheme



02. Early Developing Scheme



DEVELOPING SCHEMES (Fig 02 & 03)

The key elements of this design change are listed below, and optimise both the site potential and relationship we the proposed scheme : -

- Defining the suburban edges to the development suitable to its context to Stocking Avenue and White Pines South Housing Development
- Uniform building heights with taller Gateway building to the west (Block A) identifying the Gateway to the site, the landmark building
- · Minimise the retaining walls throughout the site, and maximising the permeability both through the site and to and from the adjoining Stocking Avenue and White Pines East development
- Well defined purposeful public plazas and public open spaces to the east and west site entrances of the development
- The scheme evolved along with the site typography to run parallel to the site contours and perpendicular to the established site edge to the north
- Block A forms focal point of development and acts as backdrop to the new public plaza south of the roundabout main entrance to site
- Blocks B, C1 and C2 link via finger communal open spaces between the blocks to the public open space meadow below the power line to the south of site
- Blocks C2 and E frame the eastern public plaza which encompasses the new emergency site entrance/exit to Stocking Avenue in accordance with the aspirations of the SDCC LAP for the area.



03. Emerging Developing Scheme

3.4 Proposed Scheme – Residential Block Step Design – Rationale to address the Existing Site Conditions

There are a number of existing site factors which have determined the evolution of the scheme design from the outset. The critical issue is the significant falls across the site, from east to west.

The site falls 15m approx. from the high point to the east to the low point in the west. This combined with the desire for permeability through the site, interactive and useful communal and public open spaces.

In earlier schemes we reviewed block layouts which mirrored the SDCC LAP desire for a strong urban edge to the site when viewed from Stocking Avenue. Whilst this achieved a corridor effect to the road it lead to significant level issues across the site which resulting in retaining walls to the base of all the apartment blocks.

This approach resulted in defensive elements throughout the site which had limited passive surveillance and challenging accessibility issues both to and from the carparking/footpaths to the respective apartment units.

As demonstrated in the cross section 01, by rotating the apartment blocks through 90 degrees and following the contours on the site, the duplex blocks (B, C1, C2 and D) thru their design reduce the need for retaining walls by taking the heigh transition out in their cross section design. This creates a series of plateaus across the site to facilitate compliant level (TG Part M) access to all apartment blocks and car parking.

To address the strong urban edge, and in keeping with '...the spirit of...' the LAP we have arranged Block A, (the gateway building) to run parallel with Stocking Avenue, emphasising its important and landmark qualities at the entrance to the site.

The remaining 'duplex/apartment' blocks (noting that duplex units can be classified as apartments) present an orthogonal edge to the northern site of the site which is more in keeping with a urban site and allows for extensive views from all apartments within the blocks to both the city to the north and the mountains to the south.

Noting the observations from SDCC and LAP regarding enlivening the facades to the northern edge of the site we have increased the glazing and rearranged the balconies to the northern facades of Blocks B, C1, and C2. Block E has not changed in design as because of its orientation, it has extensive glazing already overseeing the eastern public open space.

We believe this approach to the general site arrangement of blocks maximises the amenity value to the majority of the apartments and is in keeping with the best principles of a considered masterplan, creating interesting character areas to the streets and communal/public open spaces which serve the development.



PHOTOMONTAGE VIEW SHOWING EXISTING SITE CONTOURS TO WHITE PINES CENTRAL AND SOUTH



- The key to the developing design is the transition of the residential blocks across the site to account for the steep incline running west to east.
- Block A to the west of site takes out the site levels within the building footprint. This maintains a level access from the public open space to the apartment block, with a second access at first floor level.
- Moving east Block B addresses the level change with each ground floor apartment. This allows the living rooms which address the communal open space to be higher than standard floor to ceiling heights, all of which exceed the min of 2.7m as per Residential Apartments Guidelines
- Blocks C1 and C2 located on the severest level change similarly address the level change within the ground floor apartments. The communal space between the blocks has been sculptured to allow the space to act as both a physical and visual amenity.



CROSS SECTION 01

• Blocks C2 and D/E are located on a generally level part of the site. The level changes are again addresses with the ground floor apartments.

 The back to distance between all Bocks meet the separation distance required for privacy and to avoid excessive over looking.

• We believe this stepped design approach to the site is the best way of addressing the sites topography whilst maximising the communal and public open space amenities to the surrounding residential housing units within White Pines South.

3.4 Proposed Scheme – Sketch Massing & Layout

- Early sketch of developed scheme which later evolved.
- Block A remains on the east west axis as the site is relatively flat in this area with the level change taken out within the building footprint.
- Block A forms the focal point of development and acts as a backdrop to the new public plaza south of the roundabout at the entrance to site
- Block A building height has been reduce taking cognisance of the observations by SDCC and ABP during the tripartite process
- Block A proposed height in this location is consistent with tying into the emerging Neighbourhood Centre at White Pine Retail. A lower height would not be as effective as a gateway building off Stocking Avenue in this prominent position.
- The remaining Blocks take out slight steps in the levels within the terrace design

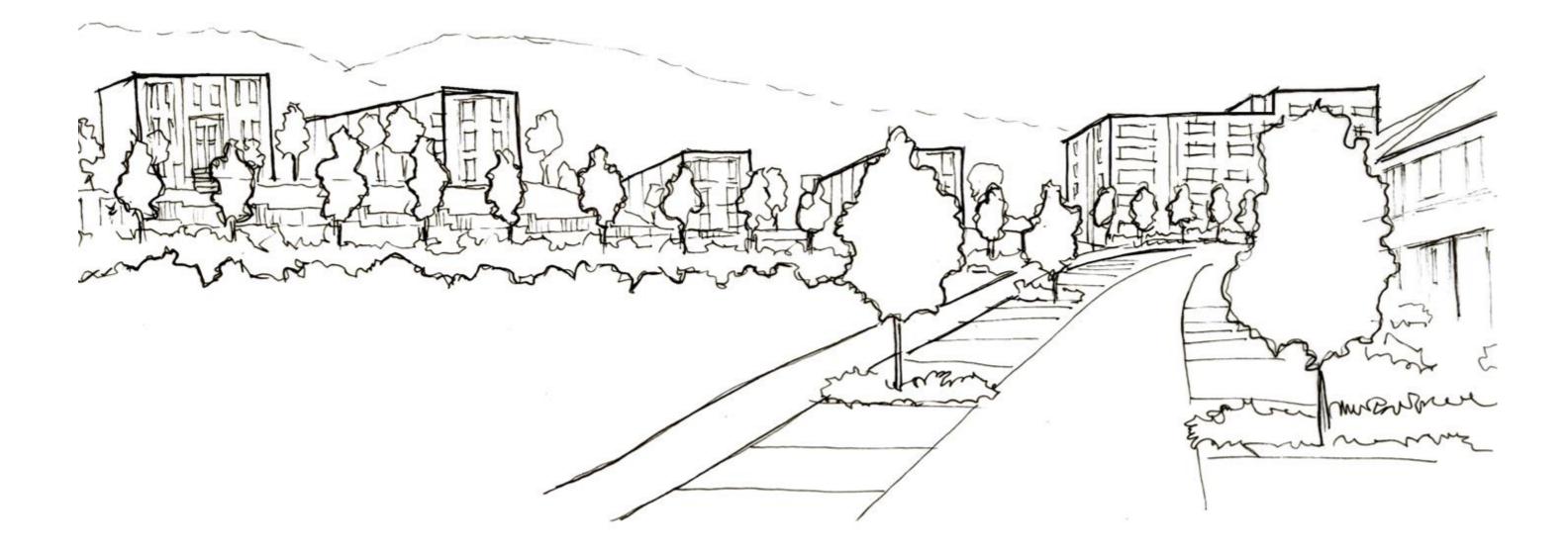




SKETCH VIEW FROM STOCKING AVENUE

3.4 Proposed Scheme - Massing & Layout Review of Impact on White Pines Site to the North

- Early sketch of developed scheme
- The scheme evolved from initially having blocks contrary to topography, to blocks attuned to the topography, giving less impact on the North Site development, and along with carefully thought out landscaping ensuring permeability through the site.





KEY PLAN

3.4 Proposed Scheme - Development Summary





Carthy's Castle

04: Proposed Design

- 4.1 Key Design Principles
- 4.2 Placemaking
- 4.3 Architecture Precedents
- 4.4 Architecture Proposed Form & Material Articulation
- 4.5 Site Entrance Design
- 4.6 Building Heights Rational and Locations
- 4.7 Issues Identified during the Tripartite Process
- 4.8 Ground Floor Strategy Residential Amenity Block A
- 4.9 Boundary & Landscape Strategy

4.1 Key Design Principles

The illustration to the right outlines the initial key design principles for the scheme:

- Block A Gateway Building (incorporating residential amenity functions)
- Buildings step down the site following the natural slope.
- Views to Rathmines, UCD and Dublin Bay.
- Bus stops adjacent to the development.
- Cycleways along Stocking Avenue.
- Development site is highly permeable to pedestrians.
- Public plaza to the west (by Block A) draws people into the site.
- Residential Amenity located in Lower Ground Floor of Block A with direct access from the Public Plaza
- Public Plaza to the east of site frames and distils new emergency site entrance.
- Landscaped space below power lines acts as buffer/amenity to both White Pines Central and White Pines South Residential developments.
- Communal Open space to run between Blocks B, C1, C2 and D/E as amenity to the adjacent apartments.
- Vehicular access is via existing White Pines South Residential development.
- New access to Stocking Avenue as per aspiration of SDCC LAP
- Good permeability through the site with additional pedestrian, bicycle and vehicular entrances off stocking Avenue



4.1 Key Design Principles - LEVEL 00 - GROUND FLOOR

Block A (Landmark building) has been located at the main entrance to the site and will act as a gateway to the site from the Stocking Avenue roundabout. Block A is the tallest building in the developed has a large public plaza to the west from which access to the block is provided.

An important factor to the success of the development is the proposed residential facility located at ground floor level in Block A. This facility is located at the heart of the development and will service the residents daily requirements. Access to the residents bicycle parking is to the north off the facility at this level.

All ground floor apartments have been arranged around public, communal and private open spaces to both serve as an amenity and ensure good passive surveillance. All apartments at this level have floor to ceiling heights of 2.7m minimum.

During the tripartite process it was highlighted by SDCC and ABP the importance of the apartment/duplex blocks façade design as they address Stocking Avenue. We have increased the glazing to these facades and arranged the balconies at upper floor levels to address Stocking Avenue.

The general arrangement of the blocks running parallel with the existing site contours ensures that all apartments/duplex's have level access to their front doors. Designated parking is also provide at each street level adjacent to the residents front door.



AREA (hA) 2.1734

OVERALL UNITS: No of units

STUDIO - Block A	0
1 BED - Block A	26
2 BED - Block A	21
1 BED - Blocks B, C1, C2, D	6
2 BED -Blocks B, C1, C2, D	32
3 BED -Blocks B, C1, C2, D	29
TOTAL NUMBER OF UNITS	114
DUAL ASP TOTAL NUMBER	86
DUAL ASPECT TOTAL RATIO	75%

DENSITY:

OVERALL [unit/hA] 52.5

STUDIO	0	0%
1 BED APARTMENTS	32	28%
2 BED APARTMENTS	53	46%
3 BED DUPLEX	29	25%
114		

LEVEL 00 - GROUND FLOOR SITE PLAN



4.1 Key Design Principles - LEVEL 01 - FIRST FLOOR

Block A has a second access point at this level, located centrally, with access from both the from the north and south of the block. The residents carpark is located to the south of the block with level access to all residents car parking spaces. A dedicated bin stores is located to the east of Block A, there is also an ESB substation at the eastern end of the residents car park.

During the tripartite process it was noted the distance between blocks A and B may injure the privacy between the blocks. We have increased the distance between the blocks and introduced privacy screens to the apartments in Block A to address this potential issue.

In Block B ground level access is provided to the ground floor apartments and first floor duplex apartments. The bicycle parking for the ground floor apartments is provided in secure bike stores to each front garden terrace. The bicycle parking for the upper floor duplex apartments is provided in a secure store off the main access road. The private open space to the apartments is at ground floor level.

During the tripartite process it was noted there may be a pinch point to the southern end of Block D/E were it meets the existing site boundary which may jepordise any future development to the east of the subject site. We have reviewed the distances and can confirm at first floor level we are 11m off the boundary thus facilitating any future back to back development which may occur.



AREA (hA) 2.1734

OVERALL UNITS: No of units

STUDIO - Block A	0
1 BED - Block A	26
2 BED - Block A	21
1 BED - Blocks B, C1, C2, D	6
2 BED -Blocks B, C1, C2, D	32
3 BED -Blocks B, C1, C2, D	29
TOTAL NUMBER OF UNITS	114
DUAL ASP TOTAL NUMBER	86
DUAL ASPECT TOTAL RATIO	75%

DENSITY:

OVERALL	[unit/hA]	52.5

STUDIO	0	0%
1 BED APARTMENTS	32	28%
2 BED APARTMENTS	53	46%
3 BED DUPLEX	29	25%
114		

LEVEL 01 – FIRST FLOOR SITE PLAN



4.1 Key Design Principles - LEVEL 02- BLOCK A SECOND TO FOURTH FLOOR BLOCK A & SECOND FLOOR TO BLOCKS B, C1, C2 & D/E

Block A has apartments arranged off a central corridor running east to west. The corridor has glazing at both ends facilitating good daylight penetration and remarkable views to the surrounding area as you access your apartments on the upper floors.

During the tripartite process it was noted by ABP and SDCC that there were 3 north east facing apartments in Block A from the ground to fourth floor levels with restricted views. These apartments have been provided with additional windows and screening to their bedrooms. Please refer to Section 6.0 Aspect and Orientation, of this report which addresses this item in more detail. These apartments are not included in the dual aspect calculation for the Block A which is at 43%.

The apartments and duplex apartments to Blocks B, C1, C2 and D/E are all dual aspect with northern views to Dublin City, Dublin Bay and the Dublin mountains to the south.

The apartments private open space is provided via balconies to the northern façade. The duplex apartments private open space is provided by a large patio/terrace. The majority of the terraces in each block have views to the adjacent communal landscape open space.

During the tripartite process it was noted by SDCC and ABP that the amenity value of Block E may be injured due to its proximity to Block D. We have designed the apartments in this block with 270 degree views from all apartments at each level to mitigate the amenity damage. We have also orientated block E to address a significant public open space to the north of the emergency entrance from Stocking Avenue.



AREA (hA)

2.1734

OVERALL UNITS: No of units

STUDIO - Block A	0
1 BED - Block A	26
2 BED - Block A	21
1 BED - Blocks B, C1, C2, D	6
2 BED -Blocks B, C1, C2, D	32
3 BED -Blocks B, C1, C2, D	29
TOTAL NUMBER OF UNITS	114
DUAL ASP TOTAL NUMBER	86
DUAL ASPECT TOTAL RATIO	75%

DENSITY:

OVERALL [unit/hA]	52.5

STUDIO	0	0%
1 BED APARTMENTS	32	28%
2 BED APARTMENTS	53	46%
3 BED DUPLEX	29	25%
114		

LEVEL 02 - SECOND FLOOR SITE PLAN



4.1 Key Design Principles - LEVEL 03 - BLOCK FIFTH FLOOR & ROOF PLANS TO RESIDENTIAL BLOCKS B, C1, C2 & D/E

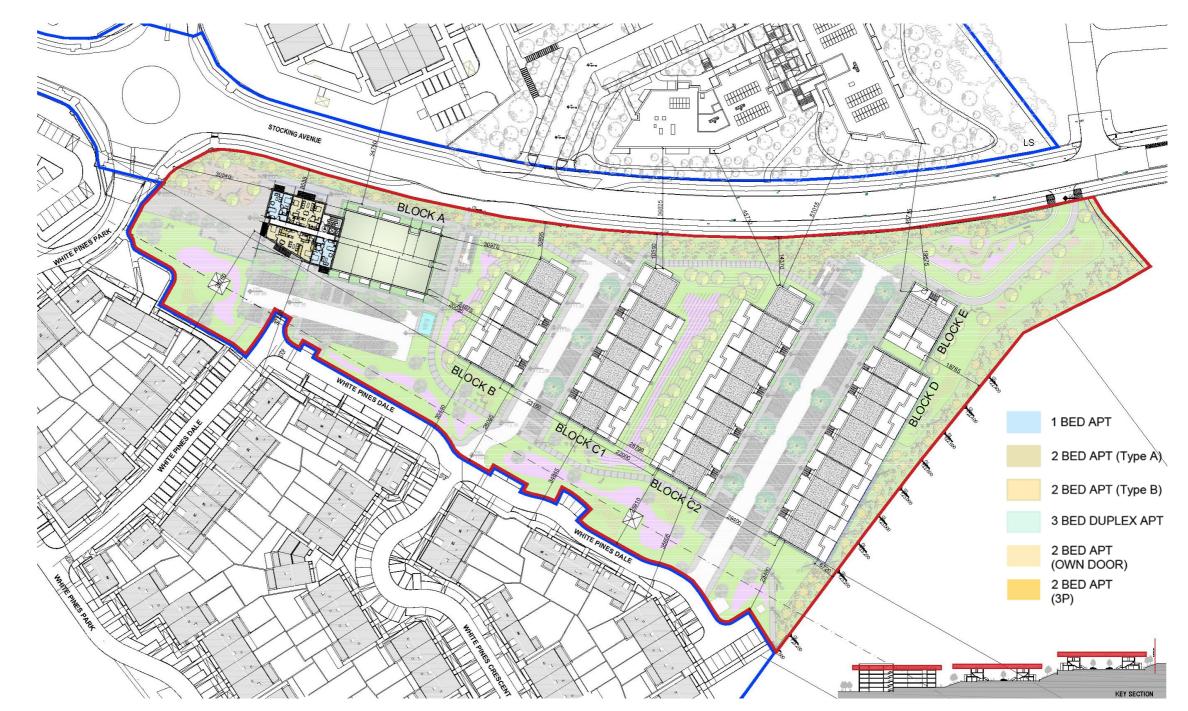
At the fourth floor level Block A steps back west to the core. The north east facing apartment at this level are dual aspect apartment as the eastern view from the apartment is clear.

During the tripartite process it was noted by SDCC and ABP the height of Block A and is categorisation as a landmark building.

Please refer to Section 02 Precedent for Gateway Buildings on Stocking Avenue, of this report where we detail the analysis and design of the block and its categorisation as a landmark/gateway building.

All the apartment blocks have flat roofs. Block A will have a number of PV panels to serve the block. There will also be a sedum roof in accordance with SDCC requirements.

The remaining blocks will have no PV panels or sedum roofs. This units will be served with individual renewable energy heat pumps.



AREA (hA) 2.1734

OVERALL UNITS:

STUDIO - Block A	0
1 BED - Block A	26
2 BED - Block A	21
1 BED - Blocks B, C1, C2, D	6
2 BED -Blocks B, C1, C2, D	32
3 BED -Blocks B, C1, C2, D	29
TOTAL NUMBER OF UNITS	114
DUAL ASP TOTAL NUMBER	86
DUAL ASPECT TOTAL RATIO	75%

No of units

DENSITY:

OVERALL [unit/hA] 52.5

STUDIO	0	0%
1 BED APARTMENTS	32	28%
2 BED APARTMENTS	53	46%
3 BED DUPLEX	29	25%
	114	

LEVEL 03 - FIFTH FLOOR SITE PLAN

4.1 Key Design Principles - LEVEL 04 - RESIDENTIAL BLOCKS A, B, C1, C2 & D/E ROOF PLANS

During the tripartite process it was noted by SDCC and ABP the height of Block A and is categorisation as a landmark building. Please refer to Section 02 Precedent for Gateway Buildings on Stocking Avenue, of this report where we detail the analysis and design of the block and its categorisation as a landmark/gateway building.

All the apartment blocks have flat roofs. Block A will have a number of PV panels to serve the block. There will also be a sedum roof in accordance with SDCC requirements.

The remaining blocks will be served individual renewable energy heat pumps.

OVERALL UNITS:	No of units
STUDIO - Block A	0
1 BED - Block A	26
2 BED - Block A	21
1 BED - Blocks B, C1, C2, D	6
2 BED -Blocks B, C1, C2, D	32
3 BED -Blocks B, C1, C2, D	29
TOTAL NUMBER OF UNITS	114
DUAL ASP TOTAL NUMBER	86
DUAL ASPECT TOTAL RATIO	75%

DENSITY:

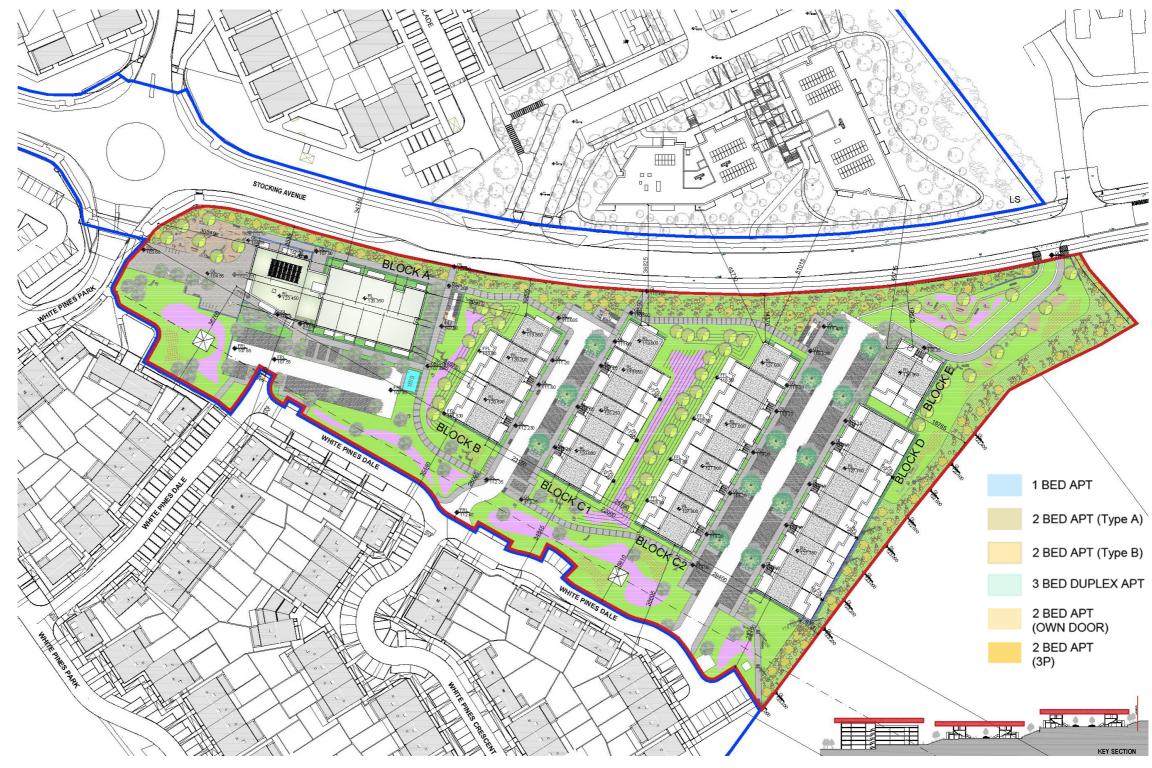
.

OVERALL [unit/hA] 52.5

UNIT MIX

STUDIO	0	0%
1 BED APARTMENTS	32	28%
2 BED APARTMENTS	53	46%
3 BED DUPLEX	29	25%
	114	

AREA (hA) 2.1734



LEVEL 04 - ROOF SITE PLAN

4.1 Key Design Principles

SECTION AA APARTMENT BLOCKS STEPPED TO STOCKING AVENUE

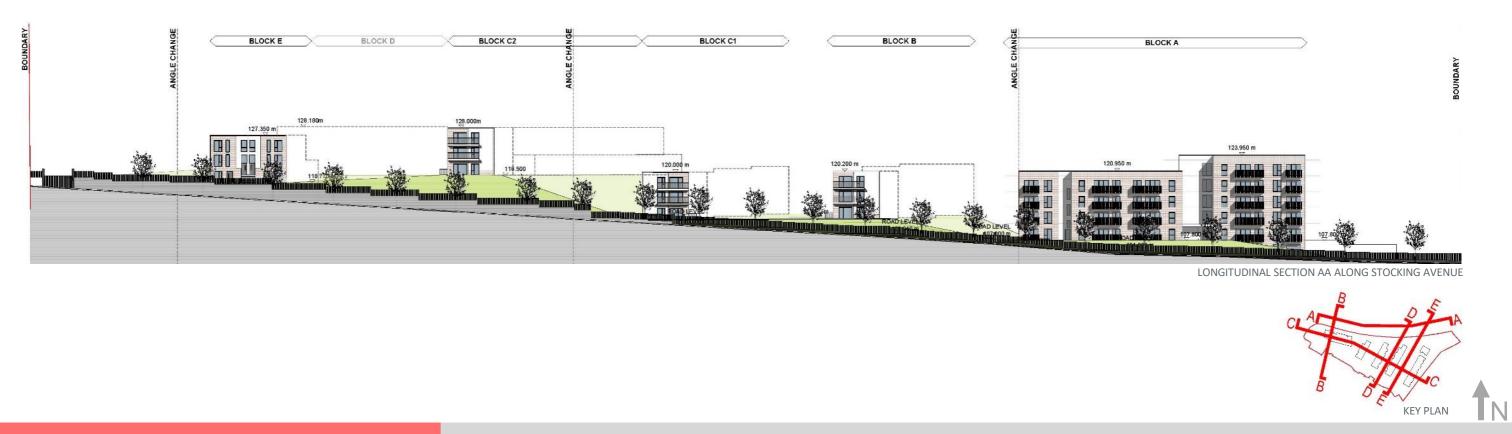
The longitudinal section thru Block A is taken thru the nearest point to the residential housing units to both White Pines North and South residential developments.

The Block is located 37 meters from the nearest house in the White Pines North development and 39.5 meters from the nearest house in the White Pines South development. These distances increase substantially as the development moves eastward. There is also significant existing mature trees to the southern boundary of White Pines North

At this distance any potential overlooking concerns to/from Block A will be addressed.



BLOCKS A AND B ADDRESSING THE WHITE PINES NORTH RESIDENTIAL DEVELOPMENT





BLOCKS D/E, C2 AND C1 ADDRESSING THE PROPOSED WHITE PINES EAST DEVELOPMENT

4.1 Key Design Principles – Site Sections

SECTION BB - BLOCK A TO STOCKING AVENUE & WHITE PINES NORTH & SOUTH RESIDENTIAL HOUSING DEVELOPMENTS

The cross section thru Block A is taken thru the nearest point to the residential housing units to both White Pines North and South residential developments.

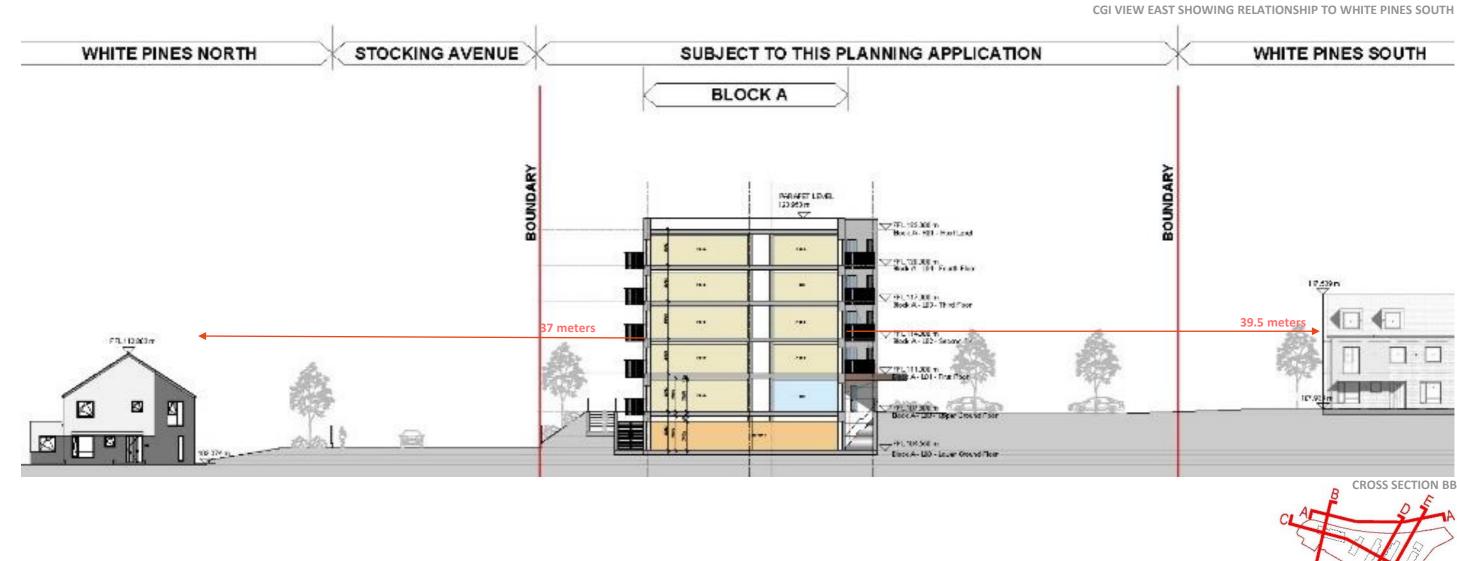
The Block is located 37 meters from the nearest house in the White Pines North development and 39.5 meters from the nearest house in the White Pines South development. These distances increase substantially as the development moves eastward. There is also significant existing mature trees to the southern boundary of White Pines North

At this distance any potential overlooking concerns to/from Block A will be addressed.

CGI VIEW SHOWING WHITE PINES SOUTH RELATIONSHIP TO THE **PROPOSED WHITE PINES CENTRAL DEVELOPMENT**

A critical element to the success of the proposed White Pines Central development is the careful consideration of the relationship between both developments. The clearway below the 110KV power line dictates a min distance of 34 meters to be maintained between the developments.

This requirement is generally exceeded between both residential developments thus ensuring any potential overlooking issues and/or lack of privacy between the developments is minimised. Block A determines the alignment for all other Blocks to the proposed White Pine Central development thus ensuring a minimal impact on the recently established White Pines South development.



KEY PLAN



4.1 Key Design Principles

SECTION CC - Block A to Block D/E

Our broad stroke approach to the site to address the steep incline and position the apartments across the slope was to break the site into 3 distinct plateaus, running parallel with the existing site contours.

In Block A the plateau slope has been taken out by stepping the block thus minimising any retaining structures to the perimeter of the block. This approach allows the block to be accessed at both lower ground and upper ground levels. The lower ground floor level addresses the western plaza, with separate access to the Residential Amenity Facility which is located at this level. At upper ground floor level access is from the car park side to both the apartments and the residential amenity facilities via lift/stairs.

Block B addresses the site slope thru the step down detail to the living room in each apartment.

Any overlooking between the apartments will be addressed with screen planting at ground level and privacy blinds at first floor level in Block A.

APARTMENT BLOCK ORIENTATION

The above approach to the existing contours has been combined with the apartment block orientation on site. As demonstrated in the early initial concept design schemes, by running the Blocks on a north/ south axis the steeping between the blocks and along the streetscapes can be kept to a minimum.

This reduces the need for excessive retaining structures throughout the site which was a particular concern with SDCC during our consultations. This final solution also facilitates permeability through the site which was also an issue raised by SDCC.

The final stepped design is the optimum solution to address the steep incline nature of the site.

SECTION 2 - Block C1 to Block C2

The existing contours in this location are significant. The slope between the blocks will be contoured and tiered through the landscape design to act as both a visual and active amenity for the residents of each block.

Block C1 is on a level contour with a low-level retaining wall to demarcate the patio to the living room.

Block C2 adopts the same approach as Block B, utilising a step in the living room to reduce the fall to the landscaped garden between the blocks.

Overlooking and privacy between the apartments will be through selected screen planting within the landscape garden. Please note the minimum overlooking distances exceed the recommended residential guidelines.



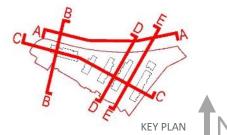
SECTION 2 - Block C1 to Block D/E

The existing contours in this location Begin to level off.

Block D is on a level contour with a low-level retaining wall to demarcate the patio to the living room.

Please note the minimum overlooking distances exceed the recommended residential guidelines.

LONGITUDINAL EAST TO WEST SECTION CC THROUGH SITE



4.1 Key Design Principles – Site Sections

SECTION DD - BLOCK C1 TO STOCKING AVENUE & WHITE PINES EAST APARTMENT DEVELOPMENT & WHITE PINES SOUTH HOUSING DEVELOPMENT

The elevational cross section to Block C1 is taken thru the communal open space to blocks C1 and C2 to the proposed White Pines East apartment development and the existing White Pines South residential housing development.

The Block is located 42.3 meters from the nearest apartment block (Block A) in the proposed White Pines East apartment development and 39.5 meters from the nearest house in the White Pines South development.

These distances increase substantially to White Pines East as the development moves eastward. There is also existing semi mature trees to the southern boundary of White Pines North which assist with cover between the developments.

At this distance any potential overlooking concerns to or from Block C1 to the surrounding developments are addressed.

CGI VIEW SHOWING WHITE PINES SOUTH ASPECT TO THE PROPOSED WHITE PINES CENTRAL DEVELOPMENT

Conscious of the proposed White Pines East development, its proximity to Stocking Avenue and is intended height of 5 storeys. We have set back and aligned the northern façades of Blocks D/E, C2, C1 and B to run chambered to Block A of the White Pines East apartment development.

This alignment increases the separation distances between both developments as you extend eastward along Stocking Avenue. The pinch point between the developments achieves 42.3 meters demonstrating minimal overlooking and/or privacy issues between the proposed developments.

Another contributing factor is the semi mature trees that align the road edge to Stocking Avenue, these over time will offer significant cover between the developments.





STOCKING AVENUE

BLOCKS D/E, C2 AND C1 ADDRESSING THE PROPOSED WHITE PINES EAST DEVELOPMENT



White Pines East - BLOCK A

REOFLEX. 121 AS IN



4.1 Key Design Principles – Site Sections

SECTION EE - BLOCK D/E TO STOCKING AVENUE & WHITE PINES EAST APARTMENT DEVELOPMENT & PROPOSED WHITE PINES SOUTH HOUSING DEVELOPMENT

The elevational cross section to Block D/E is taken thru the street serving Block D/E and to the proposed White Pines East apartment development and the existing White Pines South residential housing development.

Block E is located 44.7 meters from the nearest apartment block (Block B) in the proposed White Pines East apartment development and 39.5 meters from the nearest house in the White Pines South development.

These distances will ensure no injury to the privacy of the apartment and housing units in both developments. There is also semi-mature trees to the southern boundary of White Pines East development which will increase cover over time.

The sunken design of Block B in the proposed White Pines East development and the nature of the elevation to Block E of White Pines central reduces by half the number of apartments which are addressed between the Blocks in this location.

CGI VIEW SHOWING WHITE PINES CENTRAL ASPECT TO THE PROPOSED WHITE PINES EAST DEVELOPMENT

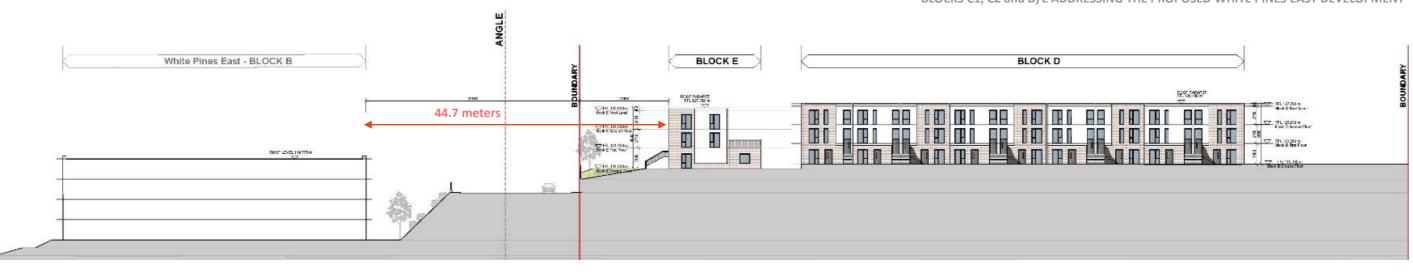
Conscious of the proposed White Pines East development, its proximity to Stocking Avenue and is intended height of 5 storeys. We have set back and aligned the northern facades of Blocks D/E, C2, C1 and B to run chambered to Block A of the White Pines East apartment development.

This alignment increases the separation distances between both developments as you extend eastward along Stocking Avenue. The pinch points between the developments are 39.5 meters .to 44.7 meters demonstrating minimal overlooking and/or privacy issues between the proposed developments.

Another contributing factor are the semi mature trees that align the road edge to Stocking Avenue, these over time will offer significant cover between the developments.







BLOCKS C1, C2 and D/E ADDRESSING THE PROPOSED WHITE PINES EAST DEVELOPMENT

CROSS SECTION EE



4.2 Place Making - Gateway Building – Block A





CGI VIEW FROM STOCKING AVENUE ROUNDABOUT

4.2 Place Making – Public Open Spaces

WESTERN PUBLIC OPEN SPACE

The Western Plaza is adjacent to the 6/4 storey Block A. The plaza links to the public open space to the south of the development and directly addresses the amenity areas of Block A, and the Neighbourhood Centre across the street currently under construction. The metal cladding and cantilever canopy to the residential amenity serves to funnel pedestrians up through the site from the plaza, to the main entrance to Block A. The plaza is the heart of the Ardstone Master Plan, acting as a focal point to White Pines North, East, South and the neighbourhood centre. The plaza will promote permeability and connectivity to all the surrounding developments.



CGI VIEW FROM SITE ENTRANCE OFF STOCKING AVENUE ROUNDABOUT



4.2 Place Making – Street Frontage

STREET FRONTAGE TO STOCKING AVENUE

The pedestrian route to the north of the residential blocks (A - E) provides a secure overlooked route along the boundary of the site with Stocking Avenue.

This new footpath links all the residential blocks to a series of new gateways which have be placed within the existing site boundary wall to Stocking Avenue.

PEDESTRIAN, BICYCLE AND EMERGENCY ACCESS POINTS

There are 3 new pedestrian gateways provided off Stocking Avenue footpath and one combined pedestrian/bicycle entrance gateway to the northeast corner of the site.

This access point will also serve as an emergency vehicular access and exit point to the site as discussed with ABP

GATEWAY FINISHES

and SDCC during the tripartite process. All the new entrances will be defined by granite cladding to match the new entrances to Whites Pines North and South residential developments, recently completed by the applicant.





KEY PLAN

CGI VIEW FROM STOCKING AVENUE

4.2 Place Making – Landscape Residential Amenity Spaces

INTERNAL STREETS EDGE AND PUBLIC OPEN SPACE

The changing levels of the site are reflected in the form and placement of the residential blocks and integrate with the landscape scheme. Proposed surface level parking ensures resident foot traffic near the front entrances to the apartment blocks. The natural slope of the site is exploited to add visual interest and provide a diverse mix of planting and landscaping. Despite the sloped site accessibility through the site is not a problem

All internal streets and roads and footpaths provide level access to the residential units from their designated car parking spaces.

The communal and public open spaces are all interlinked by the central landscaped meadow which traverses the site below the ESB clearway zone. This will facilitate residents access to the proposed development off Stocking Avenue and the existing White Pines South development.





KEY PLAN

CGI VIEW FROM CENTRAL LANDSCAPED SPACE

4.2 Place Making – Well Defined Public Streets



CGI VIEW TO BLOCKS C2 AND D/E

Ν

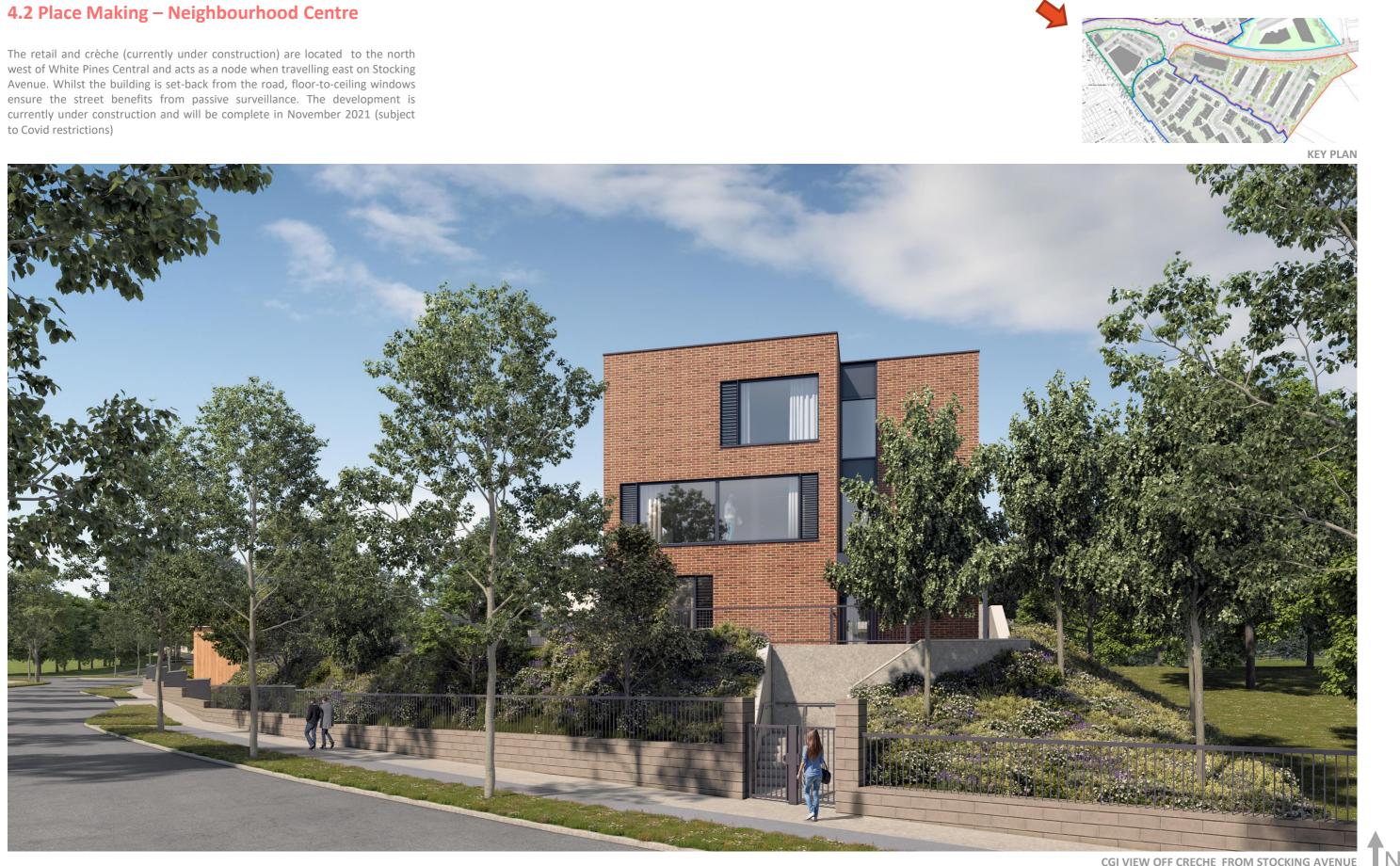
Place Making

4.2 Place Making – Public Open Spaces



CGI VIEW TO BLOCK E FROM NEW ENTRANCE OF STOCKING AVENUE

Ν



CGI VIEW OFF CRECHE FROM STOCKING AVENUE

4.2 Place Making – Neighbourhood Centre

The proposed retail unit will be the only retail on Stocking Avenue and will be completed in November 2021 (subject to COVID restrictions). This retail unit with its generously planted landscaped car park will have a ready made customer base from the existing and proposed residential developments by the applicant





TN

4.3 Architectural Precedent Projects



Exemplary Window and Balcony details FOLD - Dolphins Barn Apartment Development



Terrasse 9 Housing (apartments) and Office Building, Nanterre, France – Asymmetrical Building Façade Design



Residential Apartment Block, Cambridge, England with cantilevered powder coated steel balconies



Example of Combined Render and brick detail White Pines South Housing – Adjacent to subject site



Example of Combined Render and brick detail FOLD Dolphins Barn



Adjacent development by Applicant on north side of Stocking Avenue, completed June 2019

4.4 Architecture Proposed Form & Material Articulation

MATERIAL EXPRESSION AND PROPORTION

The following section documents the proposed material expression and detailing of proposed façade treatment and design through a series of render images, building studies, and material palette.





KEY PLAN



4.4 Architecture Proposed Form & Material Articulation – Block A

WHITE PINES CENTRAL BLOCK A TO STOCKING AVENUE





BALCONY DETAIL



RENDER



REFERENCE IMAGES

WHITE PINES CENTRAL BLOCK A TO PLAZA





4.4 Architecture Proposed Form & Material Articulation – Block A West Elevation



SELECTED 3 TONE B RICK

BALCONY DETAIL White Pines Central - Design Statement



RENDER

METAL CLADDING

- 4. Powdercoated miled steel louvred grilles for ventialtion/smoke extract. Colour by architect.
- 5. Powdercoated mild steel balconies. Colour by architect.

- 8. Cassette aluminium cladding. Colour by architect
- 9. Brushed stainless steel signage.
- 10. Entrance Canopy.



80

Finishes Legend - Proposed

- 1. Glazing. Selected aluminium window system. Colour by architect.
- 2. Render finish. Colour by architect.
- 3. Selected brick and Colour by architect.
- 6. Powdercoated mild steel gates. Colour by architect.
- 7. Powdercoated vertical privacy fins. Colour by architect.

WHITE PINES PARK STREET ELEVATION facing west







SELECTED 3 TONE B RICK

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BALCONY DETAIL

White Pines Central - Design Statement

TYPE A



RENDER



METAL CLADDING

Finishes Legend - Proposed

1. Glazing. Selected aluminium window system. Colour by architect.

2. Render finish. Colour by architect.

3. Selected brick and Colour by architect.

4. Powdercoated miled steel louvred grilles for ventialtion/smoke extract. Colour by architect.

5. Powdercoated mild steel balconies. Colour by architect.

6. Powdercoated mild steel gates. Colour by architect.

7. Powdercoated vertical privacy fins. Colour by architect.

8. Cassette aluminium cladding. Colour by architect

9. Brushed stainless steel signage.







SELECTED 3 TONE B RICK

82

White Pines Central - Design Statement

BALCONY DETAIL



RENDER



METAL CLADDING

Finishes Legend - Proposed

- 1. Glazing. Selected aluminium window system. Colour by architect.
 - Render finish. Colour by architect.
 - Selected brick and Colour by architect.
 - Powdercoated miled steel louvred grilles for ventialtion/smoke extract. Colour by architect.
 - Powdercoated mild steel balconies. Colour by architect.
 - Powdercoated mild steel gates. Colour by architect.
 - Powdercoated vertical privacy fins. Colour by architect.
 - Cassette aluminium cladding. Colour by architect
 - Brushed stainless steel signage.



4.4 Architecture Proposed Form & Material Articulation – Block A East Elevation

Finishes Legend - Proposed

- 2. Render finish. Colour by architect.
- 4. Powdercoated miled steel louvred grilles for ventialtion/smoke extract. Colour by architect.
- 5. Powdercoated mild steel balconies. Colour by architect.
- 6. Powdercoated mild steel gates. Colour by architect.

- 9. Brushed stainless steel signage.





SELECTED 3 TONE B RICK

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White Pines Central - Design Statement



BALCONY DETAIL



RENDER



METAL CLADDING

- 1. Glazing. Selected aluminium window system. Colour by architect.
- 3. Selected brick and Colour by architect.

- 7. Powdercoated vertical privacy fins. Colour by architect.
- 8. Cassette aluminium cladding. Colour by architect
- 10. Entrance Canopy.



4.4 Architecture Proposed Form & Material Articulation – Block B, C1, C2 and D/E



WHITE PINES CENTRAL BLOCK E STREET TERRACE ELEVATION









RENDER





REFERENCE IMAGES

WHITE PINES CENTRAL BLOCK C1 STREET TERRACE ELEVATION





4.4 Architecture Proposed Form & Material Articulation – Block B, C1, C2 and D

WHITE PINES CENTRAL TYPICAL STREET TERRACE ELEVATION



WHITE PINES CENTRAL TYPICAL TERRACE ELEVATION TO COMMUNAL GARDENS



WHITE PINES CENTRAL TYPICAL SIDE ELEVATIONS





Finishes Legend - Proposed

- 1. Glazing. Selected aluminium window system. Colour by architect.
- Render finish. Colour by architect. 2.
- 3. Selected brick and Colour by architect.
- Powdercoated miled steel louvred grilles for ventialtion/smoke extract. 4. Colour by architect.
- 5. Powdercoated mild steel balconies. Colour by architect.
- Powdercoated mild steel gates. Colour by architect. 6.
- 7. Powdercoated vertical fins. Colour by architect.
- 8. Cassette aluminium cladding. Colour by architect
- 9. Brushed stainless steel signage.
- 10. Entrance Canopy.



Exemplary Window and Balcony details FOLD - Dolphins Barn Apartment Development

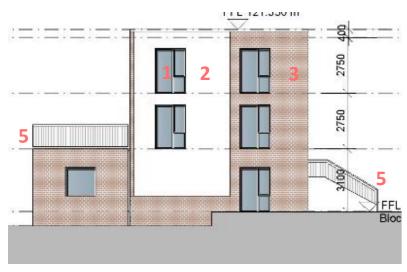
Example of Combined Render and Brick detail FOLD Dolphins Barn



4.4 Architecture Proposed Form & Material Articulation – Block E

20 2

BLOCK D NORTH ELEVATION



BLOCK E EAST AND WEST ELEVATION



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SELECTED B RICK

White Pines Central - Design Statement



RENDER

BLOCK D SOUTH ELEVATION

Finishes Legend - Proposed

- Glazing. Selected aluminium window system. Colour by architect. 1.
- 2.
- Selected brick and Colour by architect. 3.
- Powdercoated miled steel louvred grilles for ventialtion/smoke extract. 4. Colour by architect.
- 5. Powdercoated mild steel balconies. Colour by architect.
- 6. Powdercoated mild steel gates. Colour by architect.
- 7. Powdercoated vertical fins. Colour by architect.
- Cassette aluminium cladding. Colour by architect 8.
- 9. Brushed stainless steel signage.
- 10. Entrance Canopy.





Exemplary Window and Balcony details FOLD - Dolphins Barn Apartment Development



Example of Combined Render and Brick detail FOLD Dolphins Barn

Render finish. Colour by architect.

4.5 Site Entrance Design – Emergency Entrance

The emergency entrance/exit is an aspiration of the SDCC LAP for the site. The entrance will only be used if there is an event/accident at the main roundabout entrance to the site. The main purpose of the entrance is to improve the permeability from White Pines South and Central to Stocking Avenue an onto White Pines East and North





SELECTED STONE CLADDING

PROPOSED SITE ENTRANCE FROM STOCKING AVENUE



4.5 Site Entrance Design – Main Site Entrance off Stocking Avenue to Subject Site

Access from Stocking Avenue Roundabout. This site entrance was completed as part of the White Pines South Residential Development.







SELECTED STONE CLADDING

NEW SITE ENTRANCE COMPLETE OFF STOCKING AVENUE

CGI VIEW FROM STOCKING AVENUE ROUNDABOUT

ELEVATION TO STOCKING AVENUE



Through rigorous qualitative and quantitative analysis, we have scaled up and down at appropriate locations without compromising on the quality of our open spaces, whilst also enriching the local area through best practice in placemaking, creating a new gateway building. The following section outlines our rationale for height under the following headings:

- 1. Height Planning Policy (planning report)
- 2. Location & Transport : Well connected and located
- 3. Macro Context: Neighbourhood type, Similar Gateway buildings at nearby roundabouts
- 4. Immediate Context: Scale and distance from neighbours
- 4. Achieving density through scale shifts
- 6. Place Making : Intersection of Stocking Avenue and White Pines North and South
- 7. Height justification: 6-3 storeys residential, best slenderness ratio maintaining connection to context
- 8. Building Design: An ensemble of rich materiality and tonal variation derived from precedent developments
- 8. Performance Criteria: BRE compliance, Flood Risk, DMURS



BLOCK A WESTERN PLAZA



1. Height Planning Policy

This is dealt with in the Planning Report and refers to the Urban Development and Building Heights, Guidelines for Planning Authorities, December 2018.

 $\label{eq:Please refer to Appendix A - Urban Design Guidelines - The 12 Criteria with indicators$



BLOCK A TO STOCKING AVENUE



VIEW WEST TO BLOCKS D/E, C2, C1, B AND A

6 Storey

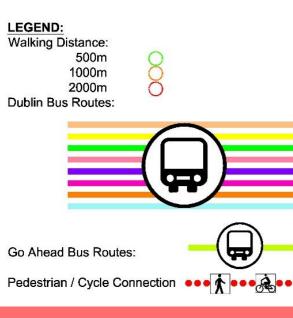


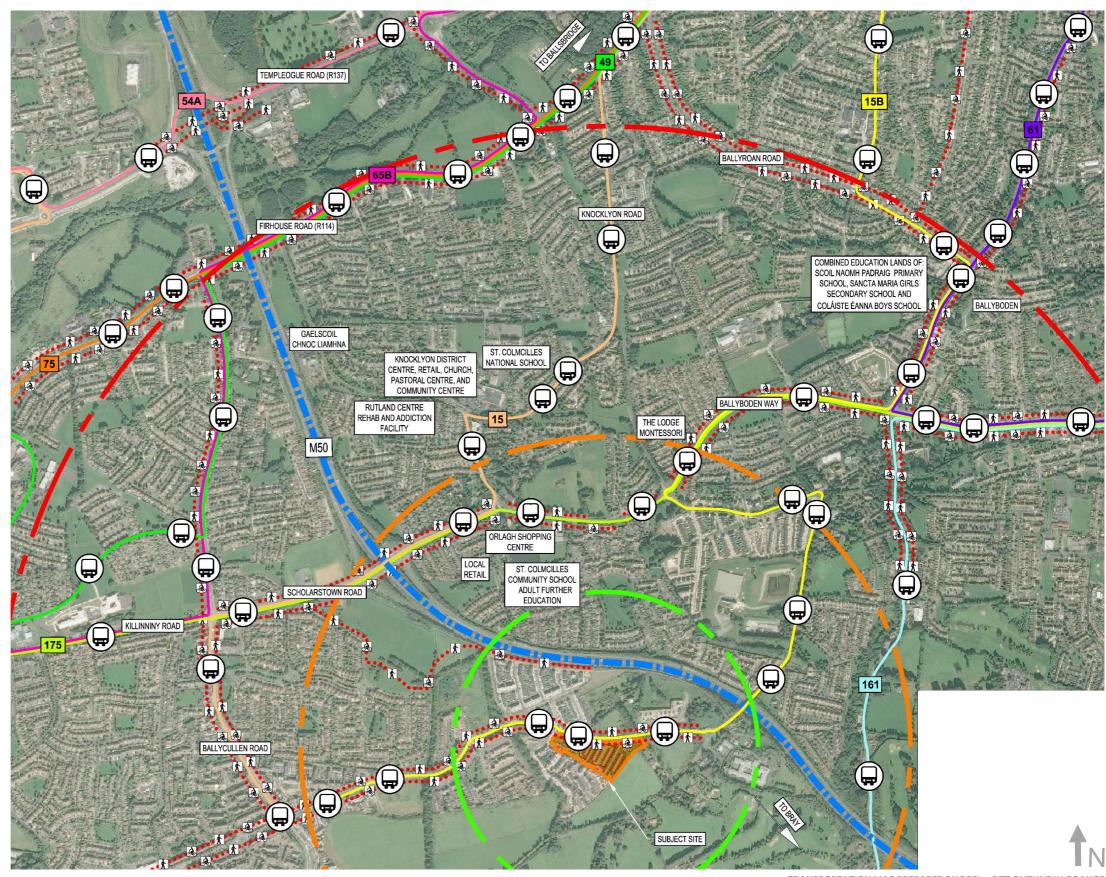
≜N

2. Location & Transport

The subject site currently benefits from a number of bus services in close proximity to the site. Dublin Bus Route 15b travels along Stocking Avenue with bus stops located to the north boundary of the site along Stocking Avenue (approx. 1 min walking). Additionally, a number of other bus routes operate within 2 km of the subject site.

These routes include Dublin Bus Route 15, Dublin Bus Route 65b, Go Ahead Bus Route 161 and Go Ahead Bus Route 175. All of the routes operate daily with both the 15 and 15b bus routes operating with a peak frequency of every 15 minutes or less. Tallaght, Rathfarnham, Rathmines and Portobello are within a 30 minute public transport distance and Crumlin, Dundrum and Dublin City Centre are within a 45 minute public transport distance from the proposed development site entrance.





TRANSPORTATION MAP PREPARED BY DBFL - SITE OUTLINE IN ORANGE

2. Location & Transport

Proposed Amenities and Bus Routes

Under the BusConnects proposals, the following routes will serve Ballycullen and the subject site:

• A1 Route – Ballycullen - Beaumont

• 85 Route – Tallaght – Parnell Square

The number 85 bus route, runs from Tallaght to the City Centre via Ballyboden, Rathfarnham, Harold's Cross and on to Parnell Square. This route is proposed to operate with a frequency of 10-15 minutes along Stocking Avenue and is directly adjacent the subject development site (approx. 1 min walk). The A1 bus route runs from Ballycullen to Beaumont via City Centre. This route is proposed to run along Ballycullen Road, approximately 1.2 km west of the subject development, with services proposed to operate with a 10-15 minute frequency.

As part of the Greater Dublin Area Cycle Network Plan (2013) a number of upgrades are proposed in the vicinity of the site. There is a feeder route proposed along Stocking Avenue which will provide a connection to Secondary Route SO6 to the west and Secondary Route 10 to the east. The proposals also include upgrades to the Orbital Cycle Route SO6 between Scholarstown and Old Bawn via the Ballycullen area and upgrades to the Radial Cycle Route 10 along from Portobello Bridge on the Grand Canal along Rathmines Road and Rathgar Road to **LEGEND:**

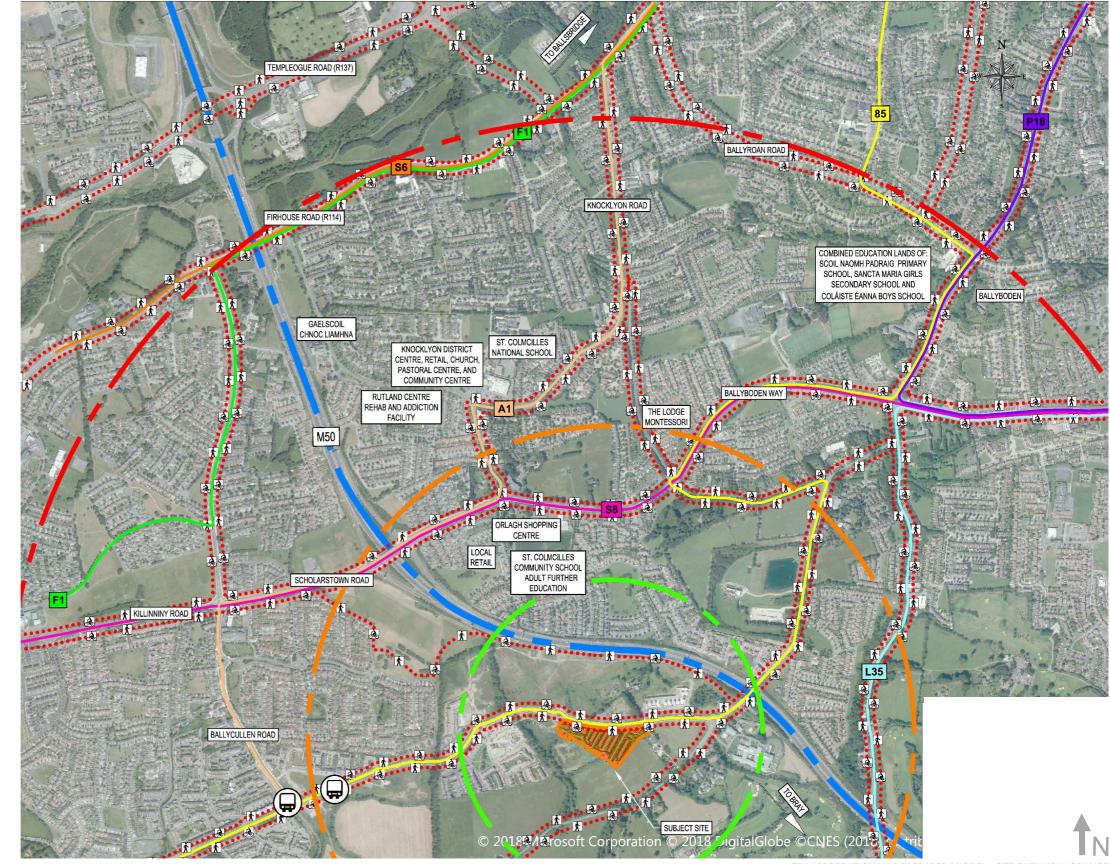
Walking Distance: 500m 1000m 2000m Dublin Bus Routes:



8

Go Ahead Bus Routes:

Pedestrian / Cycle Connection



TRANSPORTATION MAP PREPARED BY DBFL - SITE OUTLINE IN ORANGE

3. Macro Context

Surrounding areas are established residential communities.

Stocking Avenue is serviced by the 15B as the 15 Bus stops short of Hunters Wood roundabout.

Close to M50 motorway







Motorway

Gateway Buildings on Stocking Avenue

Neighbourhood Centre (Retail and Creche)

3. Macro Context

Surrounding areas are established residential communities.







Motorway



Neighbourhood Centre (Retail and Creche)

Irish Sea

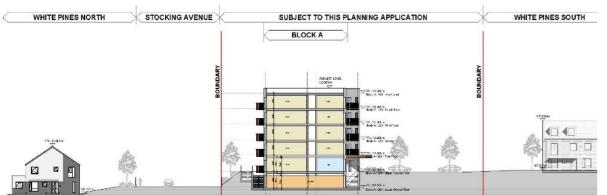
Healthcare (Bloomfield Health Services and Quaker House

4. Immediate Context

Proposed apartment block to the west of the site (Block A) at the roundabout creates a gateway and marks the edge of the site in a similar manner to other apartment buildings further down Stocking Avenue.

Houses in the White Pines North and South Developments vary between 2 and 3-storeys and are located at a suitable distance from White Pines Central. (Refer to section AA)

The proposed residential blocks follow the natural slope of the site and step up the site along Stocking Avenue. (Refer to section BB)





SECTION AA





4. Immediate Context

BLOCK C1 TO STOCKING AVENUE & WHITE PINES EAST APARTMENT DEVELOPMENT & WHITE PINES SOUTH HOUSING DEVELOPMENT

The elevational cross section to Block C1 is taken thru the communal open space to blocks C1 and C2 to the proposed White Pines East apartment development and the existing White Pines South residential housing development. The Block is located 42.3 meters from the nearest apartment block (Block A) in the proposed White Pines East apartment development and 39.5 meters from the nearest house in the White Pines South development. These distances increase substantially to White Pines East as the development moves eastward. There is also existing semi mature trees to the southern boundary of White Pines North which assist with cover between the developments. At this distance any potential overlooking concerns to or from Block C1 to the surrounding developments are addressed.





STREETSCAPE VIEW TO BLOCKS C1 & C2 TO WHITE PINES SOUTH



4. Immediate Context

BLOCK D/E TO STOCKING AVENUE & WHITE PINES EAST APARTMENT DEVELOPMENT & PROPOSED WHITE PINES SOUTH HOUSING DEVELOPMENT

The elevational cross section to Block D/E is taken thru the street serving Block D/E and to the proposed White Pines East apartment development and the existing White Pines South residential housing development.

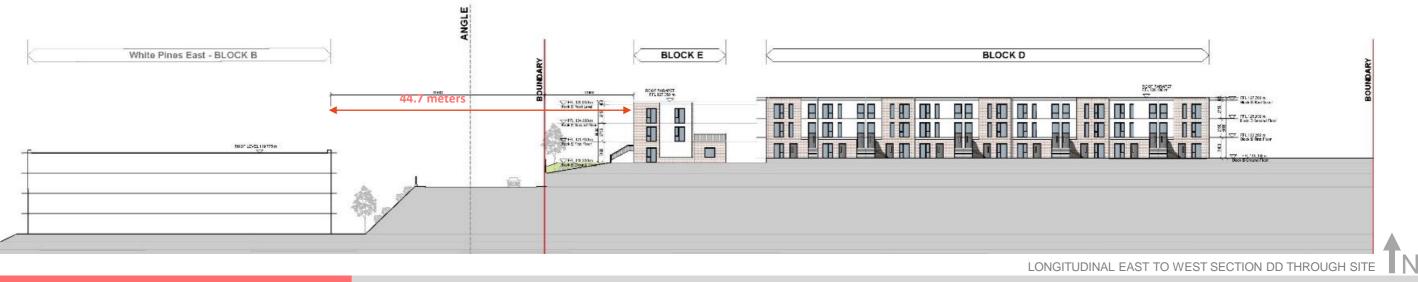
Block E is located 44.7 meters from the nearest apartment block (Block B) in the proposed White Pines East apartment development and 39.5 meters from the nearest house in the White Pines South development. These distances will ensure no injury to the privacy of the apartment and housing units in both developments. There is also semi-mature trees to the southern boundary of White Pines East development which will increase cover over time.

The sunken design of Block B in the proposed White Pines East development and the nature of the elevation to Block E of White Pines central reduces by half the number of apartments which are addressed between the Blocks in this location.



PEDESTRIAN VIEW TO BLOCK D/E FROM EASTERN SITE ENTRANCE





5. Achieving Density Through Scale Shifts

In accordance with the requirements of the Urban Development and Building Guidelines for Planning Authorities, December 2018, block heights have been varied throughout the site.

A 6/4 storey Gateway building (Block A) addressing the plaza on the west of Site acts as a point-of-arrival whilst not compromising natural light. The other blocks B, C1, C2 , D and E which are all 3 storey

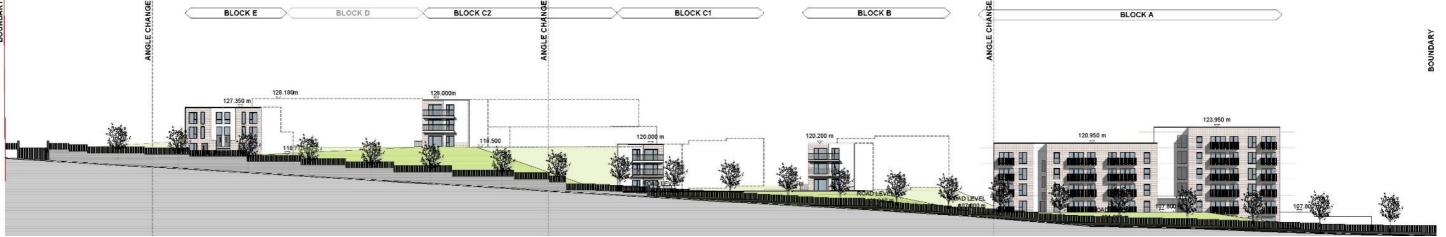
"On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and heights to achieve the required densities but sufficient variety in scale and form to respond to the scale of the adjoining developments and create visual interest in the streetscape."

[P13, Urban Development and Building Guidelines for Planning Authorities, December 2018]



BLOCKS D/E, C2 & C1 STEPPED TO ADDRESS STOCKING AVENUE





Note the apartment blocks following the slope of the site, with the exception of Block A Gateway building which addresses the roundabout/entry to the site off Stocking Avenue

VIEW FROM STOCKING AVENUE ROUNDABOUT

SITE ELEVATION TO STOCKING AVENUE

6. Place Making

The proposal responds to its overall natural and built environment and makes a positive contribution to the urban and streetscape

[P14, Urban Development and Building Guidelines for Planning Authorities. December 2018]

The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway/marine frontage, thereby enabling additional height in development form to be favourably considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of "The Planning System and Flood Risk Management -Guidelines for Planning Authorities" (2009).

[P14, Urban Development and Building Guidelines for Planning Authorities, December 2018]

The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner.

[P14, Urban Development and Building Guidelines for Planning Authorities, December 2018]

The western plaza at the intersection of Stocking Avenue and the new White Pines Central development forms the primary public plaza in the development. The residential amenity facilities are located in the lower ground floor level of Block A which addresses the plaza. This will ensure passive surveillance to the plaza from the amenities ensuring security for users of this public space. This is a nodal point in the neighbourhood and is marked by the Gateway building. A second public park of similar size is located further east adjacent to the new emergency site entrance/exit space it is intended to be used as a visual/play amenity. Both these spaces are interlinked by a landscape walkway located to the north of the development.



WESTERN PUBLIC PLAZA





LANDSCAPE MEADOW TO ALL BLOCKS



LANDSCAPE WALKWAY TO ALL BLOCKS



LANDSCAPE MASTER PLAN



PUBLIC PARK TO EASTERN SITE ENTRANCE

4.6 Building Heights Rational and Locations – Blocks A, B, C1, C2 and D/E

7. Height Justifications



Approaching from the east, 3 storey Block E, together with emergency site entrance/exit and informal plaza space, intended to be used as a visual/play amenity, marks the start of the development, stepping down the site to the south side of Stocking Avenue.



The 4/6 storey Gateway Building, (Block A) creates a sense of arrival at the main vehicular entrance to the proposed development. This is in keeping with apartment buildings at the roundabouts at locations further along Stocking Avenue.



The West Plaza is adjacent to the 4/6 storey Block A. The plaza links to the public open space to the south of the development and directly addresses the amenity areas of Block A, and the retail unit and creche located in the neighbourhood centre across the street (currently under construction)

8. Building Design, Form and Materials

An ensemble of rich materiality and tonal variation derived from precedent developments is applied to each Block in the scheme. The stepped nature of Block A acknowledges the sloping nature of the site ensuring the apartment blocks follow the natural slope as opposed to ignoring it.

Blocks B, C1, C2, D and E follow the plateau levels to the site, running perpendicular to Stocking Avenue thus minimising the impact to the White Pines North development.

Both aesthetics and durability played a central role in the design process, with the element of durability directly linked to ensure a maintenance free and robust materials to last the lifetime of the building

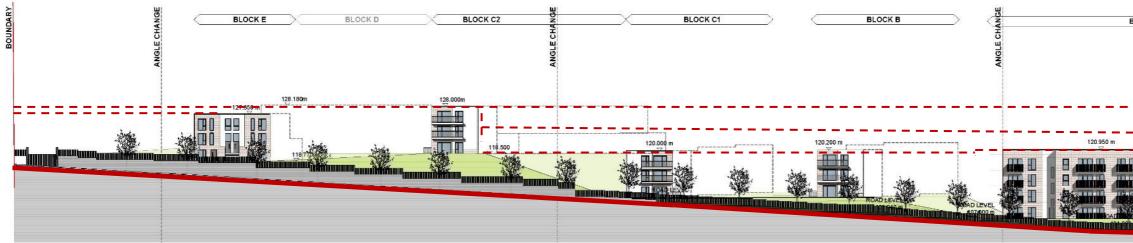
This approach has been applied to all the buildings and landscape design in order to ensure that the development ages well.



Exemplar Brick and Render Apartments – FOLD Dolphins Barn



3 Tone brick, and metallic aluminium panels as selected by architect



Note the apartment blocks following the slope of the site, with the exception of Block A Gateway building which addresses the roundabout/entry to the site off Stocking Avenue

Plaza incorporating a variety of high quality materials with a rich materiality, and feature façade with

BLOCK A

9. Performance Criteria

Building Performance

OCSC Consulting Engineers compiled an Energy Statement report which outlines the requirements for Nearly Zero-Energy Building (nZEB) and the proposed energy approach for this development.

The latest Part L, Conservation of Fuel and Energy – Dwellings came into effect on 1st November 2019 and outlines the criteria for meeting Nearly Zero-Energy Building (nZEB) requirements for new dwellings. All dwellings in the proposed development will compile with nZEB.

Daylighting Study

Carried out by OSCS Consulting Engineers with regard to numerical tests laid down in the Building Research Establishment (BRE) guide 'Site Layout Planning for Daylight and Sunlight: a good practice guide, 2nd Edition' by P J Littlefair 2011'. The study confirms that the proposed development design achieves a very high level of compliance of the BRE recommendations.

Flood Risk

A site specific flood risk assessment was carried out by DBFL Consulting Engineers. Proposed development is considered appropriate for the site's flood zone category, which has been determined as Flood Zone C (as defined by the Guidelines). The sequential approach outlined in Planning System and Flood Risk Management Guidelines has been adhered to and the 'Avoid' principal has been achieved. The proposed development is considered to have required level of flood protection up to and including the 100 year return event. Overland flow paths have been identified for pluvial flooding exceeding the capacity of the surface water drainage network

Roads and Streets

Roads and streets within the development have been designed in accordance with the principles set out in the Design Manual for Urban Roads and Streets (DMURS). Report compiled by DBFL Consulting Engineers.

Wildlife Studies

Surveys evaluating species and habitats were undertaken by Altemar Marine & Environmental Consultancy. No flora or fauna of conservation importance were noted on site.

Arboricultural Assessment

A tree assessment has been carried out by CMK HORT + ARB Ltd and recommendations made.

Archaeological Report

Chapter 5 of the EIAR, prepared by IAC (Irish Archaeological Consultancy) submitted with the application provides an assessment of the cultural and archaeological heritage.





Figure 6 - Block A - Upper Ground Floor Assessed Rooms Highlighted in Blue

Unit		ADF required (%)	ADF results (%)	Meets minimum ADF target
Α	Living/ Kitchen/ Dining	2.0%	5.3%	Ŷ
В	Bedroom	1.0%	2.9%	Ŷ
С	Bedroom	1.0%	2.8%	Ŷ
D	Living/ Kitchen/ Dining	2.0%	2.6%	Ŷ
E	Bedroom	1.0%	3.3%	Ŷ
F	Living/ Kitchen/ Dining	2.0%	5.0%	Ŷ
G	Bedroom	1.0%	1.5%	Ŷ
н	Bedroom	1.0%	3.0%	Y
1	Living/ Kitchen/ Dining	2.0%	2.7%	Ŷ

Figure 5 - Rooms with similar ADF values

Table 2 - Average Daylight Factor Results - Block A - Upper Ground Floor Assessed Rooms

BLOCK A – BUILDING HEIGHT

During the tripartite process there was lengthy discussion about the nature and classification of what constitutes a Gateway building. The precedent for height along Stocking Avenue has been established in previous developments as demonstrated in Section 2.5 Precedent for Gateway Buildings on Stocking Avenue of this report. The following factors have determined the location and height of Block A to the White Pines Central development .: -

- Prominent location off Stocking Avenue adjacent to the roundabout a natural slowing down point along the Stocking Avenue
- The site entrance also servers, the soon to be completed Neighbourhood Centre, completion due November 2021 subject to Covid restrictions
- The western plaza of the development has been positioned at the site entrance and warrants a strong urban edge as provided by Block A and its relationship to Stocking Avenue.
- · A new public plaza is located to the west of the Gateway building thus encourage use and activity at this important focal point of the development
- Having determined a gateway/landmark building, a specific function was introduced to the block, the residential amenity facility has been located within the ground floor, this will draw residents in and promote interaction on a daily basis
- The block height has been road tested to a number of different heights and configurations. The proposed 4/6 storey is reduced from the tripartite and addresses the items raised during the course of the tripartite process, whilst still maintaining the Gateway / Landmark status of the block in this location
- The proximity of the block to adjacent housing units in White Pines South has also determined the final height, the part 5 storey element to the southeast of the block reacts to the existing 2/3 storey housing in the White Pines South housing development.





KEY PLAN

CGI VIEW FROM SITE ENTRANCE

A new site entrance has recently been completed to the development by the applicant. The entrance has been defined by a low level granite clad wall which culminates in new piers acting as the pedestrian gateway to the development.

The railing design combined with the granite plinth accommodates views from and to the development and plaza when approached from Stocking Avenue..





CGI VIEW FROM SITE ENTRANCE OFF S

CGI VIEW TO WESTERN PLAZA

PHOTOMONTAGE VIEW OF BLOCK A TO WHITE PINES SOUTH RESIDENTIAL HOUSING

BLOCKS A & B

Distance Between both Blocks, Injury to Amenity, Privacy and Overlooking

During the tripartite process a query was raised regarding the distance between Blocks A and B at their pinch point. We note the pinch point is to the southeast corner of Block A. We acknowledge the distance at 20.1 meters is below the 22 meter minimum recommended. However we have added number of design features to these apartments to mitigate this minor injury to amenity in the Block A apartments.

All the apartments in Block A and Block B have been oversized to offer a higher quality apartment development. The floor to ceiling heights in both blocks have been also been increased. In Block A the ground floor is 2.7 meters clear, with the uppers floors all 2.55 meters clear floor to ceiling. Similarly in Block B ground floor apartments are 3 meters floor to ceiling and 2.45 meters floor to ceiling on the upper floors.

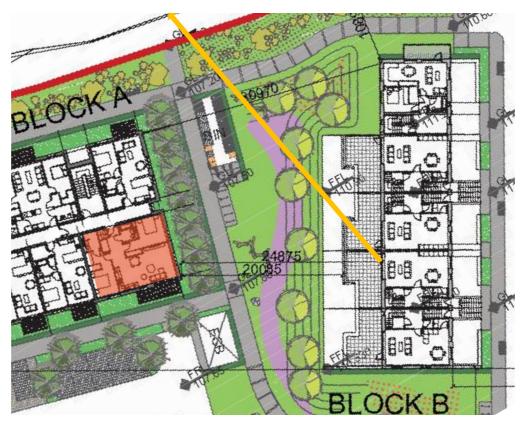
To avoid direct overlooking between the units and thus any lack of privacy we have designed a decorative privacy screen to the windows impacted in Block A. These screens will be designed with 100 mm deep mild steel Powdercoated fins running vertically between the reveals of the window.

This will allow direct views out of the apartment but prevent any side on and/or direct views from the ground floor apartments in Block B..

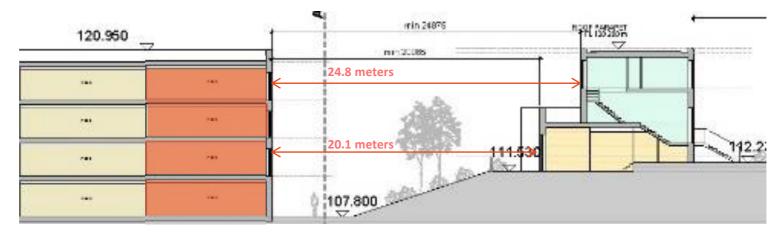
The most interesting views from the apartments in Block B are to the north west where Dublin City and Bay can be viewed.



BLOCK A EAST ELEVATION - PRIVACY SCREENS



PART BLOCK A AND BLOCK B PLAN



PART BLOCK A AND BLOCK B CROSS SECTION



LEGEND

Apartment with Privacy Screens

← → Distance between Apartment Windows





BLOCK A – NORTH EAST FACING APARTMENTS

During the tripartite process there were a number of apartments identified as northeast facing. There are a number of existing site factors which determined the aspect and orientation of Block A.

These are as follows: -

- The site is extremely narrow at the western end due to the overhead powerline clearway (34m) to the south and Stocking Avenue road to the north.
- There is a significant fall of 3 meters across the footprint of the block,.
- This site location, adjacent to the roundabout was the ideal site for a gateway building, signifying the arrival point to the development
- The SDCC LAP identified this site as suitable for a public open space, again indicating the importance of the entrance to the site
- The best views from the site are north to Dublin City/Bay and south to the Dublin mountains

All of the above factors, when taken into consideration determined that Block A could only be aligned on an east west axis, running parallel to Stocking Avenue road. To supplement the single aspect north facing apartments a number of additional design features were added to these apartments, they have been generously sized at 80 sqm, they are open plan in design to maximise the views from the living accommodation. The balconies to these units have also been increased from 6m to 9sqm in size and will serve both the living room and the master bedroom. The glazing to the all the rooms will be full height, with the living room window 4 meters in width. The floor to ceiling height has also be increased to 2.55 m clear to all apartments within the block.

Furthermore the elevation of the site above sea level and its location affords incredible clear views from both the living rooms and the bedrooms to Dublin City. We have commissioned drone photographs taken at each apartment floor level to demonstrate the spectacular views from the this combined with the above outlined supplemental design features to the apartments should mitigate the restricted dual aspect design of the apartments. The 2 bed apartment west of the core reverts to a dual aspect apartment at fifth floor level. These apartments have not be included in either our calculation of dual aspect for Block A (43%), or as part of the overall calculation for the development (76%).

LEGEND



North East Facing Apartments

Views from Apartment Units





VIEW TO DUBLIN CITY FROM FIRST FLOOR APARTMENTS



VIEW TO DUBLIN CITY FROM THIRD FLOOR APARTMENTS





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VIEW TO DUBLIN CITY FROM SECOND FLOOR APARTMENTS

VIEW TO DUBLIN CITY FROM FOURTH FLOOR APARTMENTS

PANORAMIC VIEW FROM BLOCK A

BLOCK D / E

Distance Between both Blocks, Injury to Amenity, Privacy and Overlooking to Block E

During the tripartite process a query was raised about possible injury to the southern views from Block E because of its proximity to Block D.

An important element of the public open space strategy was to place several public open spaces at key nodes throughout the development. These public open spaces introduce the new site entrances to Stocking Avenue and give a sense of place and arrival to these areas.

The eastern public open space is important in this aspect. This space is the main entrance point for all the residents of White Pines Central and White Pines South development arriving to the site from the east. In view of its prominence as you enter from Stocking Avenue we determined there needed to be a strong urban edge to the space. This edge is defined by Block E.

In order to achieve this we rotated the last 2 apartment/duplex apartment units of Block E to bookend the space and give a sense of arrival. This rotation also facilitates increased passive surveillance to the public open space.

The Block E units southern aspect is to the gable end of Block D where no windows have been placed. The distances between the blocks are 7 meters and 11 meters at ground and first/second floor respectively. These distances are not uncommon in similar type residential developments as long as the privacy and overlooking are not negatively impacted which they are not in this instance.

Whilst noting the rotation of the units has resulted in the partial blocking of views from the ground and upper floors on the apartment/duplex units in Block E we have introduced a number of elements in the block to compensate the impact of this issue.

The following additional elements of the unit design will supplement the views as follows. All the apartments have been designed as gable ended with additional windows added to the east and west gables to the apartments providing alternative views from the ground and first/second floor duplex apartments. This ensures all the apartments within this block have 270 degree views to their surrounds.

All the apartments are oversized with generous floor to ceiling heights at each level. As noted above, Block E due to its rotation avails of prime views to the eastern public park thus maximising the visual amenity of the space to the apartment units.

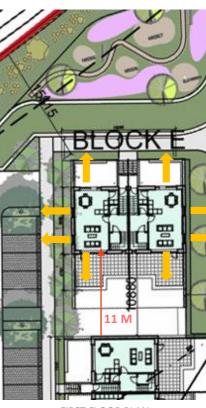
The emergency road design has been further enhanced by the introduction of a GrassCrete roadway, thus soften the appearance of the road to the apartment units.

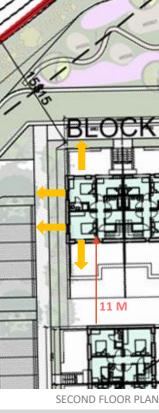
The roadway is designated for emergency use only. Generally the daily use of the roadway will be pedestrians and cyclists arriving and leaving the White Pines Central development, and as such we predict this space will generally function as a useable public park serving the proposed development.



CGI VIEW OF EASTERN PUBLIC OPEN SPACE







FIRST FLOOR PLAN







KFY PI AN

URBAN EDGE OF DEVELOPMENT TO STOCKING AVENUE

During the tripartite process the alignment of the apartment blocks to Stocking Avenue was raised. As detailed in Section 3.3 "Initial Scheme Design" of this report the urban edge to the development has been carefully considered both to the sites context, as the transition between Stocking Avenue to the north, and to White Pines housing development to the south, and to the transition of the existing sites to the east and west of the subject site.

As noted in Section 3.3 we view this site, and its role as an urban edge, to be suburban in nature. Urban, defining the site along Stocking Avenue, strengthen the edge as you approach the western site entrance. Block A running parallel to Stocking Avenue, and culminating in height at the western entrance creates a strong urban edge and gateway entrance to the site. Block A is circa 39 meters away from the 2/3 storey housing in White Pines North & South, allowing these housing developments to breath within the context of the proposed White Pines Central development.



CGI VIEW OF BLOCK A FROM STOCKING AVENUE

To the east, the development presents a soft suburban transition to the undeveloped adjacent site. At 3 storeys in height and level with the road, the residential Block D/E softly introduces the scale of the development to Stocking Avenue, transcending down Stocking Avenue bearing the same height and relationship to the road, and terminating at 4/6 storeys demarcating the main site entrance to the west.



Stocking central - Design Statement



KEY PLAN

KEY PLAN

Suburban Edge within the Development and to White Pines South Housing

From within the development, the impact of the suburban edge creates a series of intimate spaces connected to the site through careful consideration of the scale of the development and the surrounding landscaping scheme. Block E which addresses the eastern public open space bookends the park, addresses the site entrance and begins the suburban dialect with the adjacent site and Stocking Avenue. Conscious of the height and site elevation the block has been set back from Stocking Avenue.



CGI VIEW OF BLOCK E AND PARK TO EASTERN ENTRANCE Along the northern landscaped footpath, Blocks C1, C2 and D/E maintain the suburban context of the development off Stocking Avenue. The relationship of the blocks in height and orientation to the northern boundary of the site produces a gentle transition of scale, affording a diversity of informal landscape spaces each uniquely reacting to their immediate context. To the north of Stocking Avenue, White Pines East development sits comfortably within both the heights of the White Pines Central development and its distances from the opposing residential blocks. Level changes along the walkway are addressed with slow ramps and gradating steps for ease of use by pedestrians coming to or from the development to Stocking Avenue. The scale of the blocks, and the stepping nature of their design creates a unique suburban feel to the development



CGI VIEW OF BLOCK S C1, C2 and D/E TO THE EAST

CGI VIEW OF BLOCKS D/E, C2 and C1 FROM STOCKING AVENUE



KEY PLAN



KEY PLAN



SUBURBAN EDGE FROM WITHIN THE DEVELOPMENT TO WHITE PINES SOUTH DEVELOPMENT

The arranging of the residential blocks along the southern suburban edge of the site is an important consideration to the White Pines Central development and the existing White Pines South housing development.

Block A running parallel to the housing generates a bookend to the western public plaza and establishes the approach to the housing units running parallel to White Pines Dale road.

Residential Blocks B, C1, C2 and D/E gently step eastward up the site, defining the edge of the landscaped meadow below the 110KV clearway. The orientation of the blocks maximises the permeability between both developments.

The orientation of the blocks, perpendicular to the White Pines housing units ensures minimum impact of the housing, reducing any overbearing injury to the housing units.

The photomontage demonstrates the unique challenges presented to the residential development to address the site levels. The suburban edge to the residential blocks runs parallel to the White Pines South housing units, creating a softly defined landscaped corridor between both developments.

The existing site levels to White Pines South housing development, and its role in providing vehicular access to the White Pines Central development directed our approach to height and scale of the residential blocks and how best to address the existing White Pines housing units.

The streetscapes to White Pines Central all run perpendicular to the White Pine South development. The residential Blocks C1 and C2 are typical of the scale and height of the blocks to the White Pines South development (shown opposite).

This arrangement of the residential blocks frames the views to and from the development allowing the maximum number of housing units northern views from the site.

The southern gable end to each of the residential blocks are all dual aspect, to provide passive surveillance and animated elevations to the to the landscape meadow which runs between both sites.

The opposite CGI view demonstrates how the proposed site levels to White Pines Central residential development successfully interconnects with the existing site levels to White Pines South housing development.



KEY PLAN







KEY PLAN

CGI VIEW OF BLOCK S C1 and C2 TO WHITE PINES SOUTH HOUSING DEVELOPMEN

Site Contours, Level Changes across the Site and **Extent of Retaining Walls**

During the tripartite process a number of queries were raised with regard to certain areas of the development and how we were addressing these in view of the extreme fall across the site.

These areas have been dealt with in detail in Section 2.8 Urban Analysis Site Section and Section 3.2 Initial Scheme Design of this report.

However to demonstrate how the subject areas are being addressed we commissioned additional CGI views focusing on the areas identified by both ABP and SDCC.

Retaining Wall to Northern Site Boundary at Block A

The relationship between Block A and the northern walkway is demonstrated in the opposite CGI view.

The retaining element to the walkway runs parallel to Block A and follows the profile of the walkway. By aligning the retaining wall to the footpath there will be no visual impact on the apartment units immediately south of the walkway.

Privacy and overlooking will be avoided through the height level difference between the walkway and the first floor apartments and the design of the balcony balustrades which will act as vertical privacy screens.

The treatment to the retaining wall will be timber trellis with extensive planting to soften the wall when viewed from the residential amenity lounge at ground floor level.

This is the only occurrence of a retaining wall along the northern boundary, all other retaining walls running north to south have been incorporated into ground floor plans design of the residential blocks.



CGI VIEW OF BLOCK A RETAINING WALL TO NORTHERN SITE BOUNDARY



SITE CONTOURS, LEVEL CHANGES ACROSS THE SITE AND EXTENT OF RETAINING WALLS

Relationship of White Pines Central Residential Blocks Stepped Design to Existing White Pines South Housing Development

We commissioned a photomontage CGI view of the existing housing along White Pines Dale road in the White Pines South housing development.

The view shows the relationship between the proposed residential blocks and the existing residential housing.

The transitions between the sites are addressed by the landscaped meadow which runs below the 110KV clearway and acts as the central visual amenity and buffer point between both developments.

The stepped design to the residential blocks presents no retaining walls to the White Pines South development and minimal retaining walls between the residential blocks of the White Pines Central development.

The orientation of the residential blocks, as identified in Section 3.2 of this report, running perpendicular to the housing along White Pines Dale road justifies this design decision.

The orientation also facilitates level permeability between the adjoining sites.

Furthermore by running the proposed White Pines Central development residential blocks perpendicular to the central landscaped meadow, the existing views from the White Pines housing development will be framed and uninterpreted.

It should be noted the significant landscaped meadow below the 110KV clearway has not been included in the overall percentage of public open space provided to the proposed development. The total area of public open space is 20%.



PHOTOMONTAGE VIEW OF WHITE PINES CENTRAL RESIDENTIAL BLOCKS TO WHITE PINE SOUTH HOUSING DEVELOPMENT



SITE CONTOURS, LEVEL CHANGES ACROSS THE SITE AND EXTENT OF RETAINING WALLS

Relationship of White Pines Central Residential Blocks Stepped Design to Proposed Northern Boundary Access Walkway

We commissioned a CGI view of the proposed White Pines Central residential blocks stepped design to the northern boundary access walkway to demonstrate the relationship between the landscaped walkway and the adjoining residential blocks.

The view demonstrates the relationship from the walkway to the adjacent residential blocks is generally level with minimal retaining walls to achieve interconnection and permeability between the walkway and both the communal open spaces and the streetscapes serving Blocks C1, C2 and Block D/E

The increased distances between the residential blocks allows for level, gently sloped and slow stepped access along the walkway to interconnect between the western public open space plaza and the eastern public open space park.

Passive and active connections are also provided to the communal open space between Blocks A and B, the communal open space between Blocks C1 and C2 and the communal open space between Block D/E and the adjoining undeveloped site to the east of the White Pines Central residential development site.

The northern landscaped walkway links both the public opens space (east and west of the site) to the communal open spaces (north and south of the site) thus maximising both permeability through the site and active/passive amenity to the residents of the development.



CGI VIEW TO THE EAST OF WHITE PINES CENTRAL RESIDENTIAL BLOCKS C1, C2 AND D/E





SITE CONTOURS, LEVEL CHANGES ACROSS THE SITE AND EXTENT OF RETAINING WALLS

Relationship of White Pines Central Residential Blocks Stepped Design to Proposed Northern Boundary Access Walkway

We commissioned a CGI view of the proposed residential blocks stepped design between White Pines Central residential Blocks C1 and C2.

The view demonstrates the relationship between Blocks C1 and C2 and their shared communal open space.

It should be noted, and as identified within Section 3.2 of this report, the existing site level in this location at at their most severe. In recognition of this, we have designed a passive communal open space to act as a visual amenity to both blocks which are aligned this space running north to south.

Block C1 will have defined terrace /patio areas immediate adjacent to their ground floor living room and bedrooms.

Block C2 will have a retained terrace /patio areas immediate adjacent to their ground floor living room and bedrooms.

The communal open space .between the blocks, although designed as primarily a passive/visual amenity can be utilised as an active space.

To promote this use a series of retaining seating areas have been designed within the space to accommodate successful transition to the east and west of the space. The seating areas are encouraged for use through extensive planting and orientation.

Please refer to Mitchells Landscape Architects report which expands on this design feature of the communal open space.



PHOTOMONTAGE VIEW OF COMMUNAL OPEN SPACE BETWEEN WHITE PINES CENTRAL BLOCKS C1 AND C2



KEY PLAN

BLOCK D/E DISTANCE TO SITE BOUNDARY

During the tripartite process the distance of block D/E from the southern boundary was raised.

This walkway is an important element to the permeability strategy for the development.

The walkway allows access to and from the south eastern corner of the development to the new site entrance off Stocking Avenue.

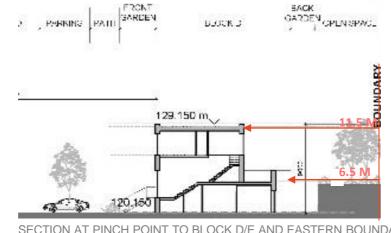
The walkway serves as the communal open space amenity for the residents of Block D/E. It is also identified as an aspiration within the SDCC LAP for the subject site.

The south eastern end of Block D/E, where the pinch point exists is 6.5 meters from the boundary edge at ground floor level and 11.5 meters at the first/second floor levels of the duplex apartment.

These distances will not prevent any future development to the east of the subject site as they are in excess of the 11 / 22 meter minimum distance requirements for overlooking and privacy should an adjoining development run back to back apartment/housing units in this location.

These distances between block D/E continuously increase as the walkway runs north to the emergency access gateway off Stocking Avenue.





SECTION AT PINCH POINT TO BLOCK D/E AND EASTERN BOUNDARY

CGI OF PUBLIC OPEN SPACE TO EASTERN SIDE OF BLOCK D/E



BLOCK A - Access to Bicycle Store at Lower Ground Floor Level

During the tripartite process clarity was requested with regard to the proposed access route for residents arriving to/from the development to their designated bike storage.

Indicated below are the multiple access/egress points form the development to the bicycle park zones. Visitor parking is arranged throughout the development in the public open spaces to serve the development.

BLOCK A - Primary Access/Egress - Primary Route 01

Access to the bike store is via the western plaza and along the northern edge of Block A. The access is level to the bike store where all residents in this block have dedicated secure bicycle parking

BLOCKS B & C1 - Access/Egress - Primary Route 02

Access to the bicycle stores is via the new pedestrian entrance of Stocking Avenue. Residents of the ground floor apartments will have secure dedicated bicycle parking located within their front garden patio. The residents in the apartments / duplex apartments above will share access to corresponding street. their dedicated secure bicycle parking located off the main access street.

BLOCKS C2 & D/E - Primary Access/Egress - Primary Route 3

Access to the bicycle stores is via the new pedestrian entrance of Stocking Avenue. The bicycle parking strategy is as per Blocks B and C1.

Blocks B, C1, C2 and D/E Secondary Access/Egress - Secondary Route 4



A secondary access route is provided from the main entrance of the development via footpath and ramps to White Pines Dale, and from there to their

GA GROUND LEVEL SITE PLAN

BLOCK A FIRST FLOOR APARTMENT

Lack of Privacy – Value of Balcony Amenity

During the tripartite process clarity was requested on the relationship of the northern walkway route to the ground and first floor .of Block A.

The northern walkway is an important aspect of the permeability strategy throughout the site. We have arranged 3 new entrances off Stocking Avenue and this walkway links them all to the western plaza, the focal point of the development when approached from the site entrance.

In view of the importance of the pedestrian route we have introduced a number of measures to minimise any loss of amenity to either the residential amenity facility of the first floor apartments adjacent to it.

At ground floor level the residential amenity facility will address the retaining wall to the walkway from site entrance number 2. the wall will not encroach on the view from the first floor apartments in this location.

The wall will be lined with timber trellis, with extensive planting so as too present a green wall effect when viewed from the residents lounge.

The footpath between the walkway and the residential amenity is access for residents only to the secure bicycle parking which is located at this level.

Both of the apartments at first floor level will have clear views to the north of the site. The balconies are 2.5 meters away from the walkway and are above the eye level of people using the walkway for access to the western plaza.

The balcony balustrade design is 50 x 8 mm powder coated mild steel plate which will act as a privacy screen when approached from the east or west, thus minimising any potential overlooking from the walkway into the apartment

Taking these design elements into consideration we believe the injury to the first floor apartment units will be minimal and not detract from the amenity value of the balcony to the apartments.





Sample Balustrade Design to Fold Residential Dev. at Dolphins Barn

Stocking central - Design Statement





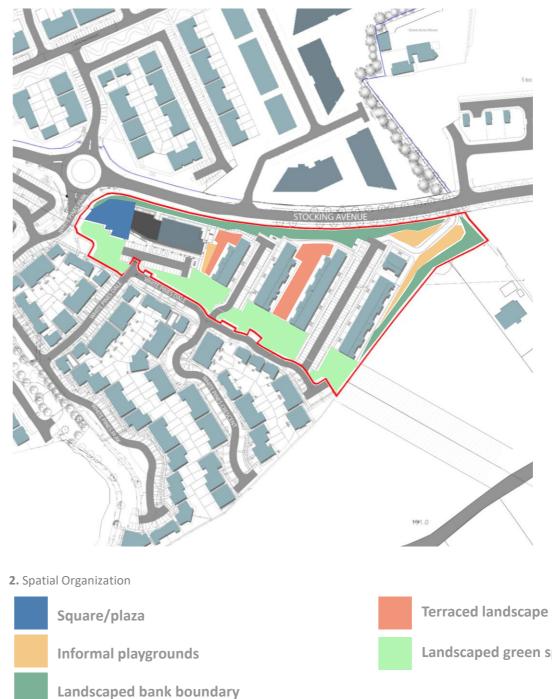


Detail Section thru Block A showing relationship of Block to Walkway

The ground floor strategy for the site balances residential use with amenity functions. The amenity functions are located at the west end of Block A in the lower ground floor which addresses the plaza on the west of the site. All the residential units in Blocks B, C1, C2, D and E are all accessed from the street side, with amble glazing to promote passive surveillance and to enliven the streetscape to pedestrians.



All communal and public open spaces have been arranged around the apartment blocks to promote both active and passive amenities through out the site. The plaza has been located at the main entrance to the development, and is bookend by Block A. There is an informal Playground to the eastern site entrance, again this has been framed by Block E. There is a strong landscaped space below the powerlines linking all the public and communal spaces throughout the site. Between Blocks A and B there is a communal open space for active use, between blocks C1 and C2 there is a terraced garden for passive use. Block D abuts the eastern site boundary and will be landscaped to act as a passive amenity to the residents. To the north of the site is a landscaped bank boundary which rises gently to the base of the apartment blocks.



Amenity

Landscaped green spaces under powerlines



There are 3 new pedestrian entrances from Stocking Avenue to the site. The eastern entrance and western plaza entrance can also facilitate bicycle access. The residential amenity facility is also access at lower ground floor level off the western plaza.. Vehicular access is off the main roundabout which leads to entrances from the White Pines South development. These will ensure even distribution of vehicular activity throughout the development. The vehicular entrance/exit to the east of the site, is for emergency use only. The car parking has been distributed through the site and is generally arranged to service the apartments on the street. All parking is on grade, with level access to the front door of each apartment unit.







- **Core** access
- Own door access
- Amenity access
- Vehicular access





.7 Stocking central - Design Statement



The apartment blocks have been generally arranged on a north south axis to maximise the views to/from the apartments to the surrounding area. This arrangement also ensures all public/communal open spaces will receive passive surveillance from the resident of the development.



1. Views to and from Development

- **1** Passive surveillance from Apartments to public open spaces
- **1** Views to the city and mountains from apartment units

The resident amenity facility has been located at lower ground floor level in Block A. At the entrance to the development this is the most appropriate and convenient location for the amenity. The amenity can be access from the western plaza, and from the north and south side of the block at upper ground floor level. The apartment units in all the blocks have been arranged with living and/or bedroom accommodation to both sides of the blocks. All apartments in Blocks B, C1, C2, D and E are all dual aspect.



2. Active Edge to Plaza – residential amenity engages with public plaza



Residential

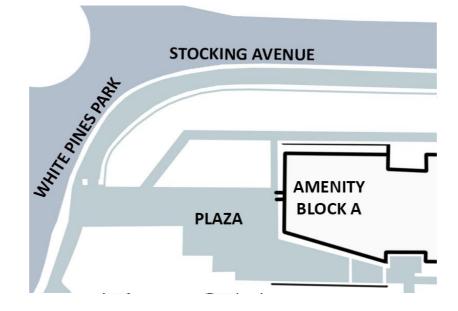


The West Plaza at the intersection of Stocking Avenue and White Pines Park is a nodal point in the neighbourhood and is marked by the Gateway building, Block A. The plaza relates to the amenity spaces accommodated in Block A as well as to the retail unit across the street Neighbourhood Centre which is under construction.

The plaza not only serves as a nodal point along Stocking Avenue, but also serves to draw pedestrians through the site via the steps on the south edge of Block A.

Wheelchair access to the residential amenity facilities is direct at lower ground floor level. At upper ground floor level wheelchair access is via lift to lower ground floor.

Access to the secure bicycle parking is also via the plaza, to the northern side of Block A with direct access to the Bicycle store at the lower ground floor level. From the bicycle store there is direct access to the lift and stairs which serve the apartments above. Visitor bicycle parking will also be provided in the plaza.



West Plaza – Conceptual Diagram





Stocking central - Design Statement

WESTERN PLAZA ADJACENT TO BLOCK A









4.9 Boundary and Landscape Strategies

Interface with adjacent Roads/Streets

Boundary landscaping encourages porosity through the site while privacy strips ensure privacy is maintained at ground level.

The plaza adjacent to the amenity facilities in Block A (and addressing the new White Pines Park street) with its integrated seating areas will benefit from a quality hard landscaping and draw people up the steps and through the site.

Existing trees between footpath and Stocking Avenue to be retained. The new upper footpath along the north boundary of the site to be of compacted gravel. Nodes with seating between buildings to act as breaks along the northern compacted gravel footpath with reinforced grass for the emergency exit/entrance in the north east corner of the site (aiding SUDs).

Within the site

A plaza is provided to the eastern corner of the site and will be located near Blocks C2 and D/E with trees in hard landscaping and sculpture/play elements. Terraced viewing/seating will be located throughout the site. Casual play features will be incorporated within the landscaping.

The public open space provision of the site exceeds the 10% minimum as required by SDCC. The combined area is 20% across the site. This calculation excludes the significant landscape meadow which runs below the 110KV clearway, totalling 18%.

Please Refer to Mitchells Landscape Architect Report for more comprehensive information relating to the landscaping strategy.





Paving and reinforced grass integrated strips

Stocking central - Design Statement

Casual play features

Stepped ramp



Terraced Landscape



Reinforced Grass







Informal Play Equip Elements Refer to play Landso 7

Proposed Standard Street Tree Planting 18-20cmg standard tree Refer to planting schedule

Free Planting 8-20cmg standard tree

ed Multi-Stem Tree Planting Accepted Multi-Stem Tre Max 2.5-3m high with min. emerging from base with s canopy. To be planted belo Refer to planting schedule

Proposed Boundary/Woodland Tree Planting Refer to planting schedule.

Grass Amenity Grass seeding on min. 150mm approved tops Refer to planting schedule.

ntal shrub / herba

All planting to be planted into 450mm approved topsoil. Refer to planting schedule. Boundary/Woodland Plan efer to planting schedule for

Hedge Planting Min. 1.2m high structured hedge planted into a min. 500mm tops Refer to planting schedule.

Wildflower Meadow Mix Refer to planting schedule

Bulb Mix Refer to planting schedule

ced Grass

Emergency access route fin in reinforced grass with 500 wide flush concrete edge or concrete edge on bo sides for delineation PC Flag Paving Silver Grey colours

Public Footpath White/Buff concrete pavement in stre settings and compacted gravel/tarma finish in public open space settings.

arking Bays Permeable paving parking bays in line with DMURS guidelines in espect of size and spec

Accessible Parking Bays Permeable paving parking bays in line with DMURS guidelines in respect of size and spec

Stepped Ramps Gently stepped ramps in between accessible route that reduce the need for retaining walls and provide more gradual transition from Block to Block.

Bark Mulch Wildflower Path 600mm wide nature trails in steeper graded lands

3ollards Min. 1000mm high from grou

with back & am

vcle Racks 316 grade stainless steel with a

Play Equipment Eler Refer to play Landsca



05: Block Layouts

- 5.1 Apartment Block GA Plans
- 5.2 Dual Aspect and Orientation
- 5.3 Residential Amenity Design





2 ROOF LEVEL SCALE 1:200



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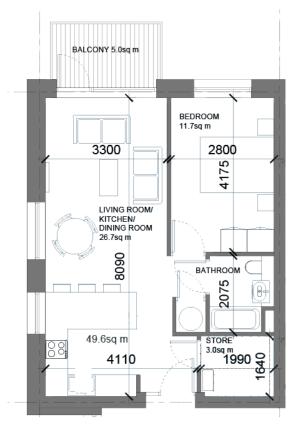
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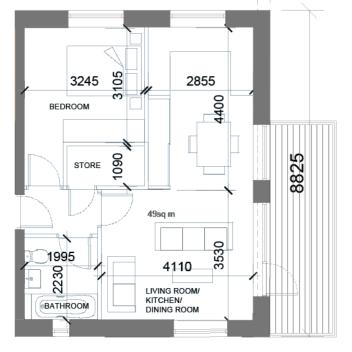


5.1 Apartment Block GA Plans – Block A

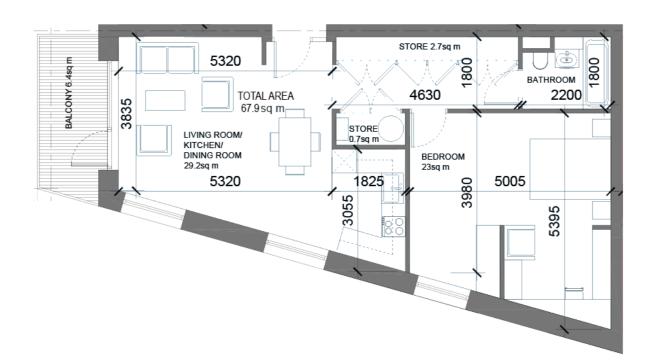
Typical 1 Bed Apartment – Corner Unit – Type 01 – 49.6 sqm



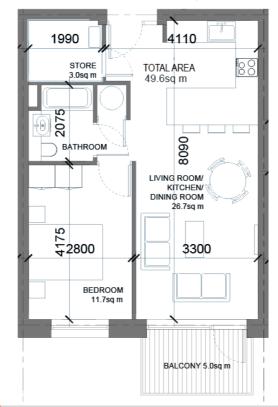
Typical 1 Bed Apartment - Corner Unit - Type 03 - 49 sqm



Oversized 1 Bed Apartment - Corner Unit - Type 02 - 67.9 sqm

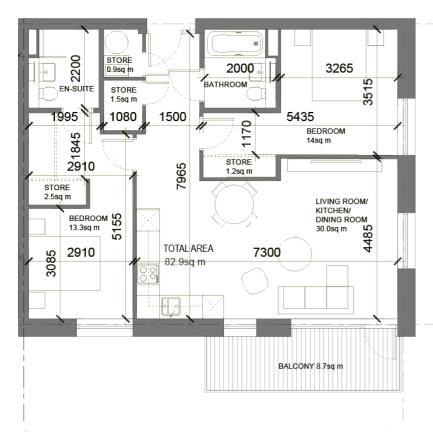


Typical 1 Bed Apartment - Single Aspect - Type 04 - 49.6 sqm

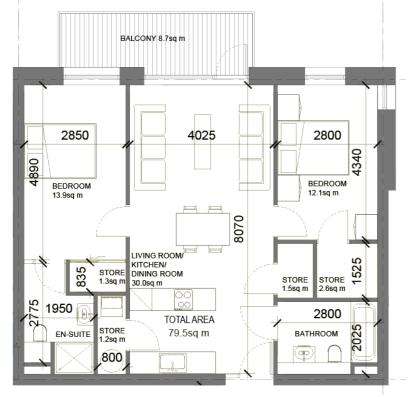


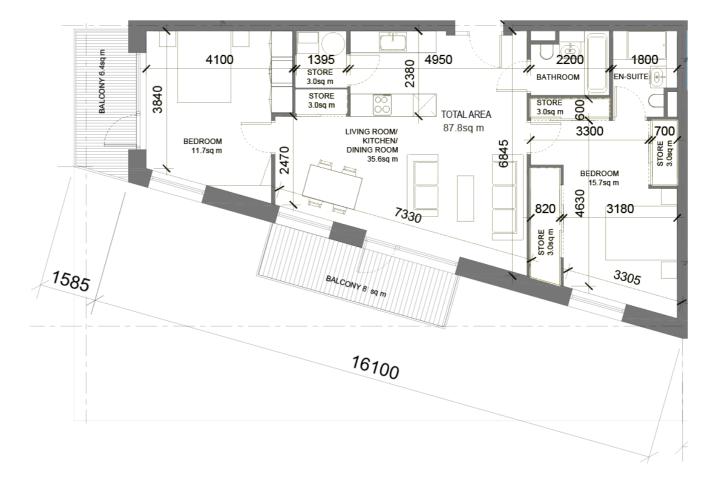
5.1 Apartment Block GA Plans – Block A

Typical 2 Bed Apartment – Corner Unit – Type 01 – 82.9 sqm



Typical 2 Bed Apartment – Dumbbell Corner Unit Type 03 – 79.5 sqm





Typical 2 Bed Apartment - Corner Unit Type 02 - 87.8 sqm

5.1 Apartment Block GA Plans – Block A Schedule of Accommodation

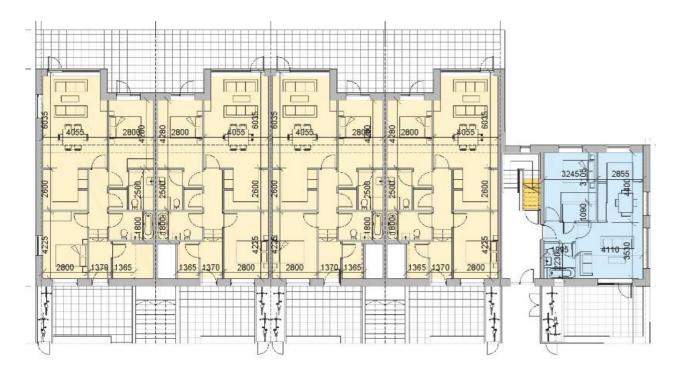
BLOCK A - AFARTMENT BLOCK				
Apt type	area(sqm)			
1 Bed (chamfer)	67.9			
1 Bed	50.4			
2 Bed (chamfer)	87.8			
2 Bed	79.5			

Total number of units	47
Number of dual asp	
units	20
Dual aspect ratio	43%

LEVELS	1 Bed Chamfer	1Bed	2 Bed Chamfer	2Bed Type A	TOTAL	Apartments NET area	Plant/Store/ Bike	AMENITIES	GROSS Internal Area (including all the voids)	DUAL ASPECT
	NO	No		No		AREA	AREA	AREA	AREA	No
Lower GF	0	0	0	0	0	0.0	147	123	352	0
GF	1	5	0	4	10	637.9	17		882	4
1	0	6	1	4	11	708.2	0	0	891	4
2	0	6	1	4	11	708.2	0	0	891	4
3	0	6	1	4	11	708.2	0	0	891	4
4	0	2	1	1	4	268.1	0	0	349	4
SUM	1	25	4	17	47	3030.6	164	123	4256	20
2	67.9	1260.0	351.2	1351.5		3030.6				S
TOTAL APARTMENTS	47			N	let / Gross [GEA]		78%			43%

BLOCK A - APARTMENT BLOCK

5.1 Apartment Block GA Plans – Block B



Block B

Block B has been arranged on a north south axis which follows the nearest site contours to the block.

All the apartments are own door access and have dual aspect at each floor level. The northern end of the block abuts Stocking Avenue and terminates with 3 own door apartments accessed off a common stair core

All the apartments have clear views to .Dublin City and the Dublin mountains.

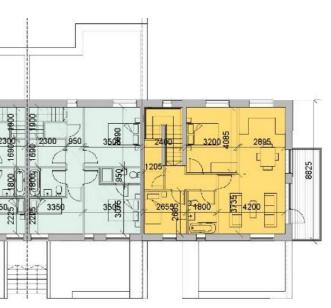


2 SECOND FLOOR LEVEL - SCALE 1:200



LEGEND





5.1 Apartment Block GA Plans – Block B Schedule of Accommodation

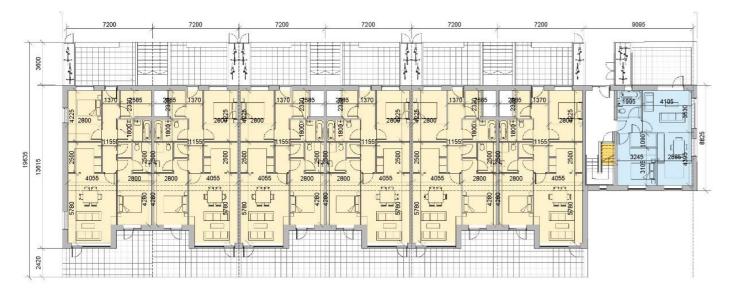
BLOCK B - DUPLEX

Apt type	area(sqm)
1 Bed	49.0
2 Bed/3p with stairs	72.0
2 Bed	80.2
3 Bed Duplex	110.0

Total no of units	11
Number of Dual asp	
Units	11
dual asp ratio	100%

LEVELS	1Bed	2bed/3p	2Bed	3Bed Duplex	Apartments agregate area	Gross Internal Area
	No		No	No	AREA	AREA
GF	1		4		369.8	414
1	1			4	561.0	297
2		1			501.0	297
SUM	2	1	4	4	930.8	1008
	98	72	320.8	440	930.8	
TOTAL NO UNITS	11			N	et / Gross [GEA]	92%

[DUAL ASPECT
	No
ł	11
RATIO	100%



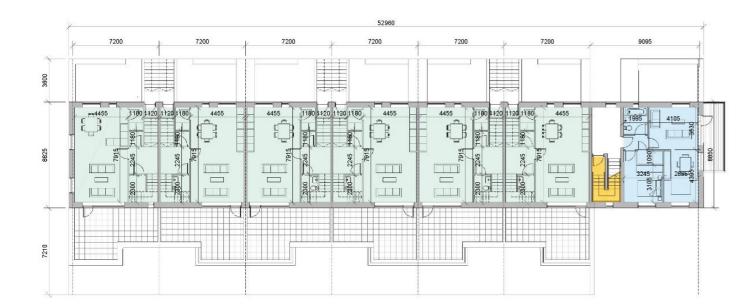
Block C1

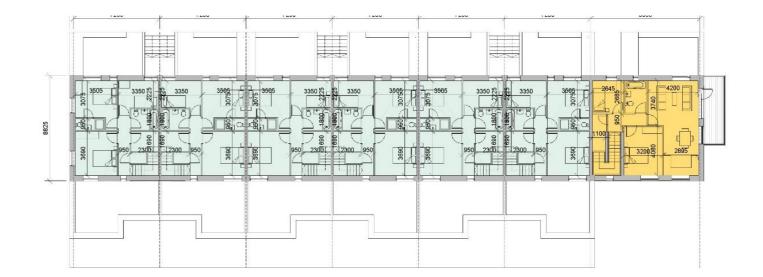
Block C1 has been arranged on a north south axis which follows the nearest site contours to the block.

All the apartments are own door access and have dual aspect at each floor level. The northern end of the block abuts Stocking Avenue and terminates with 3 own door apartments accessed off a common stair core

All the apartments have clear views to .Dublin City and the Dublin mountains.

GROUND FLOOR LEVEL - SCALE 1:200







2 FIRST FLOOR LEVEL - SCALE 1:200



5.1 Apartment Block GA Plans – Block C1 Schedule of Accommodation

BLOCK C1 - DUPLEX

Apt type	area
1 Bed	49.0
2 Bed/3p with stairs	72.0
2 Bed	80.2
3 Bed Duplex	110.0

Total number of units	15
number of dual asp units	15
dual asp ratio	100.00%

LEVELS	1Bed	2Bed/3p	2Bed	3Bed Duplex	Apartments agregate area	Gross Internal Area
	No	No	No	No	AREA	AREA
GF	1		6		530.2	586
1	1			6	781.0	412
2		1		0	781.0	412
SUM	2	1	6	6	1311.2	1410
	98	72	481.2	660	1311.2	
TOTAL NO OF UNITS	15			N	et / Gross [GEA]	93%

5.1 Apartment Block GA Plans – Block C2



Block C2

Block C2 has been arranged on a north south axis which follows the nearest site contours to the block.

All the apartments are own door access and have dual aspect at each floor level. The northern end of the block abuts Stocking Avenue and terminates with 3 own door apartments accessed off a common stair core

All the apartments have clear views to .Dublin City and the Dublin mountains.

(1) GROUND FLOOR LEVEL - SCALE 1:200



(2) SECOND FLOOR LEVEL - SCALE 1:200



5.1 Apartment Block GA Plans – Block C2 Schedule of Accommodation

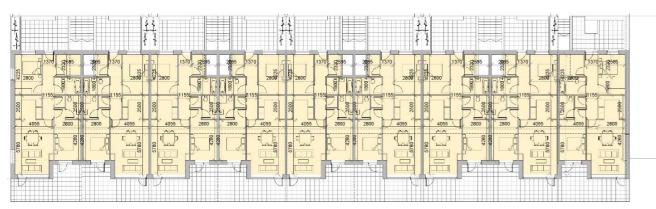
BLOCK C2 - DUPLEX	(
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Apt type	area
1 Bed	49.0
2 Bed/3p with stairs	72.0
2 Bed	80.2
3 Bed Duplex	110.0

Total number of ur	nits	19	
Number of dual asp units		19	
Dual asp ratio		100.00%	
3Bed Duplex	Apartments agregate area	Gross Internal Area	DUAL ASP
No	AREA	AREA	No
	600 C	750	
	690.6	759	
8		526	
8	1001.0		
8		526	19
	1001.0	526 526	19

	Apt type	area			Total number of un	nits	19		
	1 Bed	49.0							
	2 Bed/3p with stairs	72.0			Number of dual as	p units	19		
	2 Bed	80.2			Dual asp ratio		100.00%		
	3 Bed Duplex	110.0							
					<u>.</u>			•	
DUAL ASPECT	LEVELS 1Bed	LEVELS 1Bed 2Bed/3p 2Bed	2Bod	3Bed Duplex	Apartments	Gross Internal		DUAL	
DOALASI LOI		Ibeu	26eu/5p	Zbeu	Sbeu Duplex	agregate area	Area		DUAL
No		No	No	No	No	agregate area AREA	Area AREA		
	GF								
				No	No	AREA 690.6	AREA		DUAL
				No		AREA	AREA 759		
				No	No	AREA 690.6	AREA 759 526		
No	GF 1 2			No 8	No 8	AREA 690.6 1001.0	AREA 759 526 526		

5.1 Apartment Block GA Plans – Block D/E



Blocks D and E

Block D has been arranged on a north south axis which follows the nearest site contours to the block.

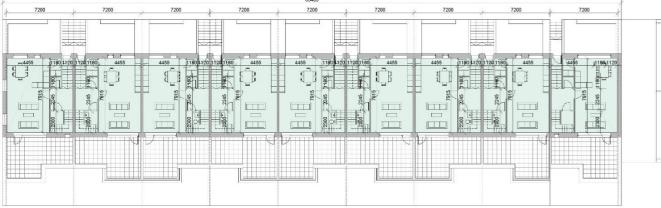
Block E has been arranged on a east west axis which follows the nearest site contours to the block.

All the apartments are own door access and have dual aspect at each floor level.

The northern end of Block E abuts Stocking Avenue and has been orientated to maximise the views from the apartment to the eastern public open space.

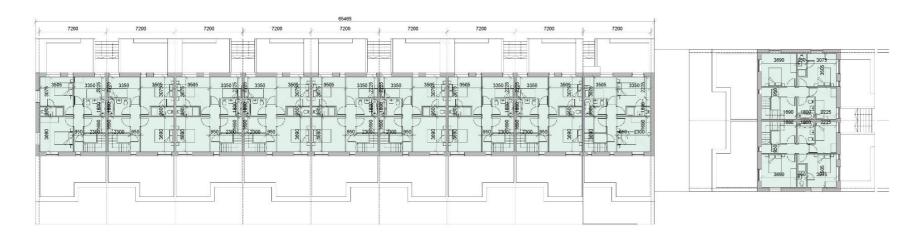
All the apartments have clear views to .Dublin City and the Dublin mountains.

(1) GROUND FLOOR LEVEL - SCALE 1:200



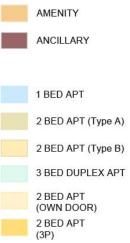


2 FIRST FLOOR LEVEL - SCALE 1:200



(2) SECOND FLOOR LEVEL - SCALE 1:200





5.1 Apartment Block GA Plans – Block D/E Schedule of Accommodation

BLOCK D - DUPLEX

Apttype	area
2 Bed	80.2
3 Bed Duplex	110

Total number of units	18
Number of dual asp	
units	18
Dual asp ratio	100%

DUALASPEC	Gross Internal Area	Apartments agregate area	3Bed Duplex	2Bed	LEVELS
No	AREA	AREA	No	No	
	773	722		9	GF
	511	990	9	32	1
	511	330	3	63.91	2
18	1795	1712	9	9	SUM

TOTAL APARTMENTS

Net/Gross [GEA] **95**%

	DUALASPECT
	No
3	18
RATIO	100%

18

BLOCK E - DUPLEX

Apttype	770 7	T otal number of units	
Apt type	area		4
		Number of dual asp	
2 Bed	80.2	units	4
3 Bed Duplex	110	Dual asp ratio	100%

LEVELS	2B ed	3B ed Duplex	Apartments agregate area	Gross Internal Are	
No	No	No	AREA	AREA	
GF	2		160	169	
1		2	220	112	
2		(4)	220	112	
SUM	2	2	380	393	

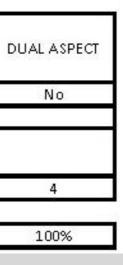
T OT AL APART MENT S

4

Net / Gross [GEA]

97%

100% RATIO



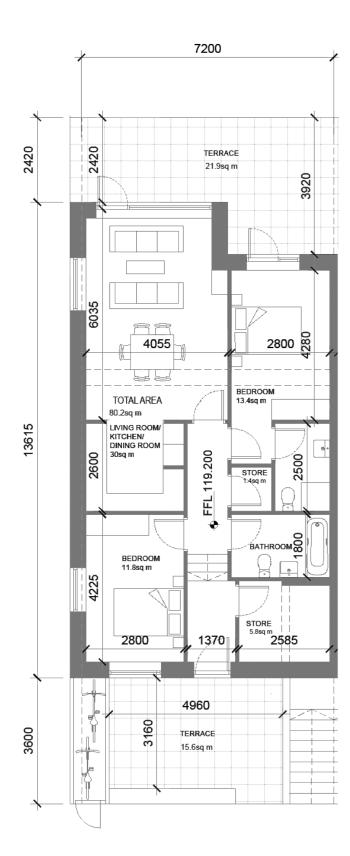
No

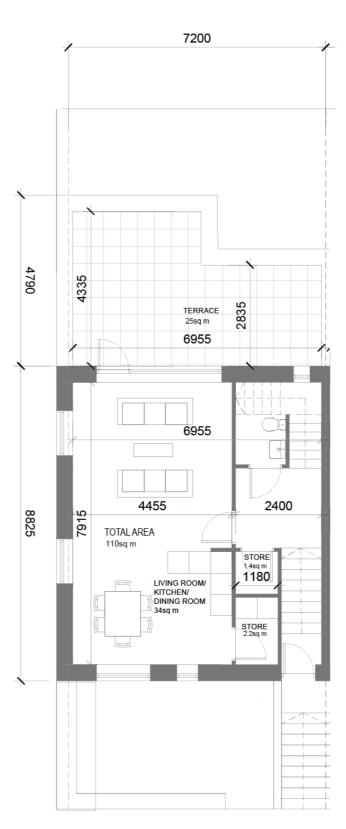
4

5.1 Apartment Block GA Plans – Blocks B, C1, C2, D and E – Dimensioned Apartment & Duplex Floor Plans

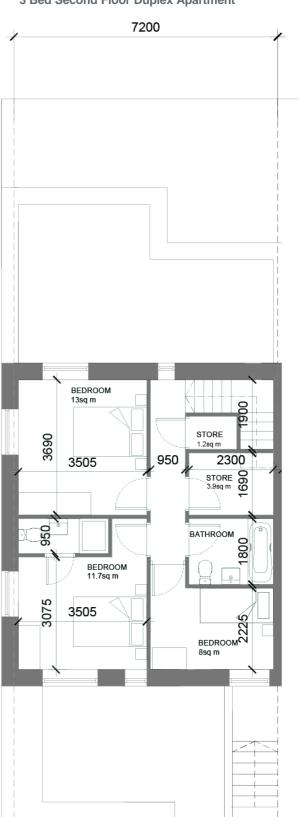
Typical 2 Bed Ground Floor Apartment – 80.2 sqm

3 Bed First Floor Duplex Apartment – 110 sqm









8825

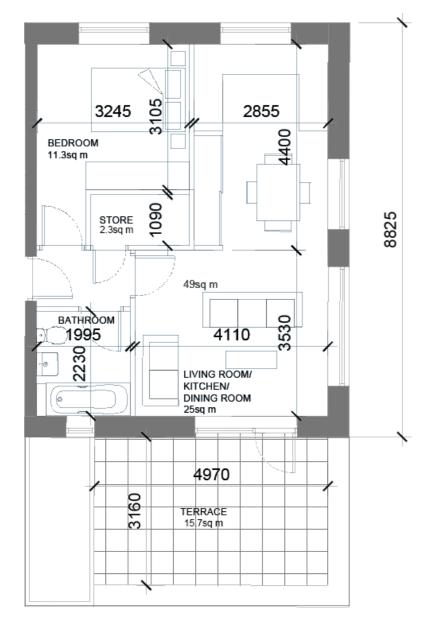
3 Bed Second Floor Duplex Apartment

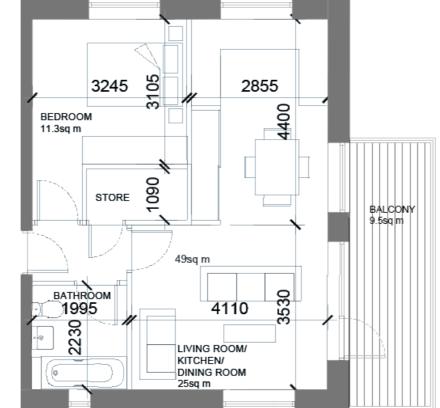
5.1 Apartment Block GA Plans – Blocks B, C1 & C2 – Dimensioned Apartment Floor Plans

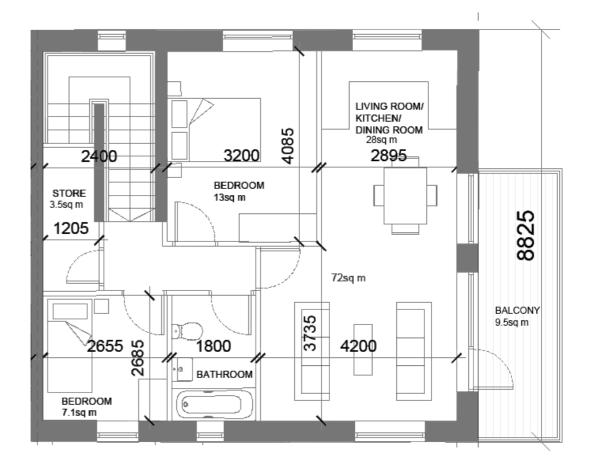
Typical 1 Bed Ground Floor Apartments – 49 sqm

Typical 1 Bed First Floor Apartments – 49 sqm

Typical 2 Bed Second Floor Second Floor Apartment – 72 sqm









5.2 Dual Aspect and Orientation – Block A

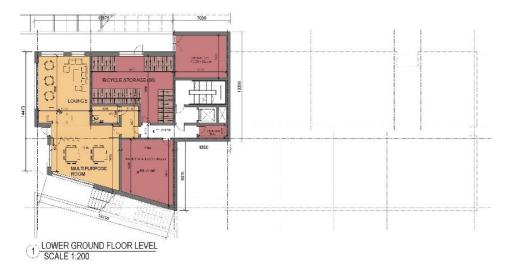
The corner apartments to each floor in Block A have been specifically designed to maximise the views from the apartments to the surrounding views.

The living rooms have been designed to each corner of the block with full height glazing to maximise the views. Each room is also served with a balcony to allow for outdoor use.

A second window has also been provided to each corner unit and has been arranged to align with the dining table in the open plan living space. This allows the residents to enjoy the views from the kitchen/dining table

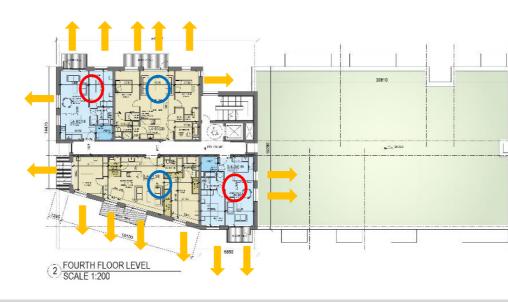


BLOCK A DUAL ASPECT APARTMENTS TO DUBLIN CITYSCAPE, WESTERN PLAZA AND DUBLIN MOUNTAINS









AMENITY
ANCILLARY
STUDIO
1 BED APT
2 BED APT (Type A)
2 BED APT (Type B)
3 BED DUPLEX APT
2 BED APT (OWN DOOR)
2 BED APT (3P)



TOTAL 43% DUAL ASPECT



5.2 Dual Aspect and Orientation – Block A North East Facing Apartments

Whilst the overall percentage of dual aspect apartments is 76% across the development, with 43% dual aspect apartments there a number of north east facing apartments.

There are a number of existing site factors which determined the aspect and orientation of Block A.

These are as follows: -

- The site is extremely narrow at the western end due to the overhead powerline clearway (34m) to the south and Stocking Avenue road to the north.
- There is a significant fall of 3 meters across the footprint of the block,.
- This location, adjacent to the roundabout was the ideal site for a gateway building, signifying the arrival point to the development
- The SDCC LAP identified this site as suitable for a public open space, again indicating the importance of the entrance to the site
- The best views from the site are north to the city and south to the mountains

All of the above factors when taken into consideration determined that Block A could only be aligned on an east west axis, running parallel to Stocking Avenue road.

The restrictive width of site, and the falls, made it impossible to kink the footprint of Block A to try and avoid any northeast facing apartments. We have introduced significant recesses within the northern façade to provide daylight to the dumbbell apartments within these locations. The windows to the bedrooms on opposing sides are arranged to avoid direct overlooking. Vertical fins will also be arranged to maximise the privacy between the units.

To supplement these measures the apartments have been generously sized at 80 sqm, and are open plan in design so as to maximise the views from the living accommodation. The balconies to these units have also been increased from 6m to 9sqm in size and will serve both the living room and the master bedroom. The glazing to the all the rooms will be full height, with the living room window 4 meters in width. The floor to ceiling heigh has also be increased to 2.55 m clear to all apartments within the block.

Furthermore the elevation of the site above sea level and its location affords incredible clear views from both the living rooms and the bedrooms to Dublin City, this combined with the above outlined supplemental design features to the apartments should mitigate the restricted dual aspect design of the apartments.

These apartments have not be included in either our calculation of dual aspect for Block A (43%), or as part of the overall calculation for the development (76%)



1 BED DUAL ASPECT

2 BED DUAL ASPECT

TOTAL 43% DUAL ASPECT

VIEW FROM ROOM





VIEW TO DUBLIN CITY FROM BLOCK A APARTMENTS

The applicant commissioned 3D Design Bureau to take drone photographs from the upper these 2 Bed apartments to demonstrate the significant views from the elevated development to Dublin city centre and the Irish sea.



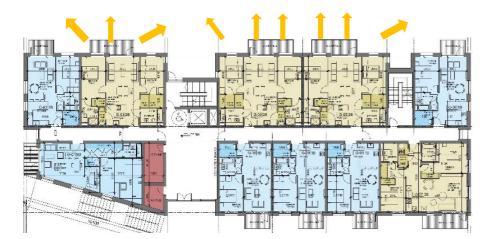




VIEW TO DUBLIN CITY FROM BLOCK A APARTMENTS AT FIRST FLOOR LEVEL

The applicant commissioned 3D Design Bureau to take drone photographs from the upper these 2 Bed apartments to demonstrate the significant views from the elevated development to Dublin city centre and the Irish sea.







VIEW TO DUBLIN CITY FROM BLOCK A APARTMENTS AT SECOND FLOOR LEVEL

The applicant commissioned 3D Design Bureau to take drone photographs from the upper these 2 Bed apartments to demonstrate the significant views from the elevated development to Dublin city centre and the Irish sea.







VIEW TO DUBLIN CITY FROM BLOCK A APARTMENTS AT THIRD FLOOR LEVEL

(7)

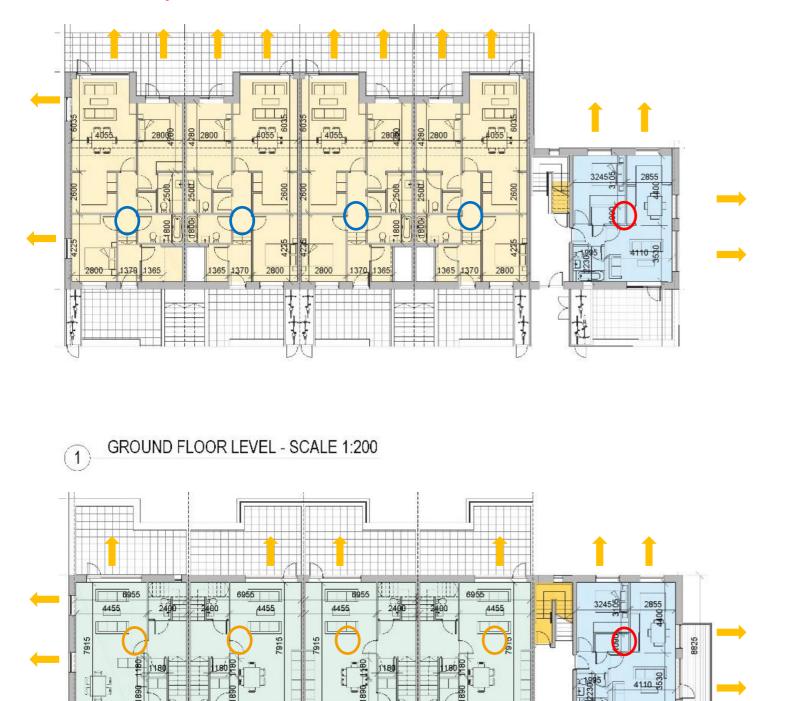
The applicant commissioned 3D Design Bureau to take drone photographs from the upper these 2 Bed apartments to demonstrate the significant views from the elevated development to Dublin city centre and the Irish sea.





47

5.2 Dual Aspect and Orientation – Block B





Block B

The northern and southern end gables to the block have 270 degree views from the apartments.

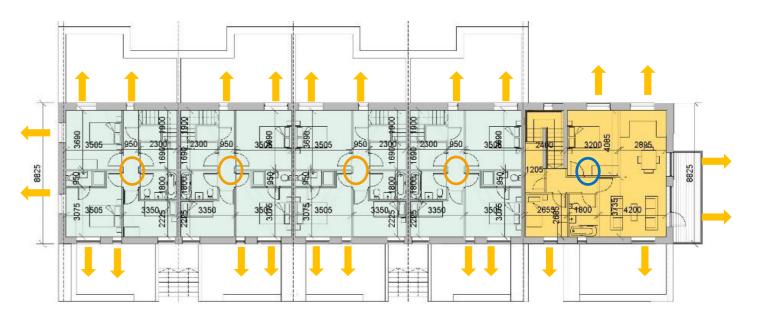
The living rooms to the ground floor apartment have been located to the west side of the block offering views to the communal garden which serves the block.

The Duplex apartments are open plan at first floor with views to the street and communal open space.

During the tripartite process it was noted the distance between Block A and B might injury the privacy between the blocks. This distance has been increased to 21 meters at ground level and 24 meters at first/second floor level. This distance increases to 30 meters at the northwest corner between the Blocks. We have also introduced vertical fins to the living room of the apartments in Block A.

We noted the comments made with regard to the importance of the façade design of the block to Stocking Avenue. In view of this we have increased the glazing to this façade, and rearranged the balconies at first and second floor level to address the road. These changes have maximised the passive surveillance to Stocking Avenue from the apartment block.

All the apartments in Block B are dual aspect.



2 SECOND FLOOR LEVEL - SCALE 1:200

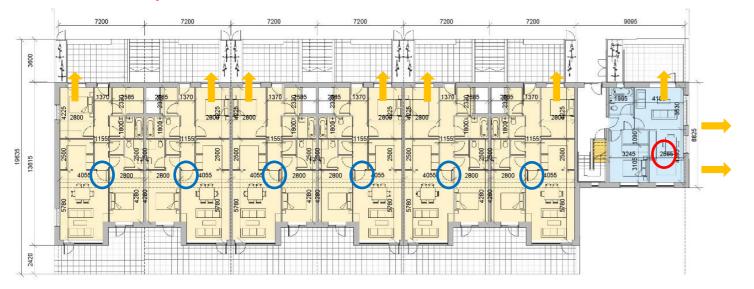
LEGEND



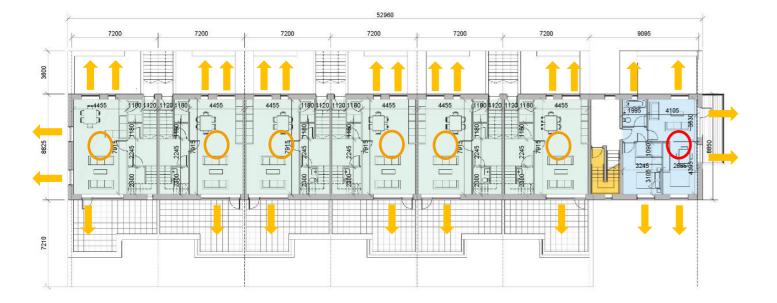




5.2 Dual Aspect and Orientation – Block C1



(1)-GROUND FLOOR LEVEL - SCALE 1:200



(2) FIRST FLOOR LEVEL - SCALE 1:200

Block C1

The northern and southern end gables to the block have 270 degree views from the apartments.

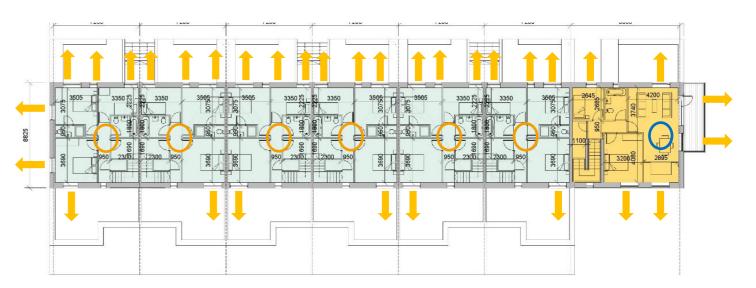
The living rooms to the ground floor apartment have been located to the west side of the block offering views to the communal garden which serves the block.

The Duplex apartments are open plan at first floor with views to the street and communal open space.

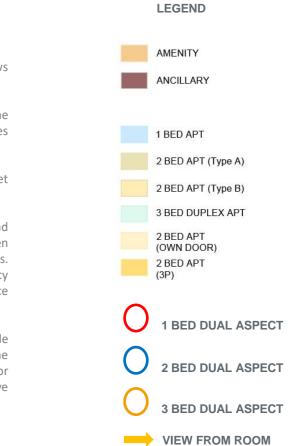
During the tripartite process it was noted the distance between Block C1 and C2 might injure the privacy between the blocks. This distance has been increased to 22 meters at ground level to first floor level between the blocks. There is a 3 meter rise between the blocks which will ensure the privacy between the ground floor apartments. On the upper floor levels the distance is 24 meters between the blocks

We noted the comments made with regard to the importance of the façade design of the block to Stocking Avenue. In view of this we have increased the glazing to this façade, and rearranged the balconies at first and second floor level to address the road. These changes have maximised the passive surveillance to Stocking Avenue from the apartment block.

All the apartments in Block C1 are dual aspect.

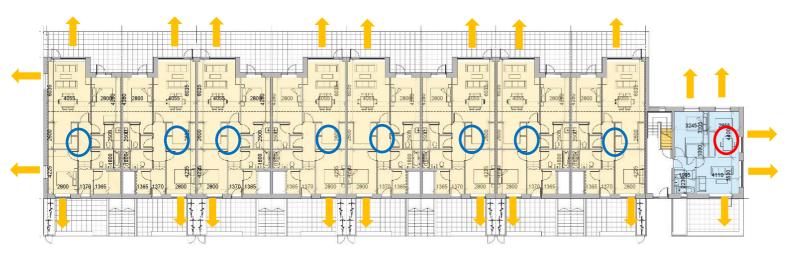


(2) SECOND FLOOR LEVEL - SCALE 1:200





5.2 Dual Aspect and Orientation – Block C2



(1) GROUND FLOOR LEVEL - SCALE 1:200

Block C2

The northern and southern end gables to the block have 270 degree views from the apartments.

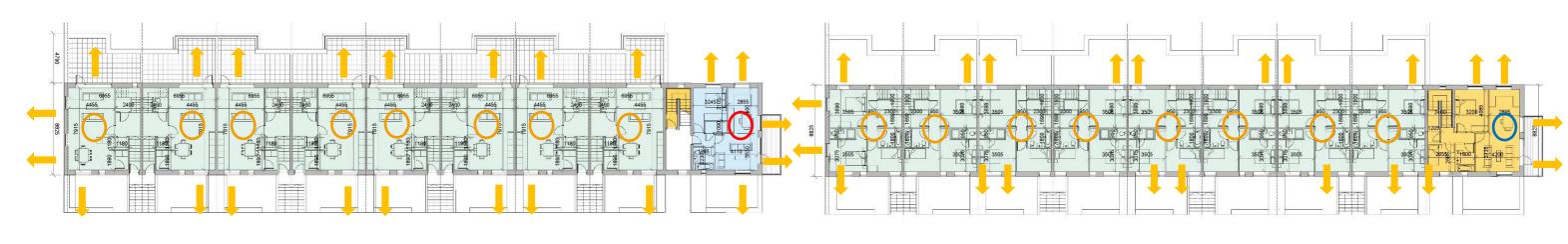
The living rooms to the ground floor apartment have been located to the west side of the block offering views to the communal garden which serves the block.

The Duplex apartments are open plan at first floor with views to the street and communal open space.

During the tripartite process it was noted the distance between Block C1 and C2 might injure the privacy between the blocks. This distance has been increased to 22 meters at ground level to first floor level between the blocks. There is a 3 meter rise between the blocks which will ensure the privacy between the ground floor apartments. On the upper floor levels the distance is 24 meters between the blocks

We noted the comments made with regard to the importance of the façade design of the block to Stocking Avenue. In view of this we have increased the glazing to this façade, and rearranged the balconies at first and second floor level to address the road. These changes have maximised the passive surveillance to Stocking Avenue from the apartment block.

All the apartments in Block C2 are dual aspect.



(2) SECOND FLOOR LEVEL - SCALE 1:200

2 FIRST FLOOR LEVEL - SCALE 1:200

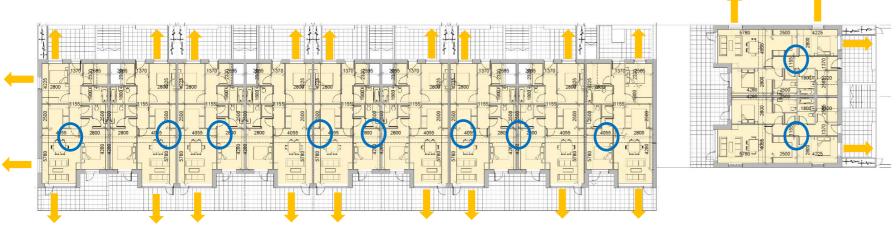
LEGEND



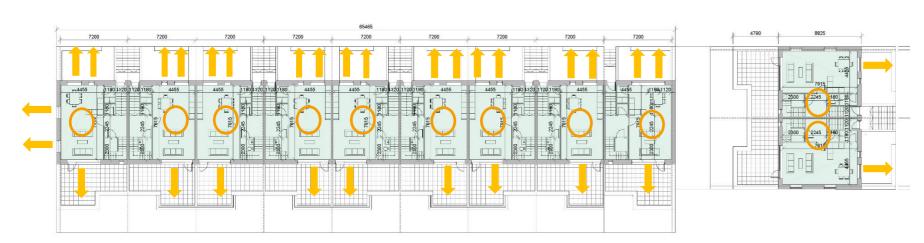




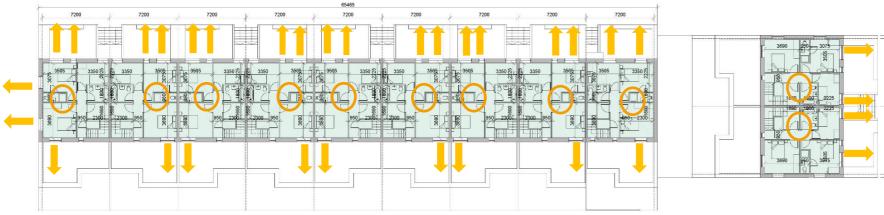
5.2 Dual Aspect and Orientation – Block D/E



(1) GROUND FLOOR LEVEL - SCALE 1:200



(2) FIRST FLOOR LEVEL - SCALE 1:200



Block D

The southern end gable to Block D has 270 degree views from the apartments. The northern end gable of the block will be dual aspect but will not have windows to the northern elevation to ensure overlooking and privacy will not be an issue.

The living rooms to the ground floor apartment have been located to the east side of the block offering views to the communal garden which serves the block.

The Duplex apartments are open plan at first floor with views to the street and communal open space.

During the tripartite process it was noted the distance between Block D and the site boundary may compromise any further development to the site immediately to the east. The Block has be repositioned to ensure it is 11 meters from the boundary at the tightest condition (south east corner). This dimension increases to 17 meters at the north eastern corner of the Block.

With this adjustment the block will not compromise any future development on the lands to the east of the site.

Block E

We noted the comments made with regard to the importance of the façade design of the block to Stocking Avenue. In view of this we have increased the glazing to this façade, and rearranged the balconies at first and second floor level to address the road. These changes have maximised the passive surveillance to Stocking Avenue from the apartment block.

All the apartments in Blocks D and E are dual aspect.

(2) SECOND FLOOR LEVEL - SCALE 1:200

LEGEND



	AMENITY
	ANCILLARY
	1 BED APT
	2 BED APT (Type A)
	2 BED APT (Type B)
	3 BED DUPLEX APT
	2 BED APT (OWN DOOR)
	2 BED APT (3P)
\sim	
O	1 BED DUAL ASPECT
0	2 BED DUAL ASPECT
0	3 BED DUAL ASPECT

VIEW FROM ROOM



5.3 Residential Amenity Design - Block A



Residential Amenity Facility

The residential Amenity Facility is located in Block A at the lower ground floor level. Access to the facility is from the Western Public plaza. The amenity is 123 sqm in area and provides the following facilities: -

Facilities include:

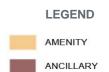
- Main Reception Concierge Desk
- Informal Lounge
- Multi-Purpose Room
- Parcel Storage
- Unisex DAC Toilet



Main Reception Lounge – CGI Sketch View indicative only



Parcel Storage – Indicative only





Meeting/Multi-Purpose Room - indicative only





06: Appendix

- 6.1 Urban Design Guidelines The 12 Criteria with Indicators
- 6.2 Overall Schedule of Accommodation
- 6.3 A3 set of Planning Application Drawings



01 CONTEXT How does the development respond to its surroundings?

- The development seems to have evolved naturally as part of its surroundings
- Appropriate increases in density respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users
- Form, architecture and landscaping have been informed by the development's place and time
- The development positively contributes to the character and identity of the neighbourhood
- Appropriate responses are made to the nature of specific boundary conditions

The proposed development located immediately to the south of Stocking Avenue continues the theme of apartment blocks addressing Stocking Avenue (Stocking Well Row, Stocking Wood Hall, and Stocking Wood Heath).

The apartment blocks along Stocking Avenue follow the slope of the site and are stepped to further emphasise the natural slope of the site. The natural level changes in the site are taken out in the blocks be stepping to the nearest site level.

The proposed Site accommodates residential apartments and a residential amenity building in Block A thus providing amenities appropriate to serve the residential development.

02 **CONNECTIONS** How well connected is the new neighbourhood?

- There are attractive routes in and out for pedestrians and cyclists
- The development is located in or close to a mixed-use centre
- The development's layout makes it easy for a bus to serve the scheme
- The layout links to existing movement routes and the places people will want to get to
- Appropriate density, dependent on location, helps support efficient public transport

The proposed development is on the 15B bus route (located on its northern boundary with Stocking Avenue). Pedestrian access from Stocking Avenue is at the east and middle of site with additional access off White Pines Park street and White Pines Dale.

Existing well established residential schemes have been developed in the vicinity of the lands (at Stocking Wood, and Woodstown). There are residential properties further to the west and the development at White Pines North (across Stocking Avenue) and White Pines South of the proposed development have been recently completed.

Local grocery shopping facilities include; Lidl on the Oldcourt Rd., Ballycullen located approximately 1.8km away, with Spar Woodstown 1.7km away. New retail units will be located on Site A of this development.

Hiking and orienteering facilities are locates approximately 3.5km to the south in the region of the Hellfire club. Lambert's "Pick Your Own" Fruit Farm, is located approximately 5.5km to the south east.

Approximately 5km to the east of the site lies Marlay Park and the start of the Wicklow Way walking route.

Sporting facilities close-by include; Knocklyon FC pitches across the road from Ballycullen GAA pitch approximately 2.2km away by road. Rathfarnham, Edmonstown and Grange Golf Courses (to name but a few) are in close proximity to the site.

03

- .

- physical and visual barriers

to all members of the community.

door access.

and/or terraces.



RELATIONSHIP OF WHITE PINE CENTRAL TO WHITE PINES SOUTH

Stocking central - Design Statement



RELATIONSHIP OF WHITE PINE CENTRAL TO STOCKING AVENUE



INCLUSIVITY How easily can people use and access the development?

• New homes meet the aspirations of a range of people and households Design and layout enable easy access by all There is a range of public, communal and/or private amenity spaces and facilities for children of different ages, parents and the elderly • Areas defined as public open space that have either been taken in charge or privately managed will be clearly defined, accessible and open to all. New buildings present a positive aspect to passers by, avoiding unnecessary

The scheme has been designed to be fully Part M compliant with full accessibility

Adjacent to the western plaza (near the roundabout) Block A accommodates the main reception lounge, meeting/multi purpose rooms, and parcel station, all accessible to wheelchair users. The scheme consists of one, two, and thee bedroom apartments, which are all accessible by the central lift core and/or own

Each apartment has it's own outdoor private open space in the form of balconies

EASTERN SITE ENTRANCE FROM STOCKING AVENUE

VARIETY 04

How does the development promote a good mix of activities?

- Activities generated by the development contribute to the quality of life in its locality
- Uses that attract the most people are in the most accessible places
- Neighbouring uses and activities are compatible with each other
- Housing types and tenure add to the choice available in the area
- Opportunities have been taken to provide shops, facilities and services that complement those already available in the neighbourhood

The proposed development site will provide a ground floor level residential amenities building located in Block A. This facility will serve residents of the scheme and the surrounding community.

Although not part of this application, the Neighbourhood Centre (currently under construction) will further enhance the quality of services available to the prosed development.

This services will include Retail and Childcare to serve the subject site and the surrounding areas

The high quality landscaped areas serve to draw people through the site and creates a sense of place.

With the surrounding housing developments having 3, 4 and 5 bedrooms this development offers 1, 2 and 3-bedroom apartments as an alternative to improve the local residential mix.

EFFICIENCY How does the development make appropriate use of resources, including land?

- The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design
- Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems
- Buildings, gardens and public spaces are laid out to exploit the best solar orientation
- The scheme brings a redundant building or derelict site back into productive use
- Appropriate recycling facilities are provided

05

The proposed development is a high density development taking advantage of its location close to M50 motorway and the 15B bus route.

Buildings are located to the north along Stocking Avenue and the east, allowing light to flood the high quality landscaped areas beside White Pines Dale and the Plaza on the west adjacent to the roundabout, east adjacent to the Emergency exit, and White Pines South.

Sunlight and daylight studies have been used as a design tool to ensure overshadowing of adjacent developments, and within the scheme is minimised.

The landscape scheme has been designed to maximise the use of native species and in particular planting that will attract insects and bees.



LANDSCAPE MEADOW ADDRESS ALL RESIDENTIAL BLOCKS

06 place?

- memorable layout

The proposed development will include high quality buildings of 6-3 storeys, that will form a distinctive landmark in the locality. A Gateway building (Block A) of 4/6 storeys addresses the plaza at the west end of Site.

The proposed development with its Blocks stepping up the slope creates an suburban edge to Stocking Avenue. The pedestrian route along the north side of the site (by Stocking Avenue) with it's public seating nodes between the various Blocks animates the journey and blurs the line between the development and its surroundings.

The spacing of the Blocks allows residents from adjacent developments to pass through this development at various locations ensuring an animated and self-policed public open space. The construction of retail facilities and a crèche will serve to reinforce a sense-of-place. Given the stepped nature of the site and the form and orientation of the various Blocks, views out of the site are protected and framed.





RESIDENTIAL AMENITY FACILITY AND PUBLIC PLAZA

DISTINCTIVENESS How do the proposals create a sense of

The place has recognisable features so that people can describe where they live and form an emotional attachment to the place

The scheme is a positive addition to the identity of the locality

The layout makes the most of the opportunities presented by existing buildings, landform and ecological features to create a

The proposal successfully exploits views into and out of the site

There is a discernible focal point to the scheme, or the proposals reinforce the role of an existing centre



LANDSCAPED WALKWAY LINKING PLAZA AND PARK PUBLIC OPEN SPACES

07 LAYOUT

How does the proposal create people friendly streets and spaces?

- Layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around.
- The layout focuses activity on the streets by creating active frontages with front doors directly serving the street
- The streets are designed as places instead of roads for cars, helping to create a hierarchy of space with less busy routes having surfaces shared by pedestrians, cyclists and drivers
- Traffic speeds are controlled by design and layout rather than by speed humps
- Block layout places some public spaces in front of building lines as squares or greens, and some semi private space to the back as communal courts

The proposed development maximises the number of opportunities for the public to benefit from the public spaces within the site.

Likewise, the placement of the public footpath along the north of the site creates a more desirable pedestrian route punctuated by mini public spaces/nodes where seating is located. A similar route through the south of the site also enhances this permeability. Traffic is carefully controlled through the site with designated points of entry for vehicles, each serving the apartment blocks. These are north access off the new White Pines Dale rather than adding additional vehicle entrances to Stocking Avenue.

Emergency vehicle access is located at the north east corner of the site. Communal residents only gardens are located between Blocks B, C1 and C2 and Block D. Block A is served by the Western Public plaza, and block E is served by the Eastern Public Open Space.



BLOCK E PASSIVE SURVEILLANCE OF EASTERN PUBLIC PARK

PUBLIC REALM How safe, secure and enjoyable are the public areas?

08

•

- All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use
- The public realm is considered as a usable integrated element in the design of the development
- Children's play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighbourhood
- There is a clear definition between public, semi private, and private space
- Roads and parking areas are considered as an integral landscaped element in the design of the public realm.

Stocking Avenue is overlooked by multiple residential units so as to create a safe urban environment. The public open space is also overlooked by residential units as well as the amenity facilities in Block A at ground floor level. The public open space to the east of the site is similar overlooked by Block E.

The central landscape space below the powerlines is overlooked by Blocks B, C1, C2, and D.

Car parking has been accommodated on surface level and adjacent to each residential Block. Secure bicycle parking is provided at the end of each residential street..

Main entrances, at surface level and in high-visibility locations for passive supervision.



LANDSCAPE MEADOW INTERLINKS COMMUNAL OPEN SPACE TO BLOCKS

Adaptability 09 How will the buildings cope with change?

- small office
- accommodation
- alternative uses.



PUBLIC OPEN SPACE TO EAST OF BLOCK D/E

Designs exploit good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaptation

The homes are energy-efficient and equipped for challenges anticipated from a changing climate

Homes can be extended without ruining the character of the types, layout and outdoor space

The structure of the home and its loose fit design allows for adaptation and subdivision, such as the creation of an annexe or

Space in the roof or garage can be easily converted into living

The proposed development has been designed to meet the latest standards in terms of energy efficiency. While the apartments themselves have little potential flexibility, the amenity spaces in Block A can be adapted to suit

- 10 **PRIVACY AND AMENITY** How does the scheme provide a decent standard of amenity?
- Each home has access to an area of useable private outdoor space
- The design maximises the number of homes enjoying dual aspect
- Homes are designed to prevent sound transmission by appropriate acoustic insulation or layout
- Windows are sited to avoid views into the home from other houses or the street and adequate privacy is affordable to ground floor units.
- The homes are designed to provide adequate storage including space within the home for the sorting and storage of recyclables.

All of the apartments have storage within the apartments and private open space in the form of balconies and terraces consistent with standards set out in the Apartment Design Guidelines for Planning Authorities.

Units have been carefully sited so as to minimise overlooking. The majority of units (76%) are dual aspect.

PARKING 11 How will the parking be secure and attractive?

- Appropriate car parking is on-street or within easy reach of the home's front door.
- Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation.
- Parking is provided communally to maximise efficiency and accommodate visitors without the need to provide additional dedicated spaces
- Materials used for parking areas are of similar quality to the rest of the development
- Adequate secure facilities are provided for bicycle storage

Car parking has been accommodated in designated on surface level car parking adjacent to each residential Block ..

SDCC Development Plan 2016-2022 requires 10% of parking spaces to be suitable for charging EVs (Electric Vehicles), with the rest of the spaces capable of future conversion. This development has dedicated electric vehicle charging points (10% of the total car parking spaces) on each of the residential streets and car parking spaces to Blocks A, B, C1, C2, D and E. All remaining spaces are capable of future conversion to EV charging spaces.

Secure bicycle parking is provided at street end to Blocks B, C1, C2 and D and within the lower ground floor level of Block A, access from the public plaza at lower ground floor level.

Visitor bike parking is provided within the public open spaces throughout the site.



ON STREET LEVEL PARKING TO ALL RESIDENTIAL BLOCKS

DETAILED DESIGN 12 How well thought through is the building and landscape design?

- to the locality
- the outset

The proposed development uses high quality finishes throughout, including extensive use of brickwork, coloured render and metal cladding.

The landscaping has been designed to integrate with the architecture and allows pedestrian access to practically every part of the site.



PRIVATE PATIO AND TERRANCE'S TO ALL RESIDENTIAL BLOCKS

Stocking central - Design Statement

The materials and external design make a positive contribution

The landscape design facilitates the use of the public spaces from

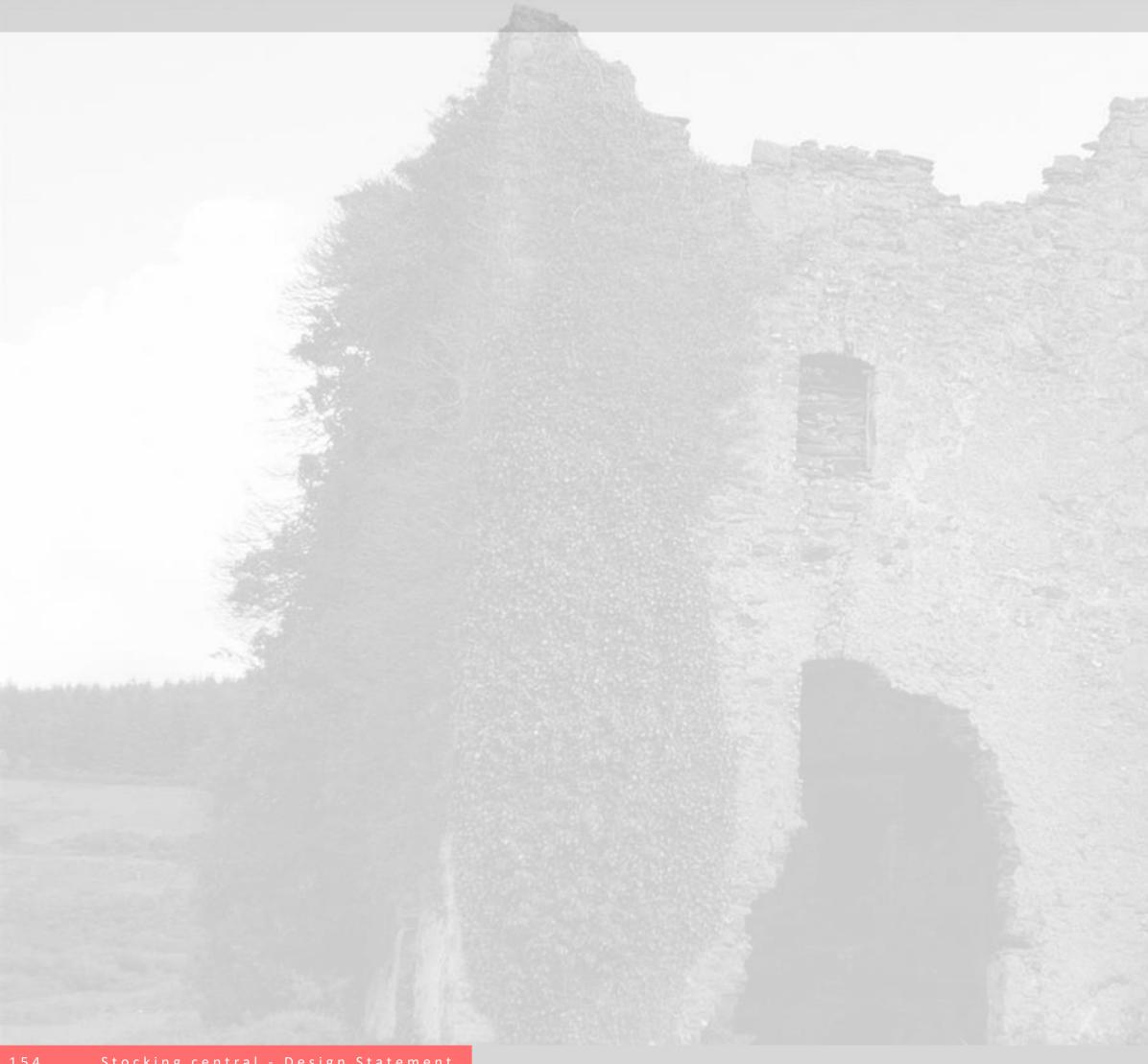
Design of the buildings and public space will facilitate easy and regular maintenance

Open car parking areas are considered as an integral element within the public realm design and are treated accordingly

Care has been taken over the siting of flues, vents and bin stores



ALL RESIDENTIAL BLOCKS ADDRESS THE CENTRAL LANDSCAPE MEADOW



06: Appendix

6.2 Overall Schedule of Accommodation

6.2 OVERALL SCHEDULE OF ACCOMMODATION

OVERALL UNITS:

No of units	Total Area
0	0.0
26	1327.9
21	1702.7
6	294.0
32	2541.8
29	3190.0
114	9056.4
87	
76%]
	0 26 21 6 32 29 114 87

OVERALL UNITS AND AREAS:

DENSITY:

OVERALL [unit/hA] 52.5

AREA (hA)

UNIT MIX

			Total Area
STUDIO	0	0%	0
1 BED APARTMENTS	32	28%	1621.9
2 BED APARTMENTS	53	46%	4244.5
3 BED DUPLEX	29	25%	3190.0
	9056.4		

173

External Bike & Bin Stores & ESB

	STUDIO	1Bed	2Bed	3 Bed Duplex	TOTAL Net Apartments Area	TOTAL Plant / Bin & Bike Stores Area	AMENITIES	TOTAL Gross Area (incl. circulation)
	NO	No	No	No	AREA	AREA	AREA	AREA
Total	0	32	53	29	9056	337	123	10846
Total No of Units			114					

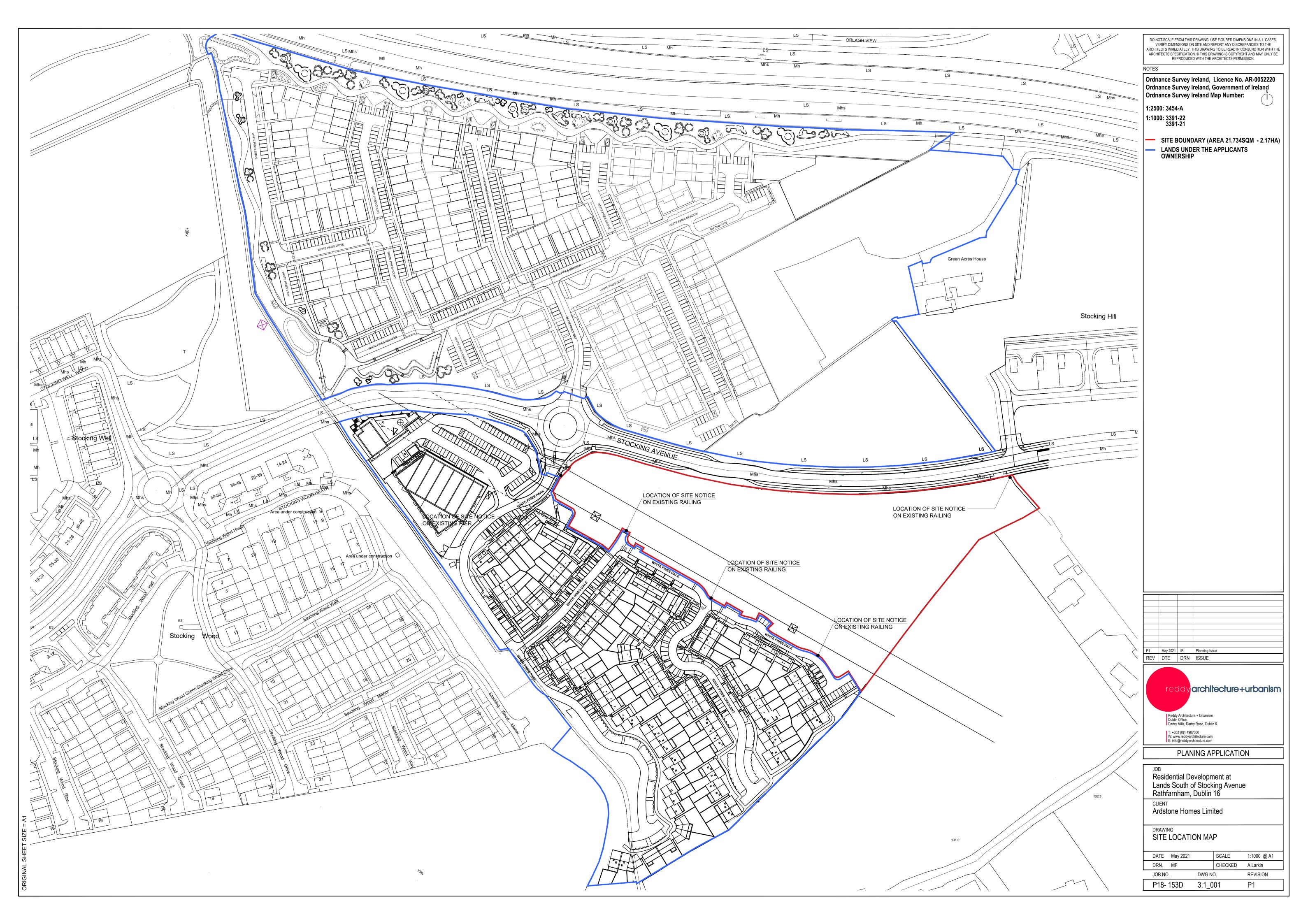
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06: Appendix

6.3 A3 set of Planning Application Drawings

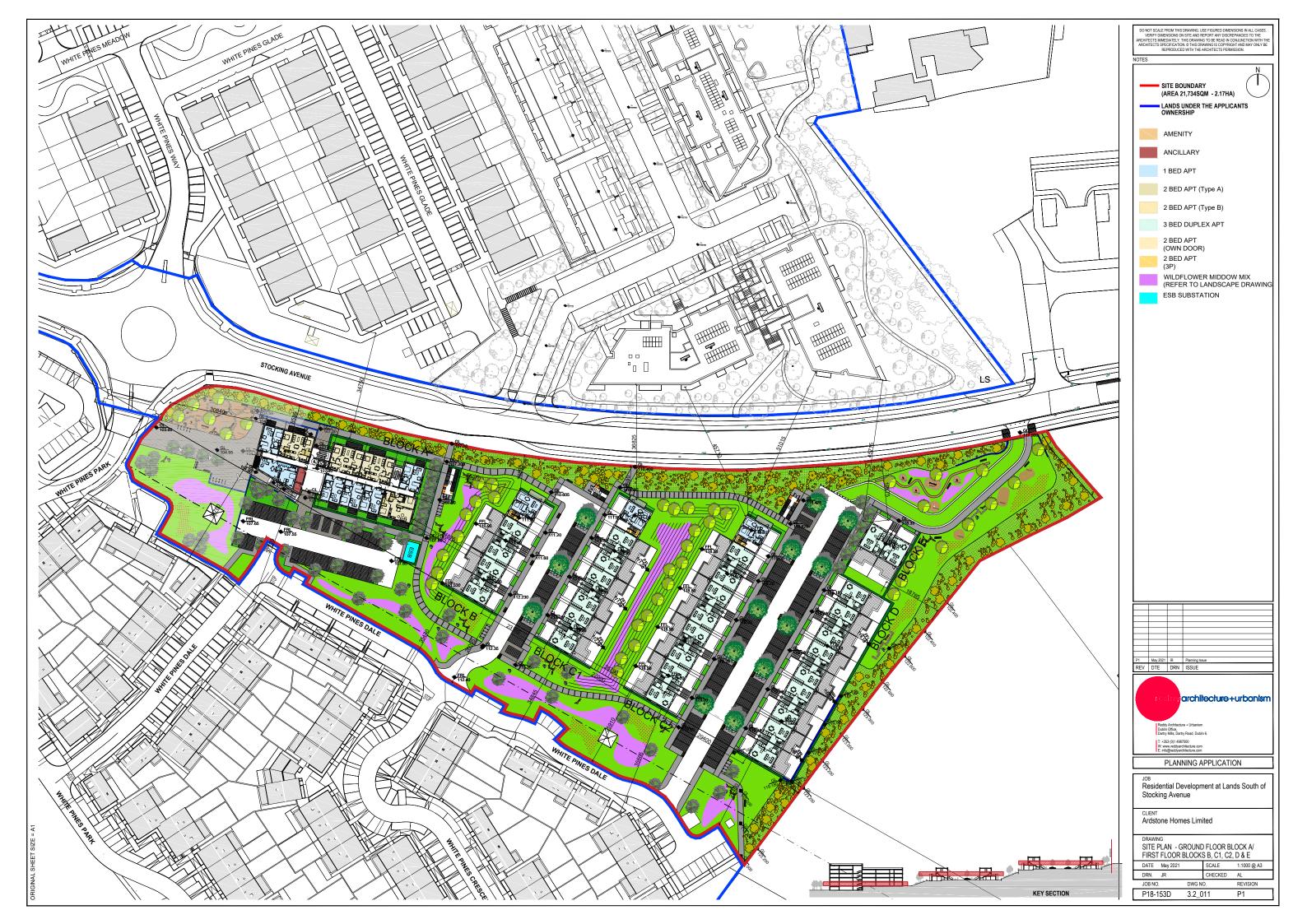
6.3 A3 SET OF PLANNING APPLICATION DRAWINGS

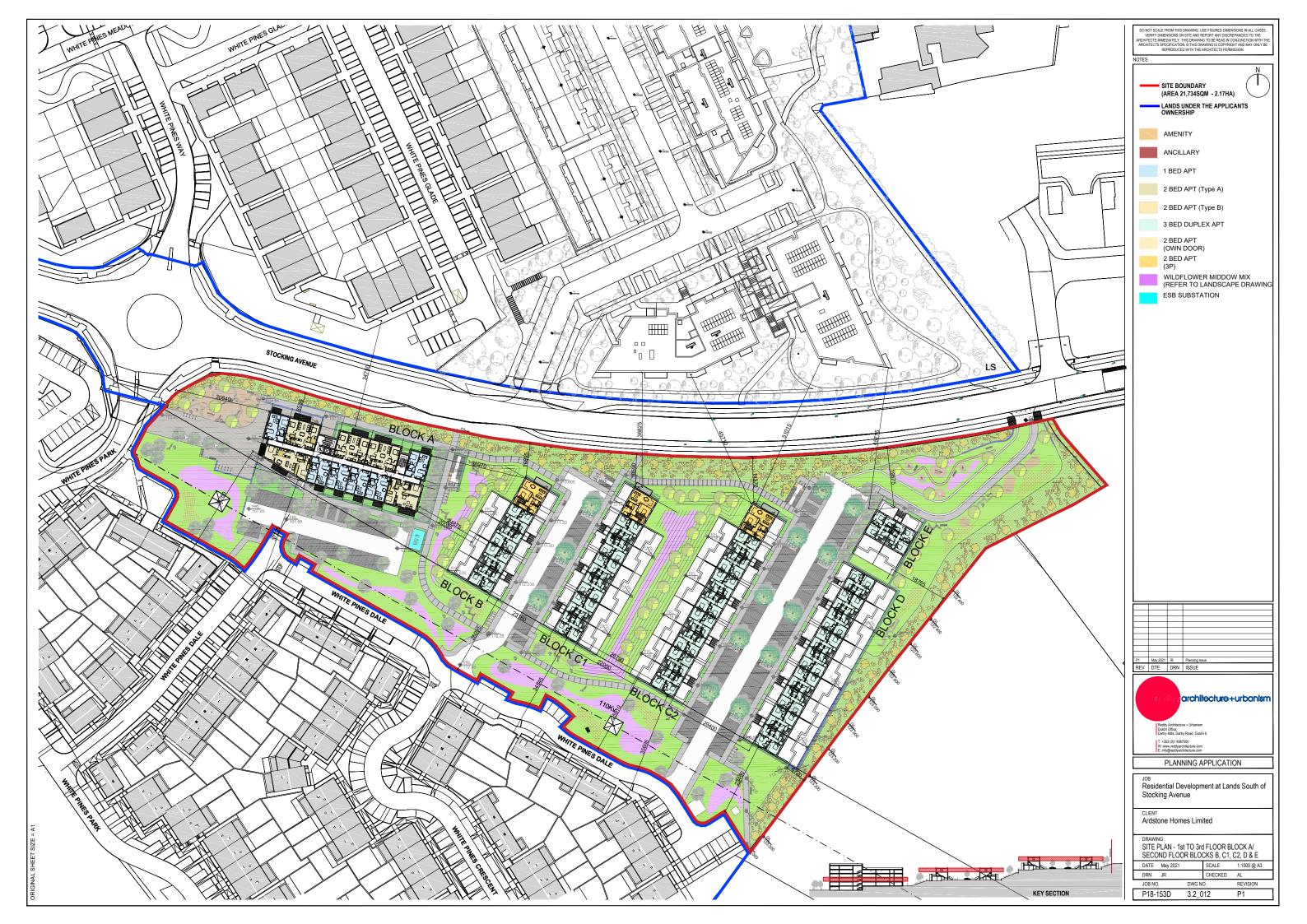
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P18-153D_3.1_010	Site Plan - LW Ground Floor Block A/ Ground Floor Blocks B, C1, C2, D & E	1:1000	A3	P1									
P18-153D_3.1_011	Site Plan - Ground Floor Block A/ First Floor Blocks B, C1, C2, D & E	1:1000	A3	P1									
P18-153D_3.1_012	Site Plan - 1st TO 3rd Floor Block A/ Second Floor Blocks B, C1, C2, D & E	1:1000	A3	P1					_				\square
P18-153D_3.1_013	Site Plan - 4th Floor Block A/ Roof Level Blocks B, C1, C2, D & E	1:1000	A3	P1 P1		<u> </u>				-	_	\rightarrow	\vdash
P18-153D_3.1_014	Site Plan - Roof Level Block A/ Roof Level Blocks B, C1, C2, D & E	1:1000	A3	PT	<u> </u>	<u> </u>	\vdash	\vdash	_		-	\rightarrow	\vdash
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P18-153D_3.1_101	Proposed Block A - Floor Plans	1:200	A1	P1	-	<u> </u>			_	_	-	_	\vdash
P18-153D_3.1_102 P18-153D_3.1_103	Proposed Block B - Floor Plans Proposed Block C1 - Floor Plans	1:200	A1 A1	P1 P1	-	<u> </u>	\vdash	\vdash	_		-	\rightarrow	\vdash
P18-153D 3.1 104	Proposed Block C2 - Floor Plans	1:200	A1	P1		<u> </u>	\vdash					-+	\vdash
P18-153D 3.1 105	Proposed Block D & E - Floor Plans	1:200	A1	P1								-	-
P18-153D_3.1_110	ESB Sub-Station	as shown	A3	P1									
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P18-153D 3.1 201	Proposed Block A - Elevations & Sections	1:200	A1	P1		-						-+	\vdash
P18-153D_3.1_202	Proposed Block B - Elevations & Sections	1:200	A1	P1									
P18-153D_3.1_203	Proposed Block C1 - Elevations & Sections	1:200	A1	P1									
P18-153D_3.1_204	Proposed Block C2 - Elevations & Sections	1:200	A1	P1									
P18-153D_3.1_205	Proposed Block D & E - Elevations & Sections	1:200	A1	P1		<u> </u>					_	_	\vdash
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Planning Consultant													
Local Authority	South Dublin County Council												
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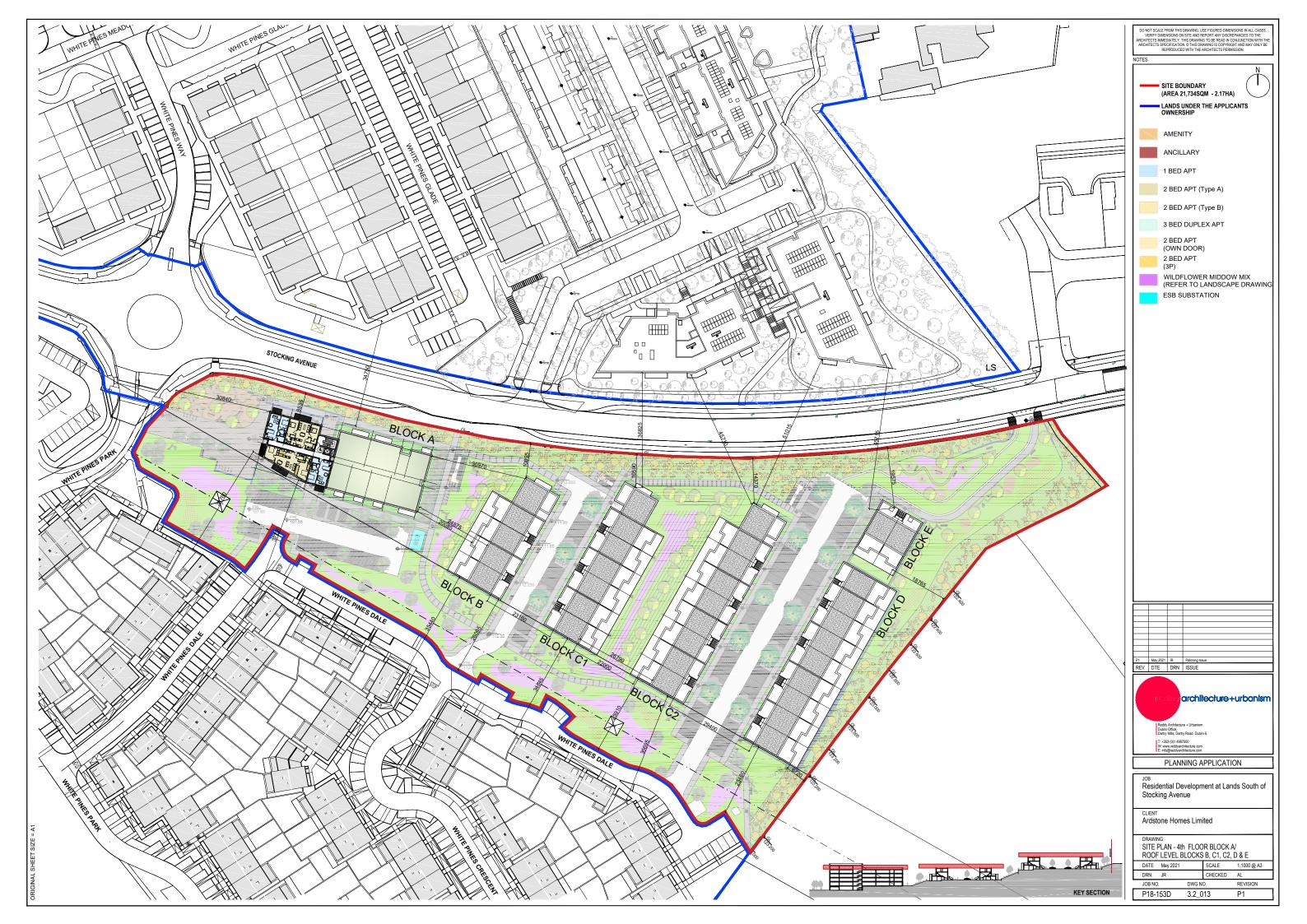


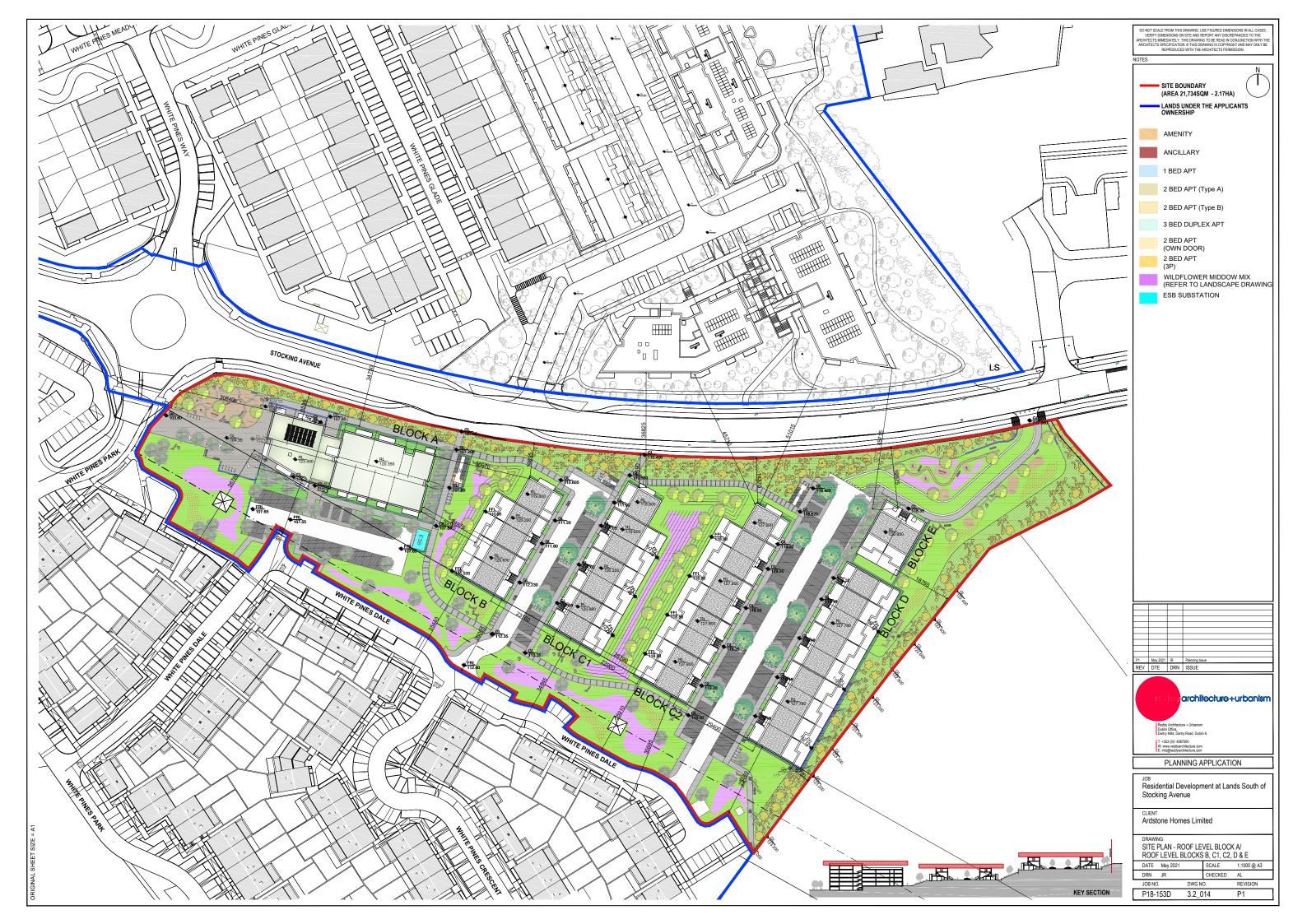


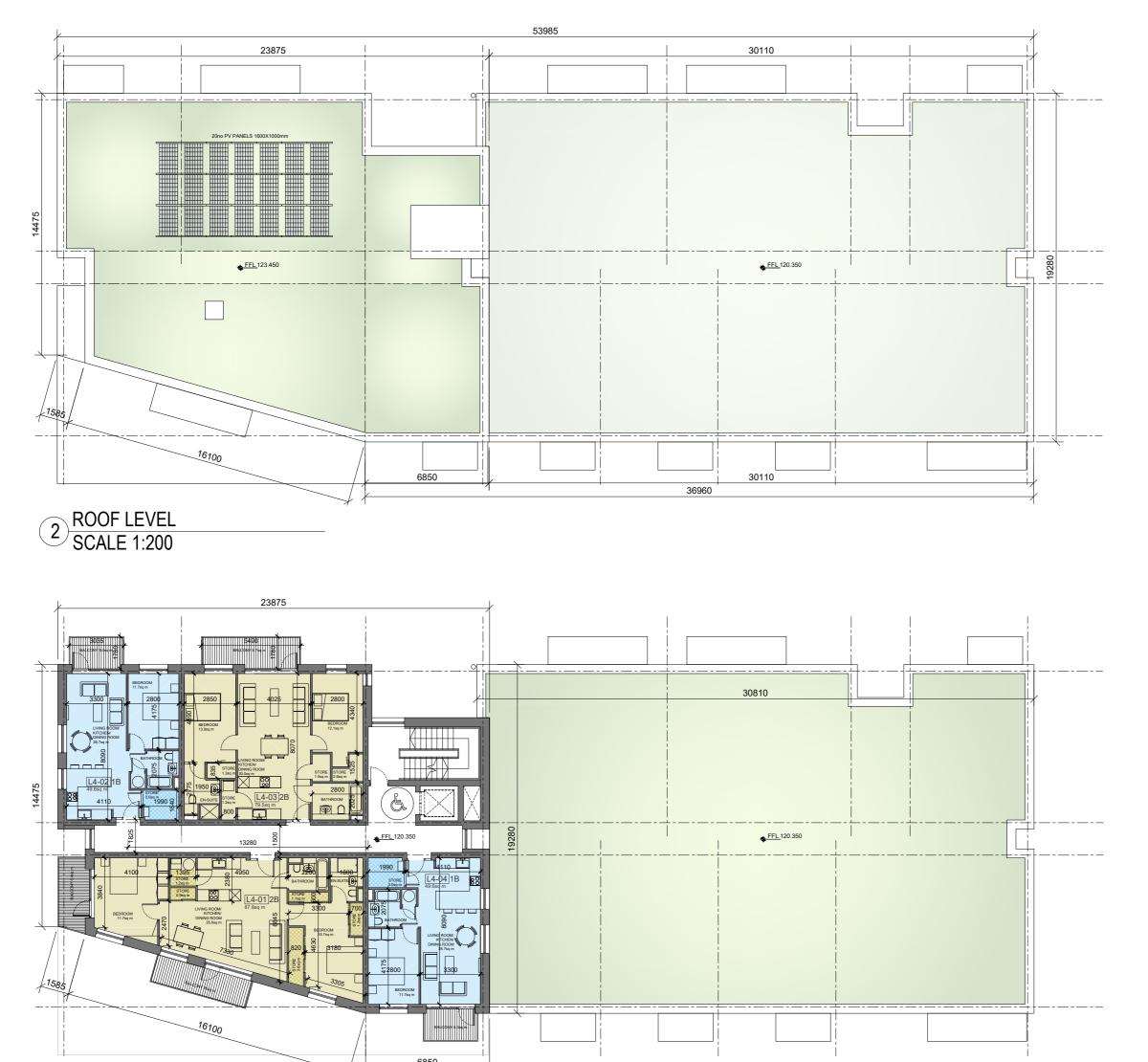


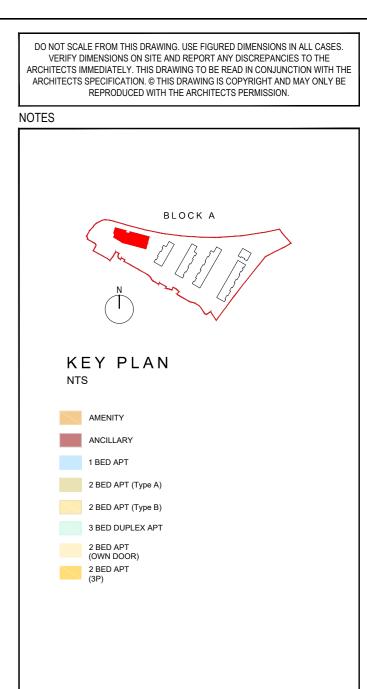










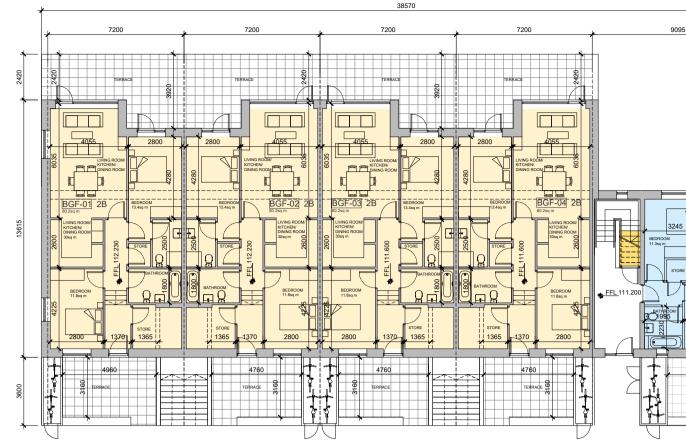


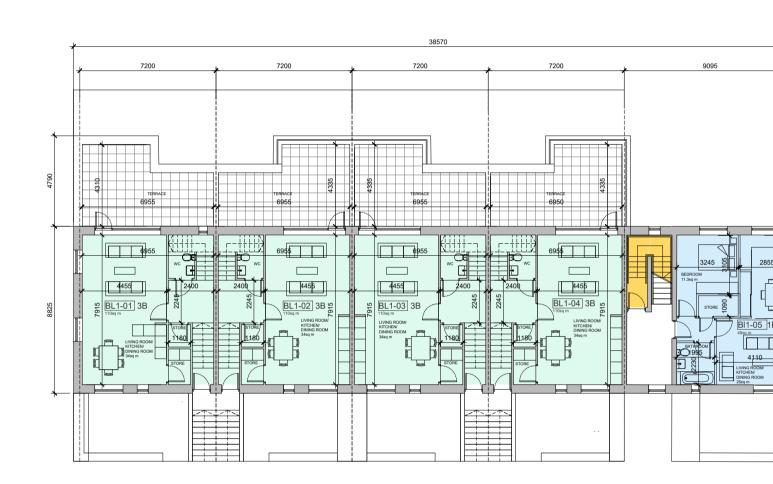




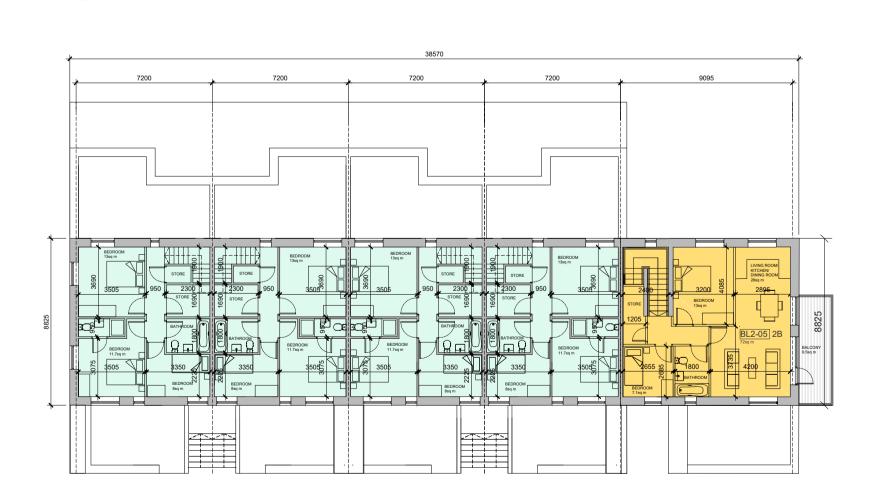
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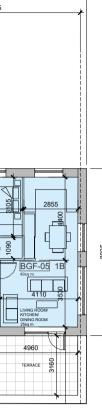


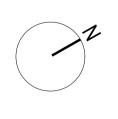


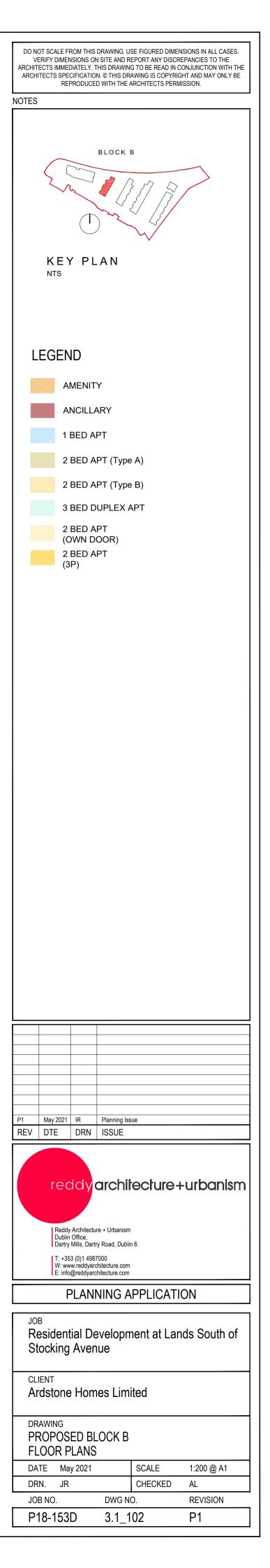
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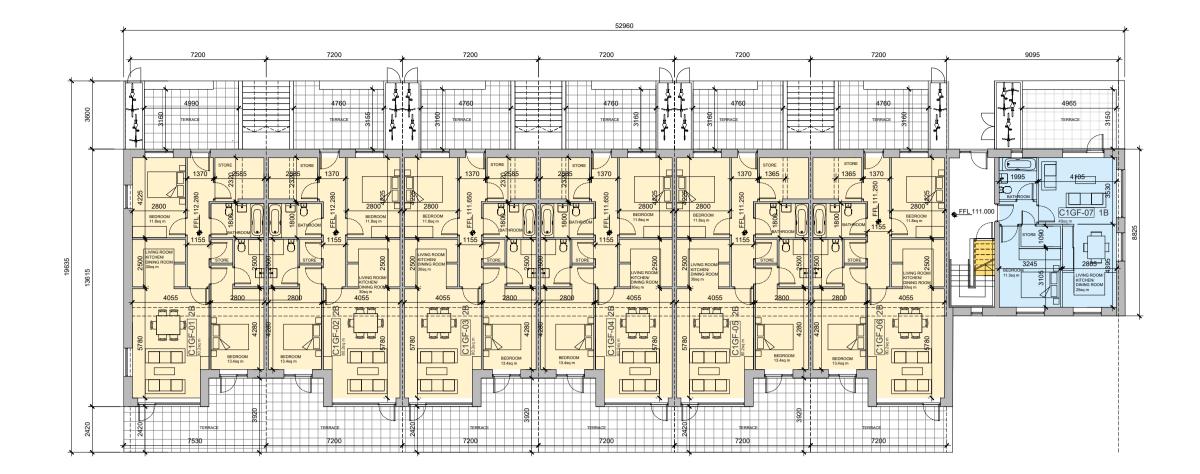


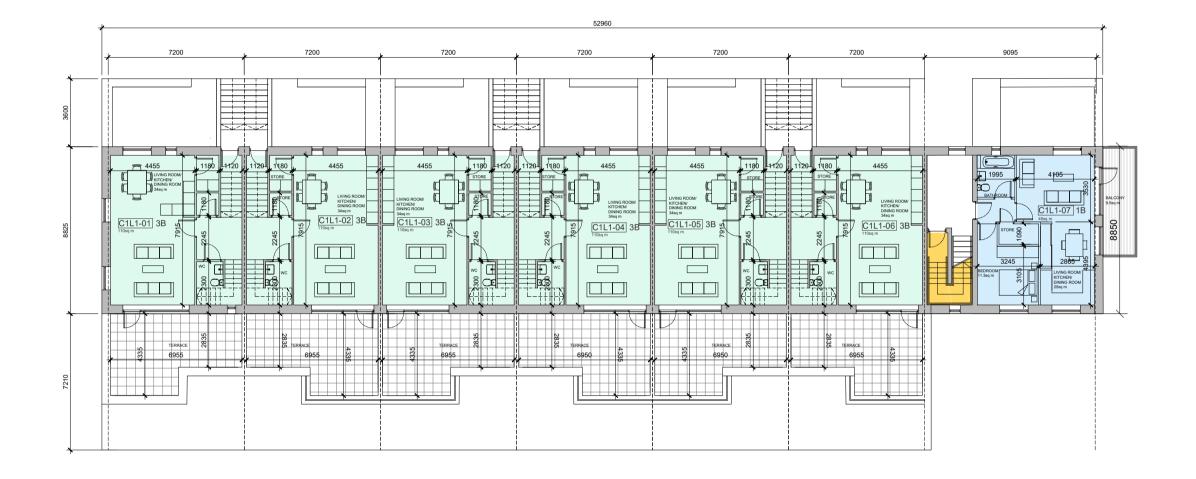
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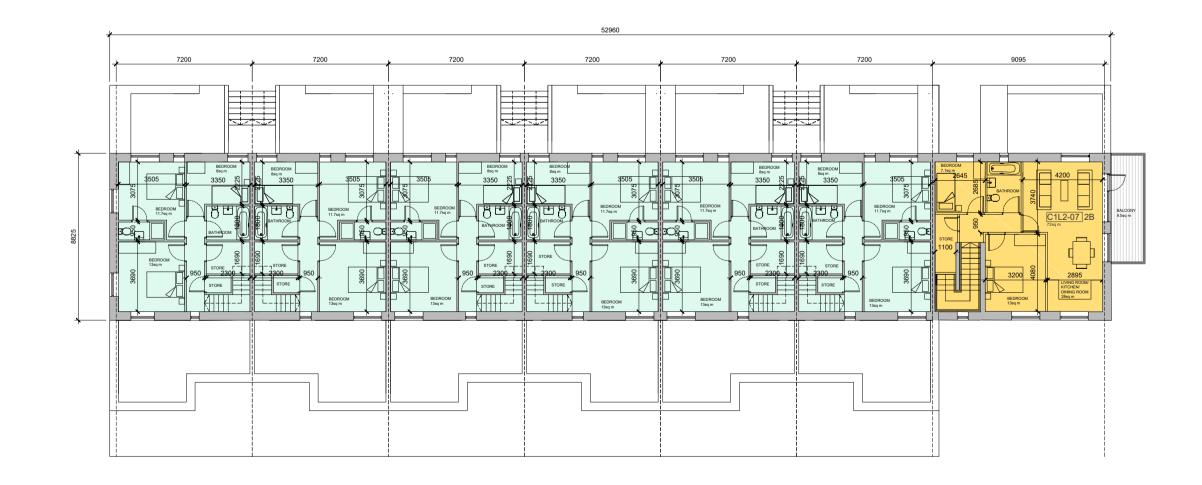






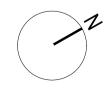


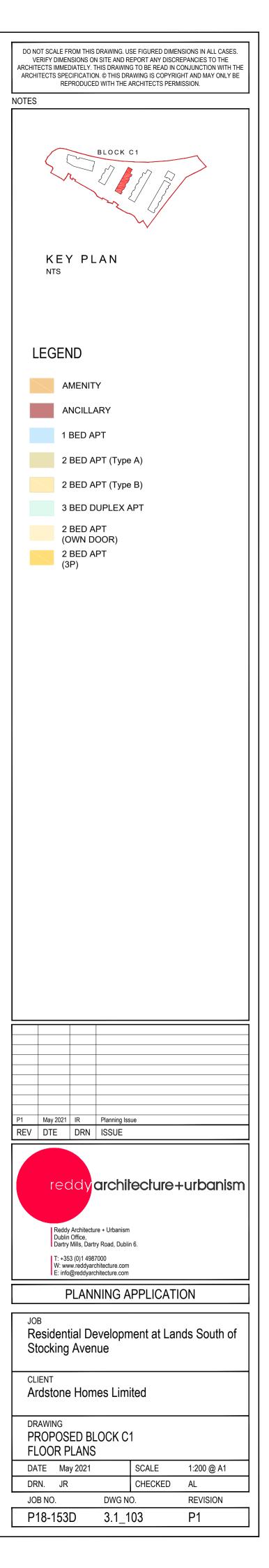
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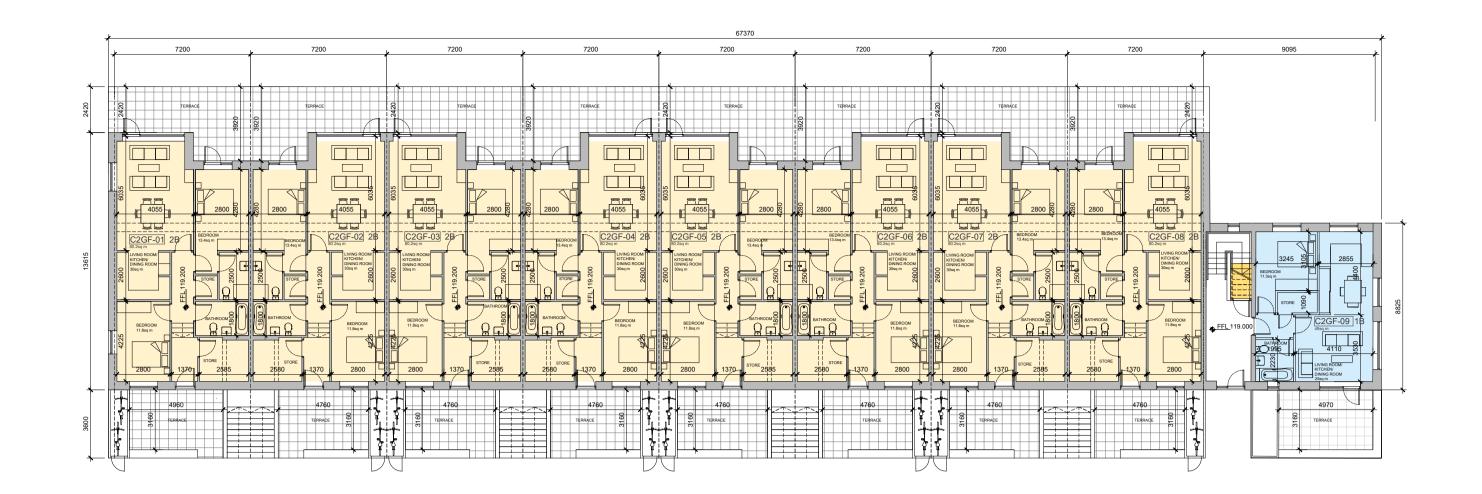


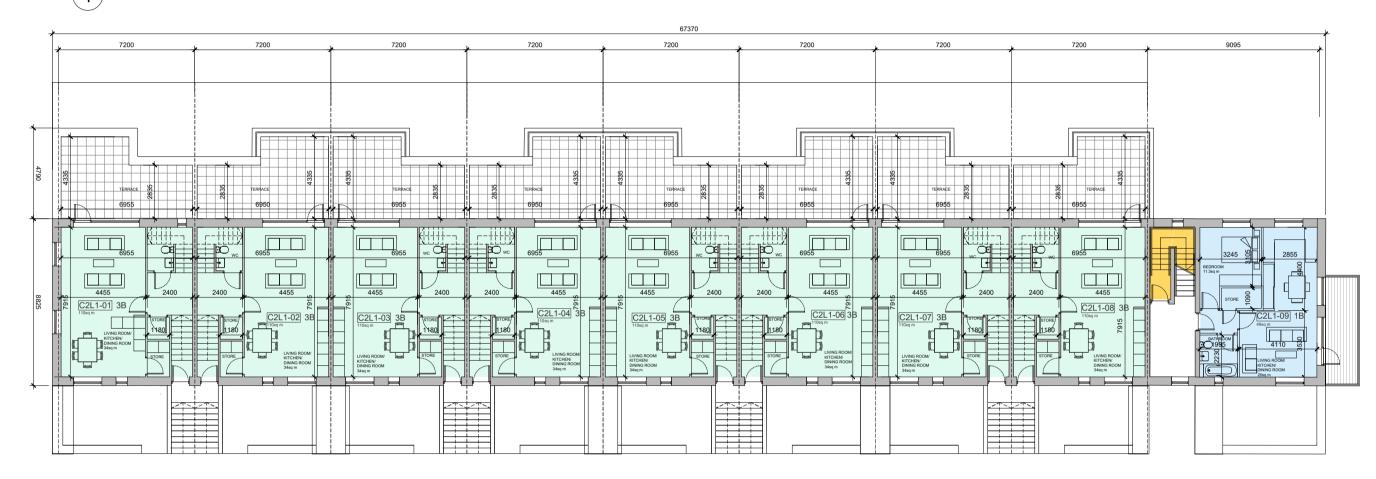
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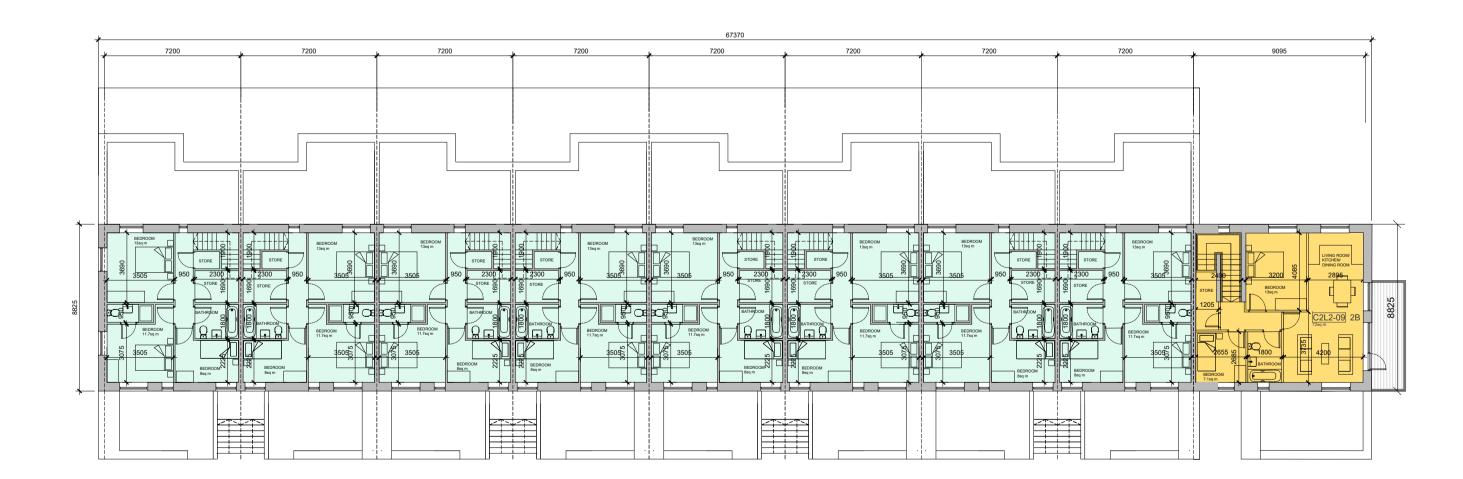




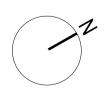


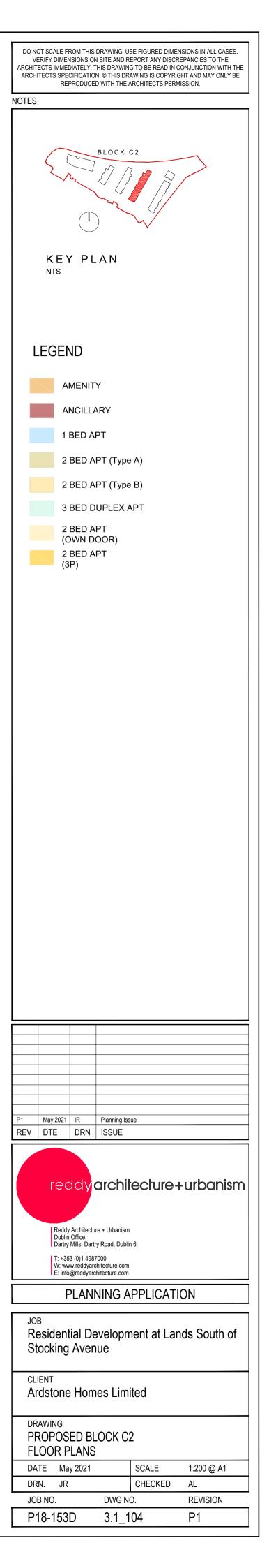


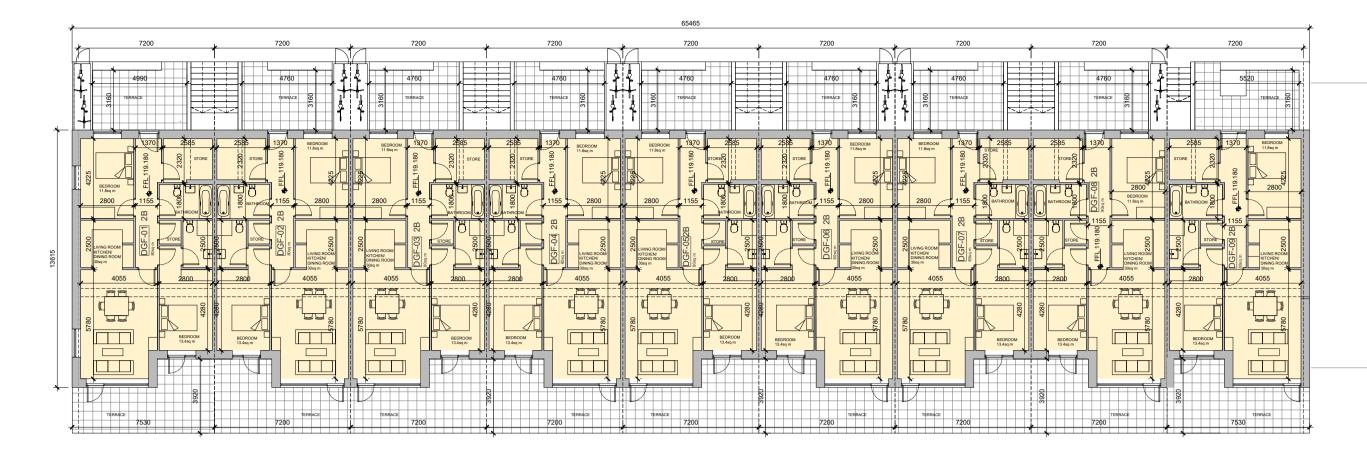
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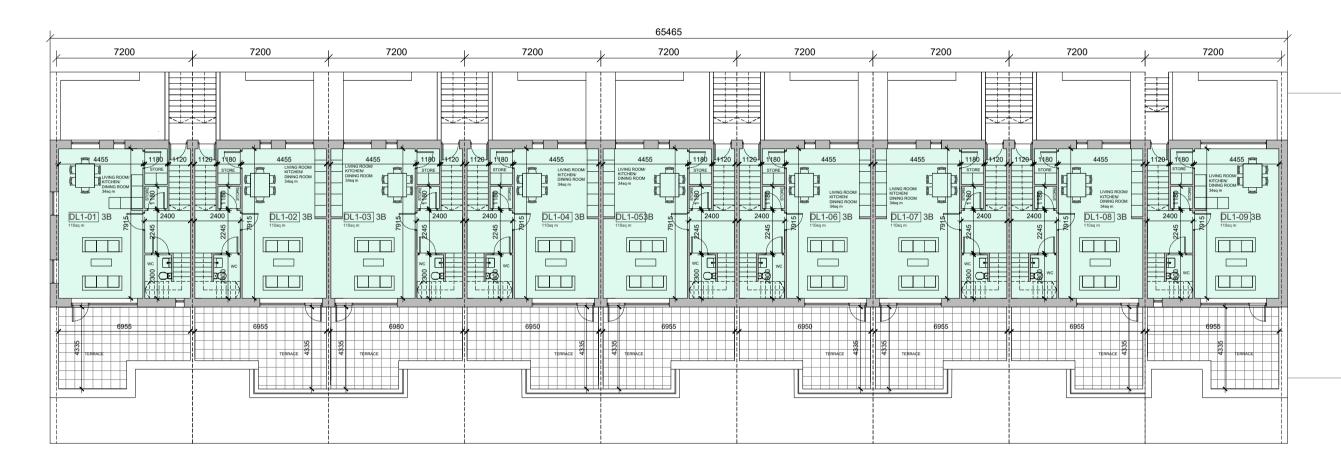


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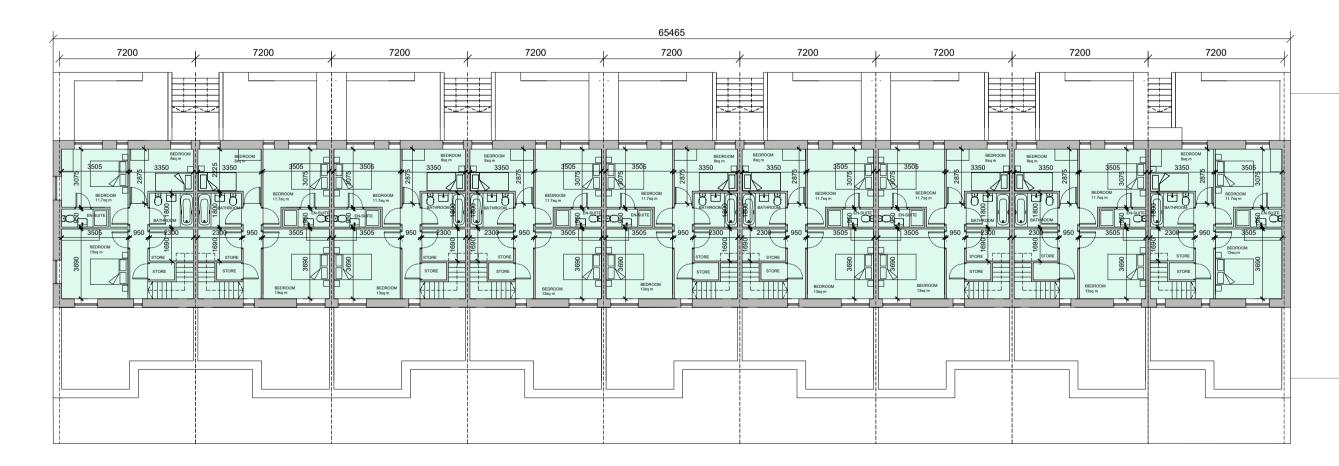




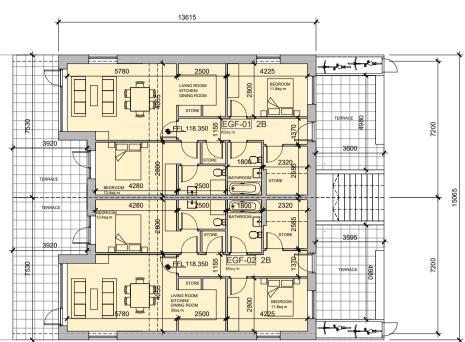


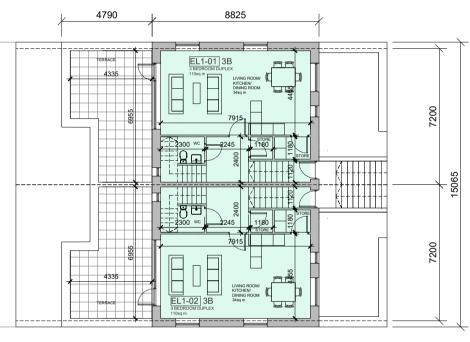


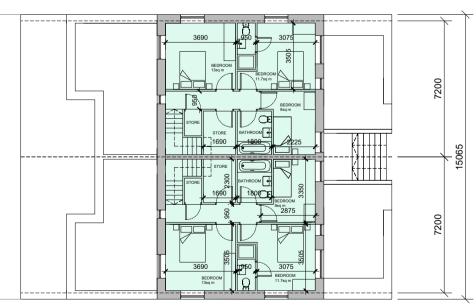
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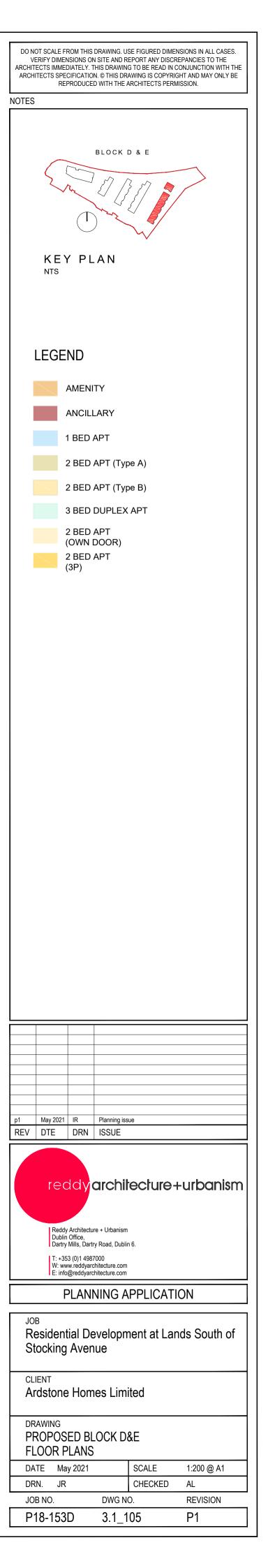


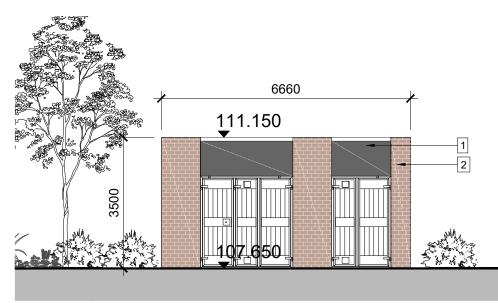
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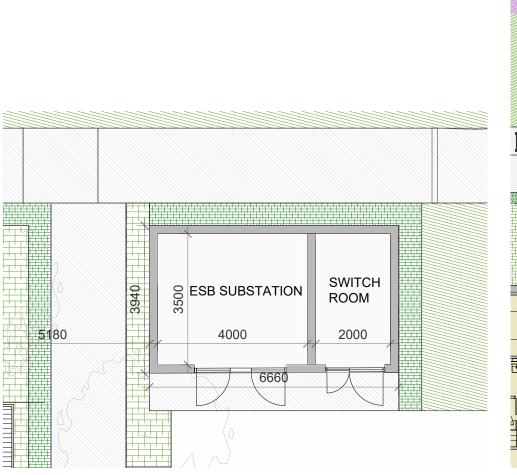


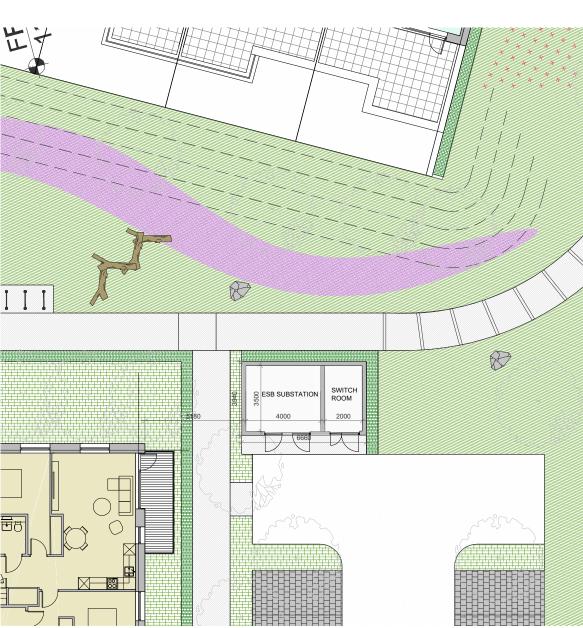
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FRONT ELEVATION SCALE 1:100

SECTION SCALE 1:100

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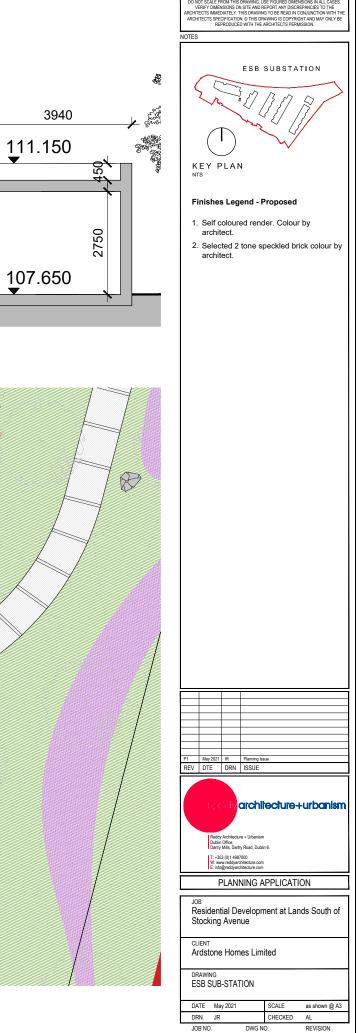




FLOOR PLAN SCALE 1:200

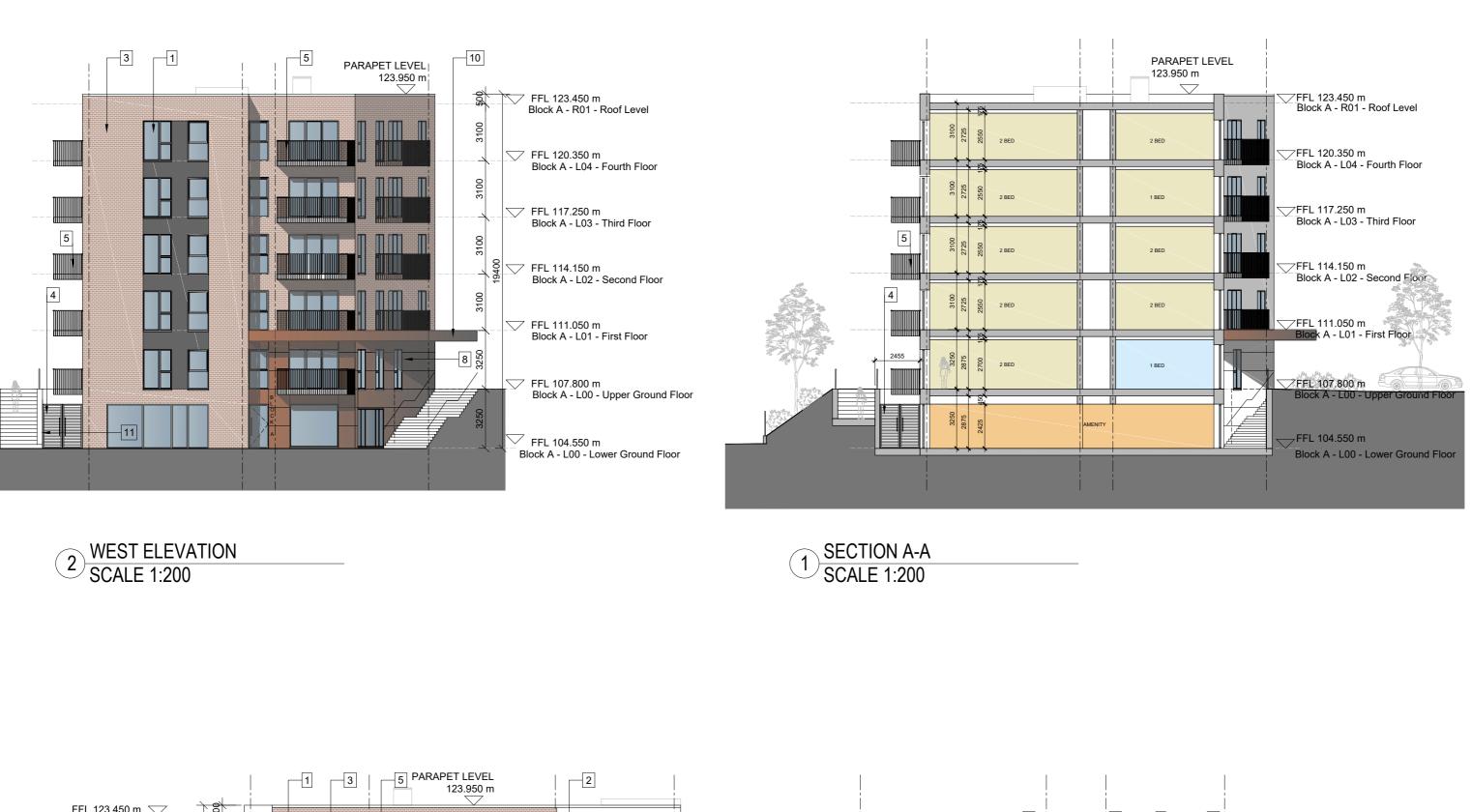
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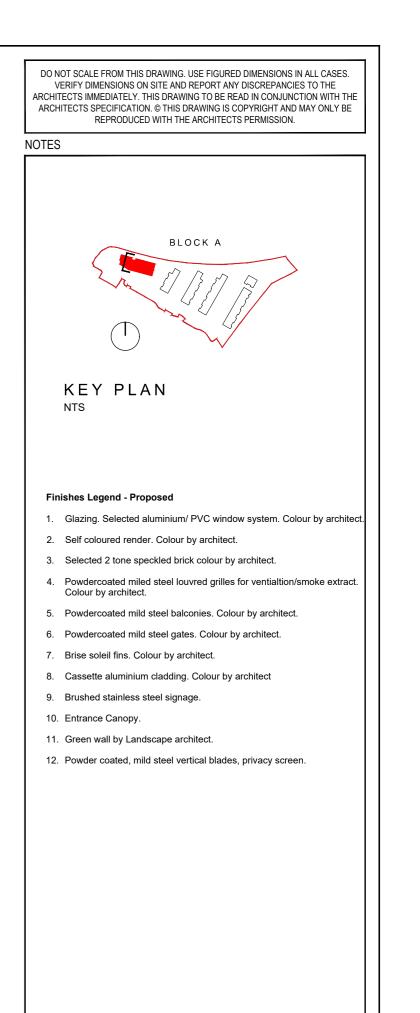
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P18-153D 3.2_110

P1







2 NORTH ELEVATION SCALE 1:200

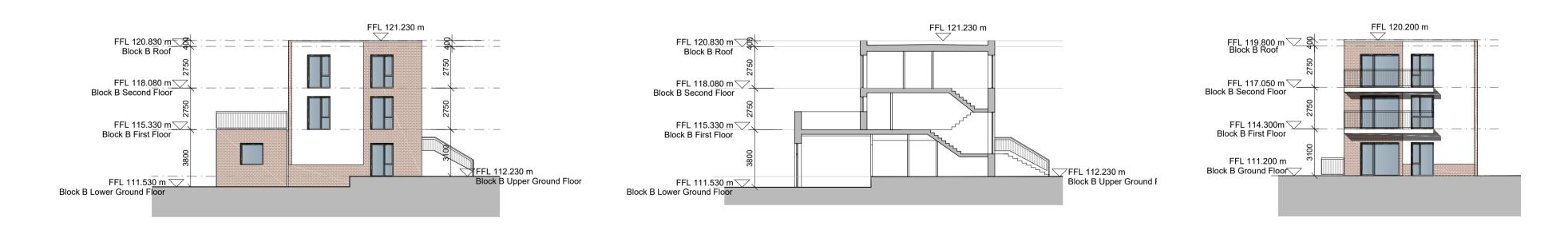




BLOCK B - EAST ELEVATION SCALE 1:200



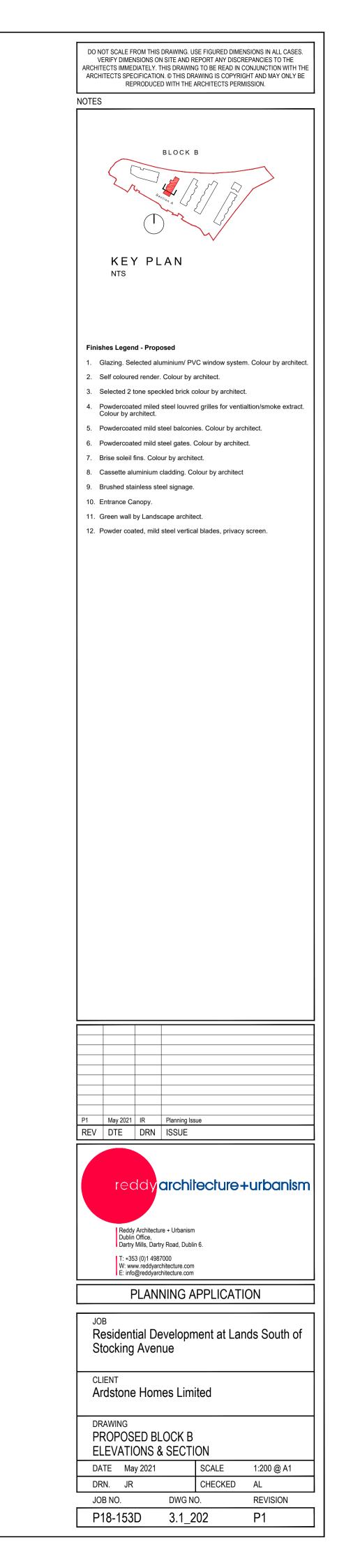
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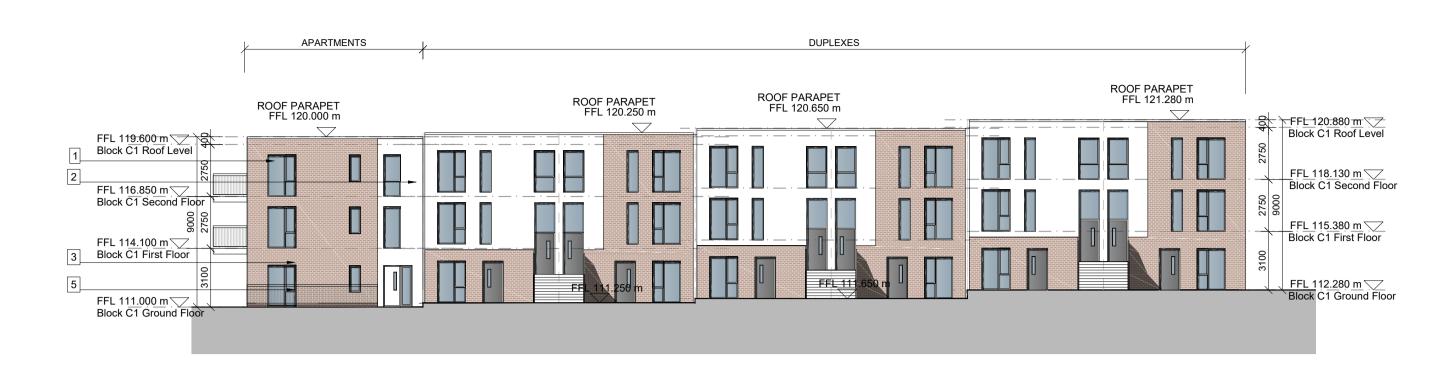


BLOCK B - SOUTH ELEVATION SCALE 1:200

BLOCK B - SECTION AA SCALE 1:200

BLOCK B - NORTH ELEVATION SCALE 1:200





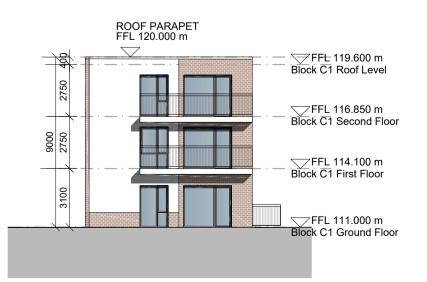




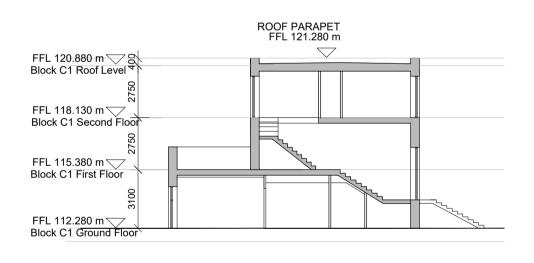
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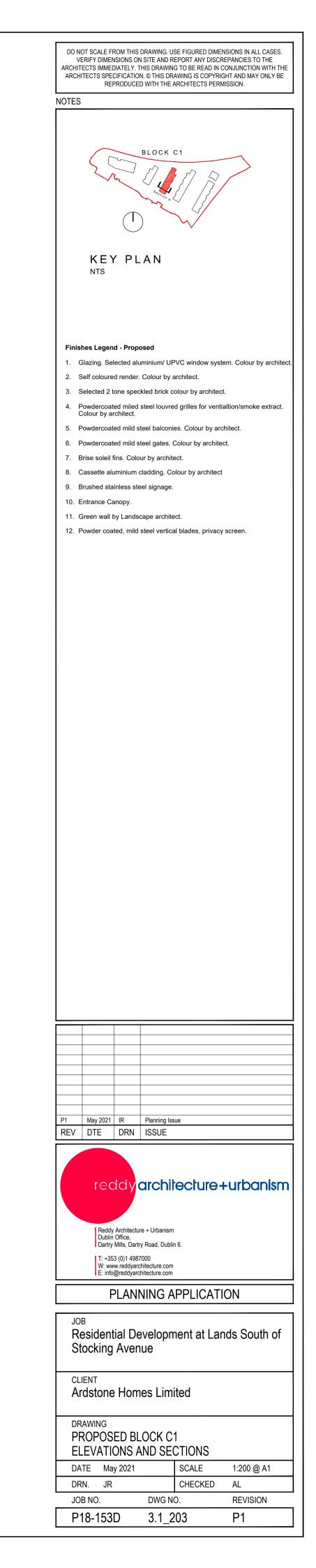
BLOCK C1 - SOUTH ELEVATION SCALE 1:200



BLOCK C1 - NORTH ELEVATION SCALE 1:200



BLOCK C1 - SECTION AA SCALE 1:200





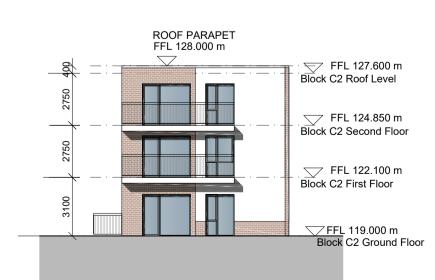
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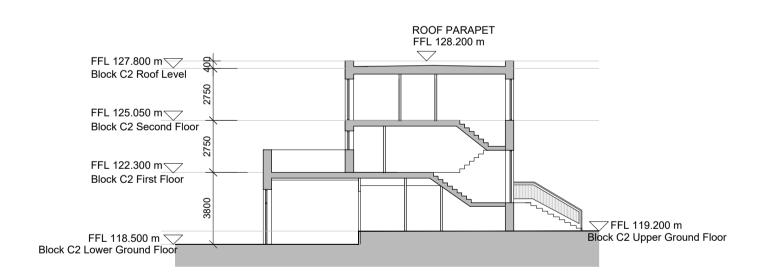
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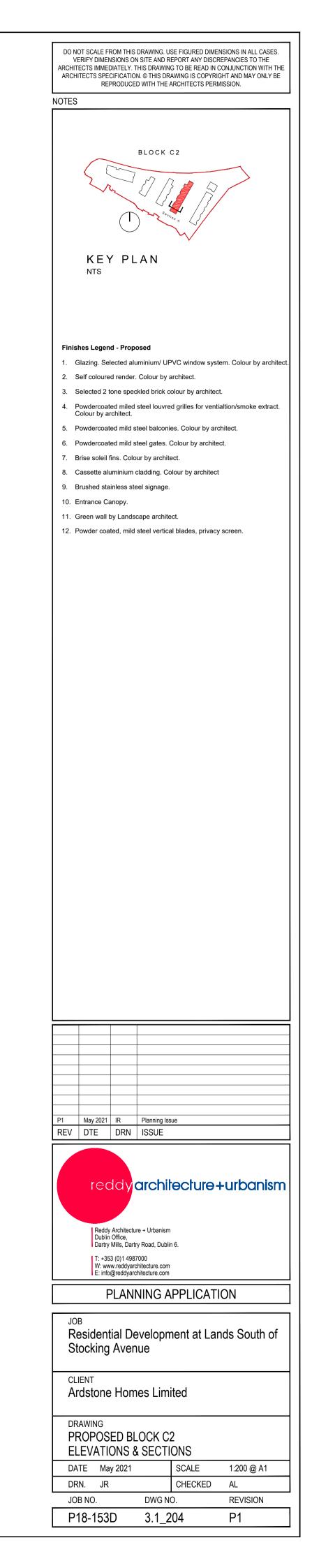
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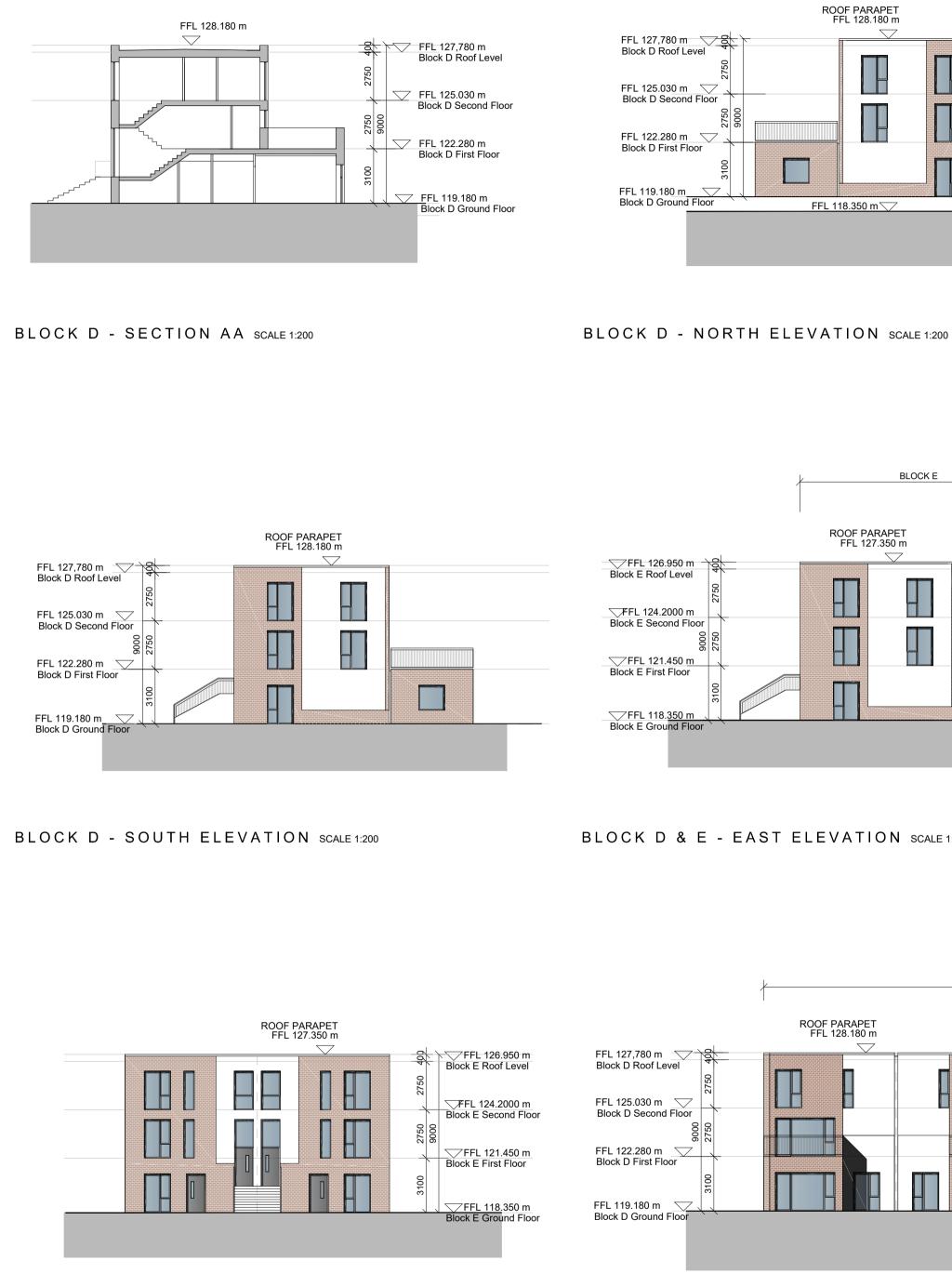






BLOCK C2 - SECTION AA SCALE 1:200





BLOCK E - NORTH ELEVATION SCALE 1:200

ROOF PARAPET FFL 127.350 m

BLOCK E

BLOCK D & E - EAST ELEVATION SCALE 1:200



BLOCK D & E - WEST ELEVATION SCALE 1:200



DRN. JR

P18-153D

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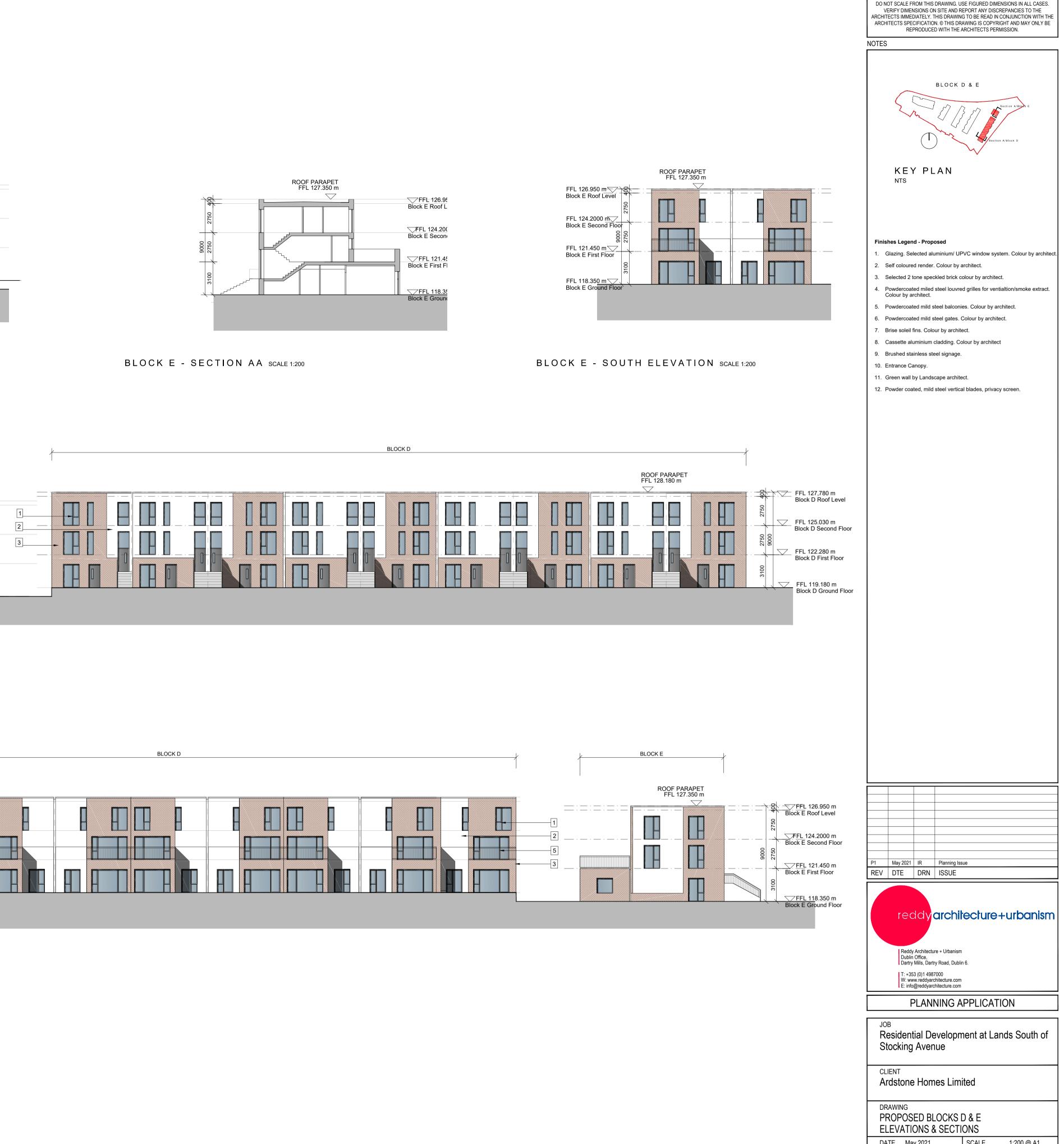
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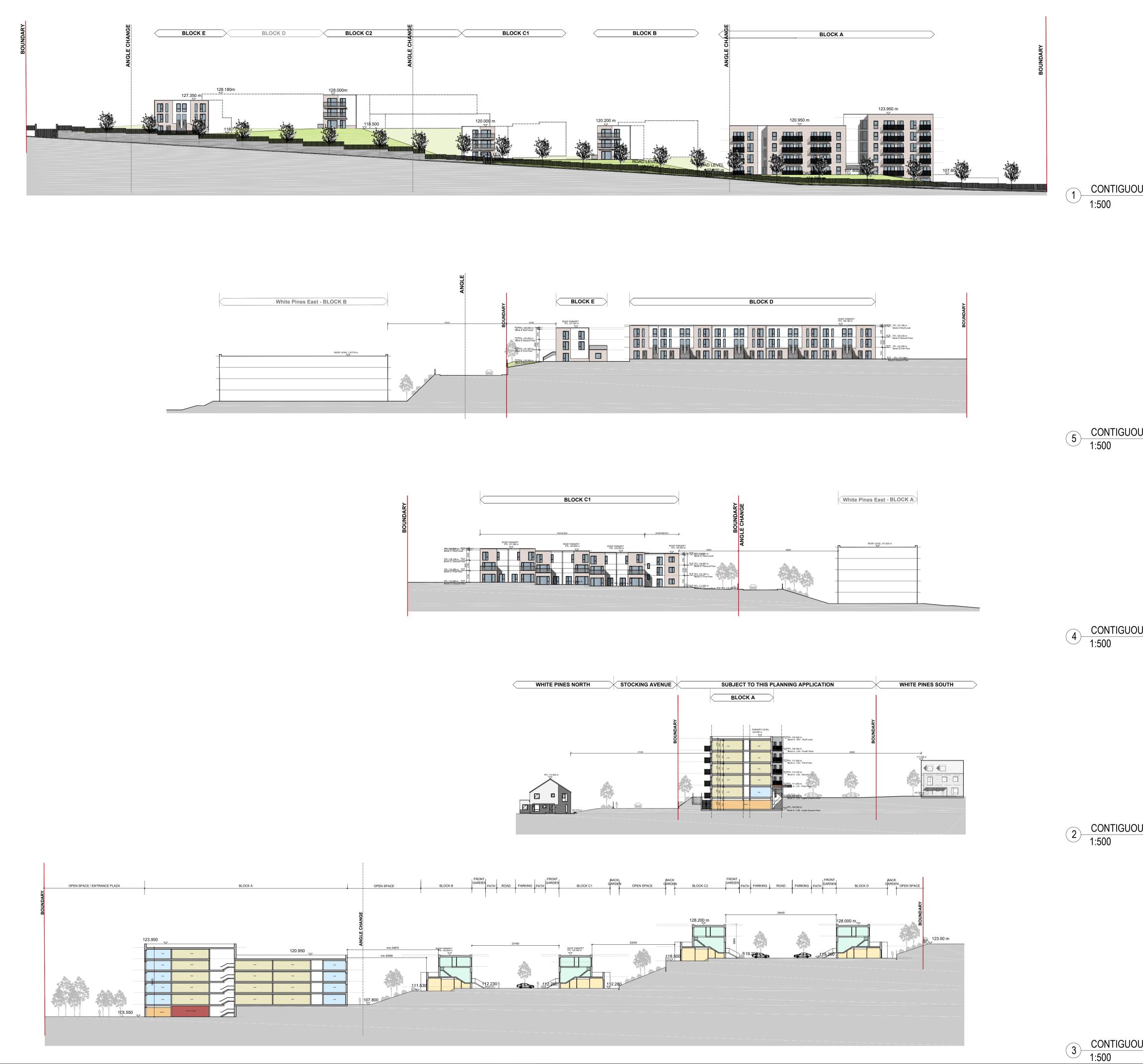
REVISION

P1

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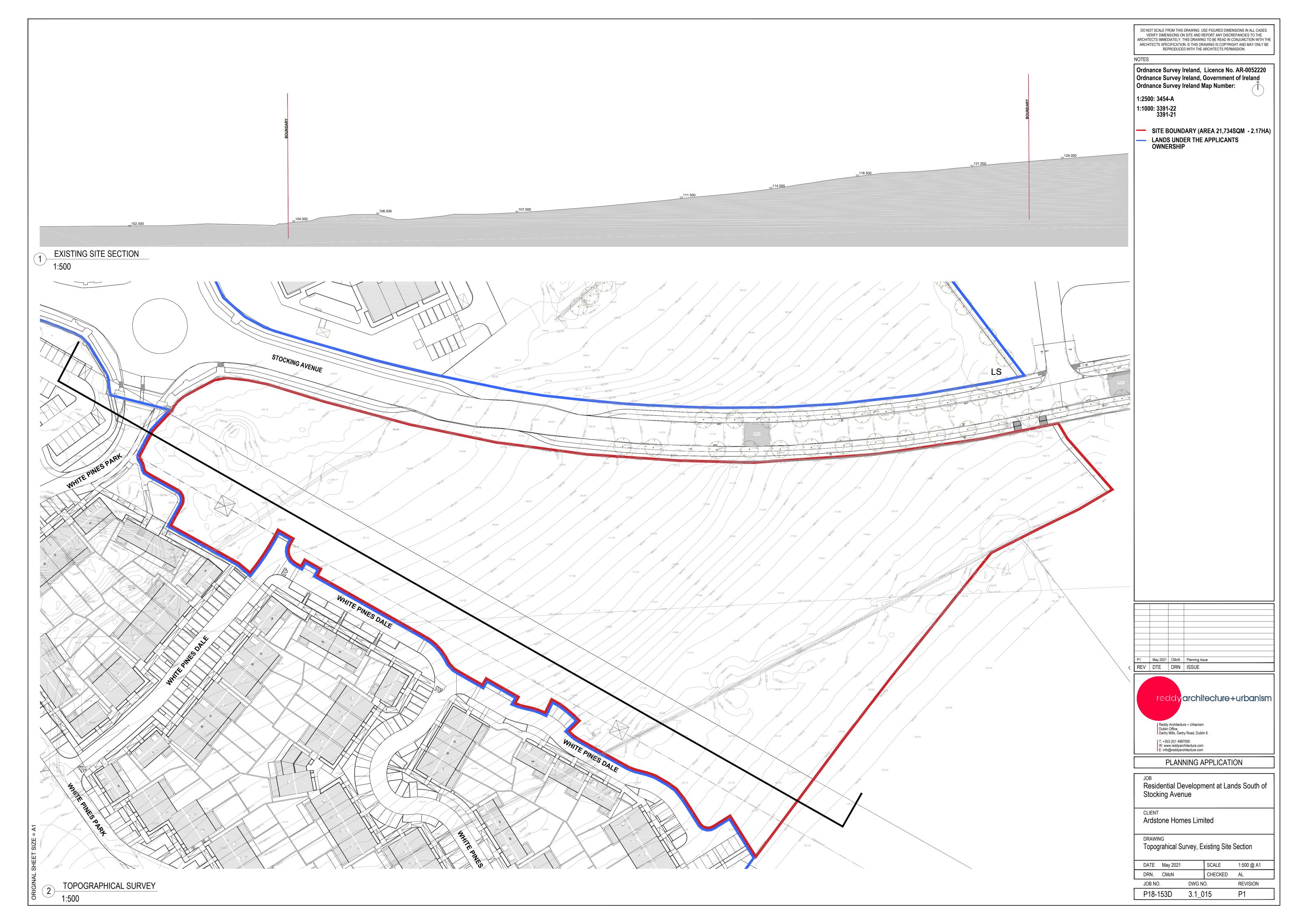
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RIGINAL SHEET SIZE = A

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DUS SECTION AA	KEY PLAN NTS
<u>DUS SITE SECTIO</u> N EE	
<u>DUS SITE SECTIO</u> N DD	
	P1 May 2021 IR Planning issue REV DTE DRN ISSUE
<u>DUS SITE SECTIO</u> N BB	Reddy Architecture + Urbanism Dublin Office, Dartry Mills, Dartry Road, Dublin 6. T: +353 (0)1 4987000 W: www.reddyarchitecture.com E: info@reddyarchitecture.com PLANNING APPLICATION JOB Residential Development at Lands South of Stocking Avenue CLIENT Ardstone Homes Limited
DUS SITE SECTION CC	DRAWING PROPOSED SITE SECTIONS DATE May 2021 SCALE 1:500 @ A1 DRN. MF CHECKED AL JOB NO. DWG NO. P18-153D 3.1_301





DES

Vhite Pines Central

Stocking Avenue, Rathfarnham, Dublin 15. SIGN STATEMENT – May 2021