PLUS ARCHITECTURE

THE CHIVERS SITE, COOLOCK

AN BORD PLEANALA
- STRATEGIC HOUSING DEVELOPMENT APPLICATION

MARCH 2019

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TITLE

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SECTION 1

INTRODUCTION

AN BORD PLEANALA
- STRATEGIC HOUSING DEVELOPMENT APPLICATION

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The Development Team

Developer	Platinum Land
Masterplanner	Plus Architecture
Architecture	Plus Architecture
Landscape Architecture	Mitchell + Associates
Planning Consultancy	McCutcheon Halley
Civil Engineering	CORA
Services/Sustainbility	Metec
Ecology Planning	Altemar
Arborist	CMK Horticulture
Traffic Engineering	Aecom

This Design Report, produced on behalf of Platinum Land, has been prepared to accompany a Strategic Housing Development Application for a Build-to-Rent residential redevelopment of the former Chiver's factory site, Coolock. The planning application area comprises 3.86 hectares of which the Chiver's Site measures 3.61 hectares, a brownfield site located between Coolock Drive and Greencastle Road, Coolock, Dublin 17.

The intention of the masterplan is to develop a robust framework for the integrated and planned redevelopment of this area of underperforming commercial land to deliver a new residential community. It is a 'Design-Led' masterplan that seeks to determine an appropriate organisation of generous new streets, parks, dwellings and community uses. The proposed development consists of 495 Build-to-Rent dwellings at the existing site; along with ancillary non-residential floorspace to complement the amenity of the new community (creche, gym and cafe facility). The masterplan is set in a new parkland setting, providing landscape and recreational amenity to both new and existing residents in the neighbourhood.

INTRODUCTION

CONTENTS

SECTION 2

THE LOCATION

AN BORD PLEANALA
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FIG 1 Aerial view of site in context

SITE LOCATION

THE CHIVER'S FACTORY

The site is located in Coolock, on the junction of Coolock Drive and Greencastle Road. To the east is the existing Cadbury's factory, to the south is a pitch and putt course and some retail (including an Aldi shop) and to the north and west is existing 2 storey terraced and semi-detached houses.

It is also proposed to introduce a number of upgrades to the existing infrastructure along the local public road network in order to enhance the routes in and out of the site for pedestrians and cyclists.

The proposed improvements are summarised as follows:

- Upgrading of the site and signals at the junction of Coolock Drive and Oscar Traynor Road;
- Provision of a signalised pedestrian crossing to the south of the site entrance on Coolock Drive; and
- Provision of a signalised pedestrian crossing at the proposed pedestrian entrance to the park off Greencastle Road.

Future cycling facilities such as the proposed Santry River Greenway will provide robust linkage to the North County and Dublin City Centre areas. This will be further aided by ample cycle parking provision (a total of 650 no. cycle spaces) within secure areas throughout the proposed development.

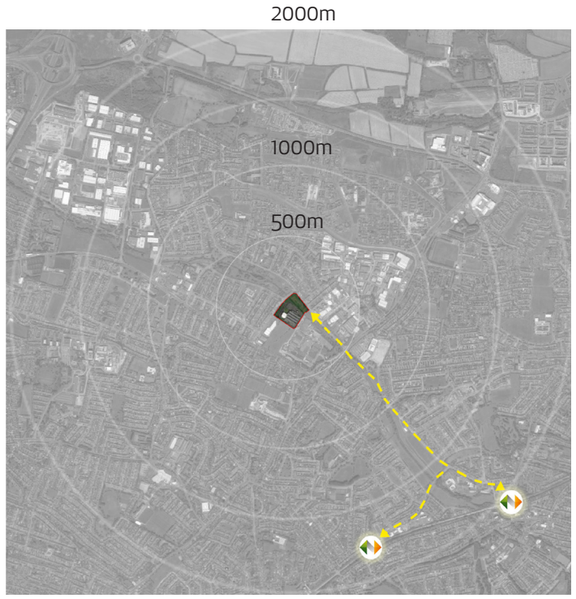

FIG 2 Railway stations

FIG 3 Major road infrastructure

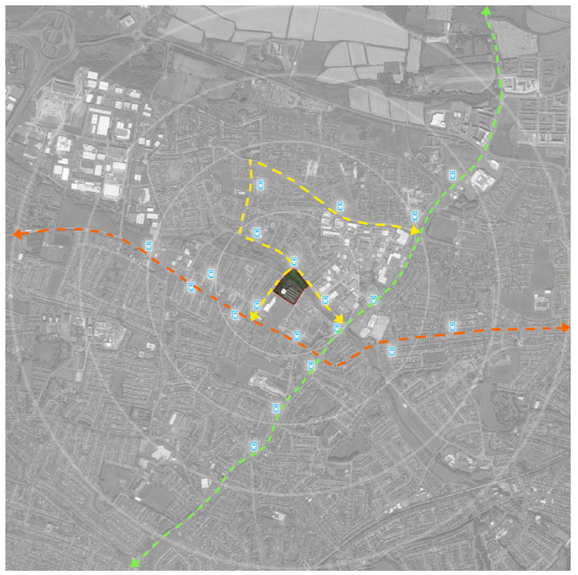

FIG 4 Bus stops and routes

SITE CONNECTIVITY

LOCAL AMENITY ANALYSIS

An analysis of Local Amenity has been undertaken under the following headings, which are graphically presented in this report:

- Railway Connections
- Primary Vehicular Routes & Connections
- Local Bus Network & Stop Locations

As can be seen from the diagrams opposite, the site is well connected in terms of transport infrastructure. There are two train stations within 2km from the site and a number of bus stops and routes run immediately adjacent to the site. The QBC along Malahide Road is less than 500m from the site.

Road networks in the locality are good too, with the Malahide Road, Oscar Traynor Road and the R139 all giving good access out to the M1 for access to the greater Dublin area.

SECTION 3

THE SITE

AN BORD PLEANALA
- STRATEGIC HOUSING DEVELOPMENT APPLICATION

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FIG 5 Aerial view from north of existing buildings on site

THE SITE

OUTLINE DESCRIPTION

The subject site measures approximately 3.61 hectares with the main portion of the subject site (2.53Ha) zoned 'Z1 Residential'. in the Dublin City Development Plan (2016-2022). However, a large portion of the lands (1.08Ha) are zoned Z9 Amenity Open Space.

The existing Z1 part of the site is currently laid out in hardstanding and a derelict factory, where jams and preserves were once produced. The buildings are now in a state of disrepair and are sealed up to prevent unauthorised access.

The Z9 lands which border on to Coolock Drive to the west and Greencastle Road to the north are not currently managed in terms of landscape or green amenity. This land also includes the existing gatehouse into the site.

The Santry River runs through the site within this parkland area and continues on eastwards towards Dublin Bay.

EXISTING BUILDINGS

SITE SURVEY

The existing buidlings on site are now entirely derelict. The hardstanding for the previous factory use is extensive and will require significant site preparatory works to enable the development.

Full details of the proposed demolition are included with accompanying the planning application.

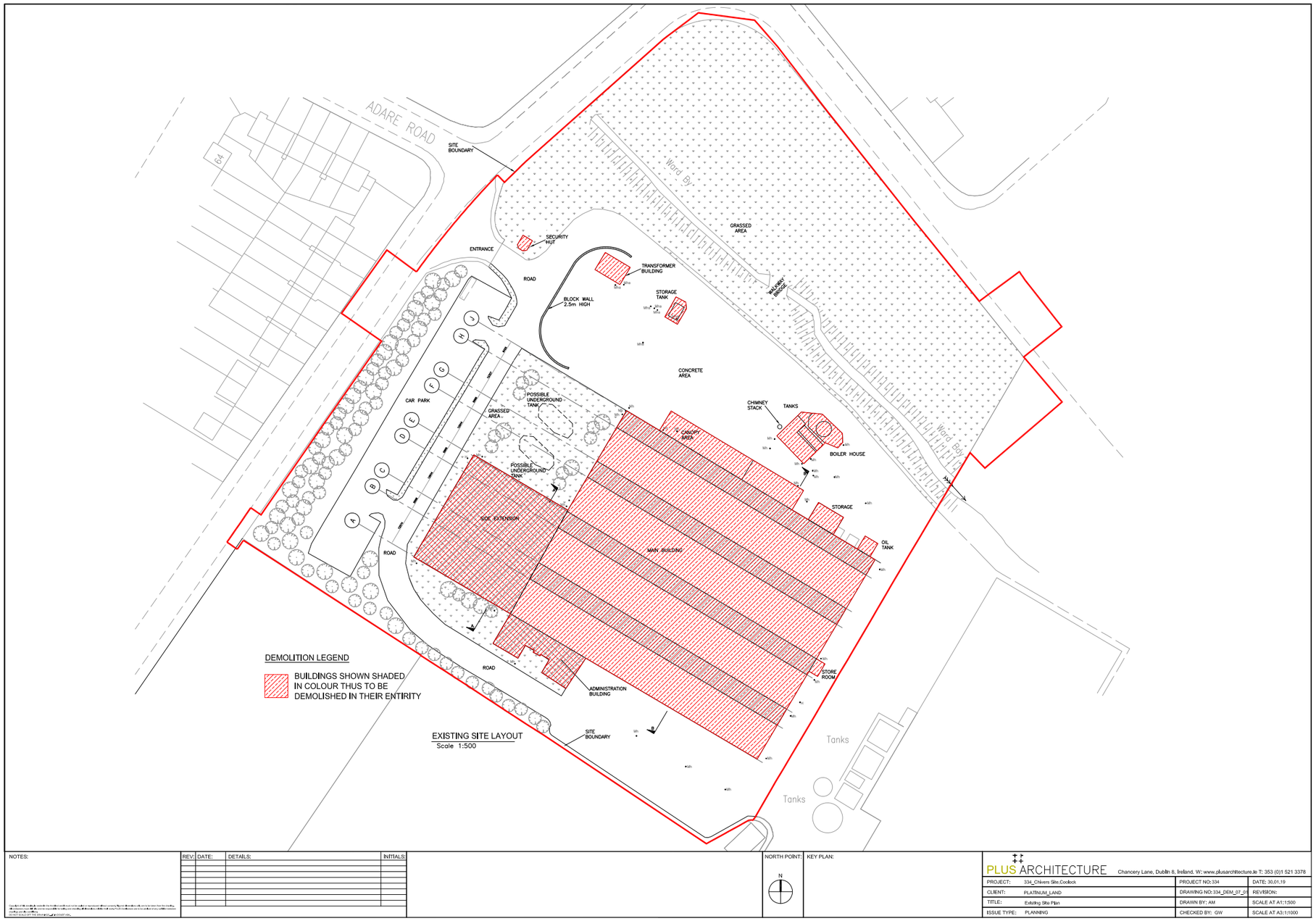
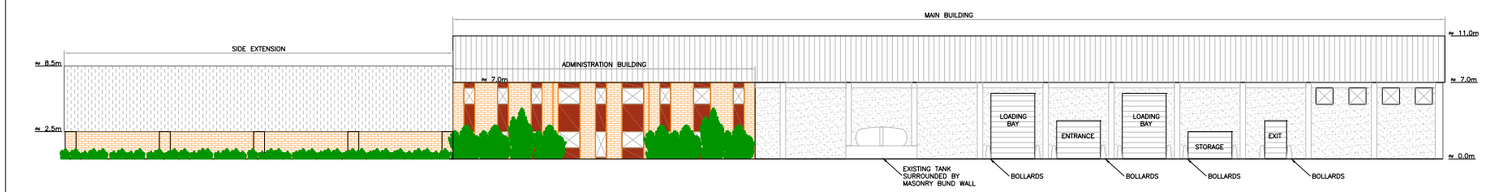
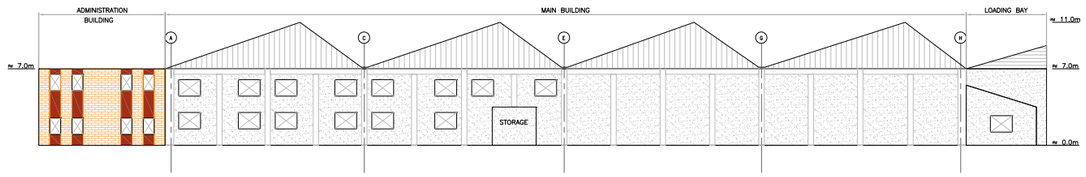


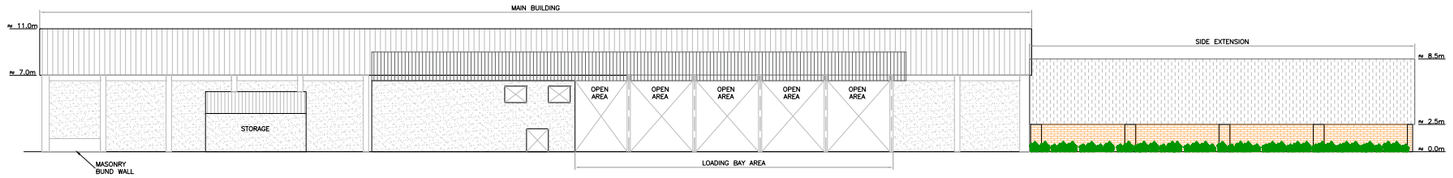
FIG 6 Plan of existing buildings on site



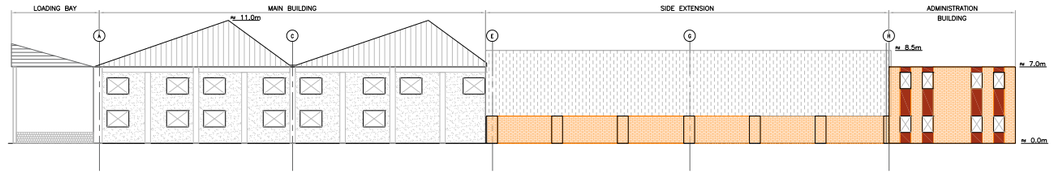
EXISTING ELEVATION A
Scale 1:200



EXISTING ELEVATION B
Scale 1:200



EXISTING ELEVATION C
Scale 1:200



EXISTING ELEVATION D
Scale 1:200

BUILDINGS ILLUSTRATED TO BE DEMOLISHED IN THEIR ENTIRITY

NOTES:	REV:	DATE:	DETAILS:	INITIALS:	NORTH POINT:	KEY PLAN:

PLUS ARCHITECTURE Chancery Lane, Dublin 8, Ireland. W: www.plusarchitecture.ie T: 353 (0)1 521 3378

PROJECT:	334_Chivers Site,Coolock	PROJECT NO:334	DATE: 30.01.19
CLIENT:	PLATINUM_LAND	DRAWING NO: 334_DEM_07_04	REVISION:
TITLE:	Existing Elevations	DRAWN BY: AM	SCALE AT A1:1:200
ISSUE TYPE:	PLANNING	CHECKED BY: GW	SCALE AT A3:1:400

FIG 7 Elevations of existing buildings on site

FIG 8 View of existing bridge over Santry River

FIG 9 View East along river towards Mondelez site

FIG 10 Trees along northern boundary

EXISTING SITE CHARACTER & FEATURES

There are a number of low quality self-seeded existing trees on the site, please refer to the Tree Survey Report prepared by CMK Hort + Arb, which has been included with this application.

This is a full arboricultural survey and a description of the various trees throughout the site is included.

FIG 11 Low quality trees along Coolock Drive

FIG 12 View of trees at existing entrance to site

FIG 13 View east along Greencastle Road

FIG 14 View under existing bridge over Santry River

FIG 15 View East along river towards Mondelez site

FIG 16 View of existing buildings on site

FIG 17 View north to existing houses on Greencastle Road

FIG 18 View of existing buildings on site

FIG 19 View of existing buildings on site

EXISTING SITE CHARACTER & FEATURES

The quality of the buildings on site is low, and there is no possibility of re-using any element of the derelict structures for residential use. The factory buildings have been sealed off to prevent unauthorised access for a number of years and vandalism has been an ongoing problem on the site.

The condition of the building fabric is such that the development is proposing complete demolition throughout. The hardstanding and concrete can be crushed on site to be re-used in aggregates.

SECTION 4

OBJECTIVES OF THE SITE MASTERPLAN & OUTLINE SCHEME PROPOSAL

AN BORD PLEANALA
- STRATEGIC HOUSING DEVELOPMENT APPLICATION

MARCH 2019

OBJECTIVES OF THE SITE MASTERPLAN

PLACE MAKING

Prioritising the Design of the Public Realm, as the basis of a high-quality shared urban environment and the robust framework for future adjacent development

---

Providing a generosity of dimension to streets, courtyards and new parkland setting, in keeping with a sub-urban character

---

Working with simple and established urban & sub-urban typologies of safe and supervised streets, squares and parks- not reinventing or subventing typologies that are known to work

---

Careful management of site parking, to avoid a proliferation of surface parking and manage hidden parking within the design of the urban blocks

COMMUNITY INFRASTRUCTURE

The proposals will integrate generous new parklands spaces in to the fabric of the new places and spaces

---

The proposal will open up and enable increased connectivity and pedestrian routes between existing residential communities surrounding the site

---

New local community services will be incorporated into the development

UNDERSTANDING CONTEXT

The Masterplan seeks to understand the unique challenge of developing a large new residential settlement in an established receiving environment

---

The Masterplan understands that the local parkland character can be the key uniting feature between existing and new residential development

---

The delivery of a large variety and mix of residential units, in a mix of Build-to-Rent apartments, catering for the needs of individuals and families

FIG 20 Proposed Site Plan

SCHEME OUTLINE PROPOSAL

Our proposal is a Build-to-Rent residential redevelopment of the former Chiver's factory site, Coolock - a brownfield site of 3.61 hectares between Coolock Drive and Greencastle Road, Coolock, Dublin 17. The intention of the masterplan is to develop a robust framework for the integrated and planned redevelopment of this area of underperforming commercial land to deliver a new residential community.

It is a 'Design-Led' masterplan that seeks to determine an appropriate organisation of generous new streets, parks, dwellings and community uses. The proposed development consists of 495 Build-to-Rent dwellings at the existing site; along with ancillary non-residential floorspace to complement the amenity of the new community (creche, gym and cafe facility). The masterplan is set in a new parkland setting, providing landscape and recreational amenity to both new and existing residents in the neighbourhood.

SECTION 5

MASTERPLAN STRATEGIES

AN BORD PLEANALA
- STRATEGIC HOUSING DEVELOPMENT APPLICATION

MARCH 2019

FIG 21 Area subject to masterplan study

SITE PLAN IN CONTEXT OF LOCAL AREA

SUBJECT SITE

The Chiver's Site sits adjacent to the larger Z6 zoned lands known as the Cadbury's site to the east and to the south. Also to the southwest there are some retail units, notably an Aldi supermarket.

The Cadbury's lands all open on to the Santry river and the potential to extend the linear park is very strong.

Our proposals for the Chiver's site cannot be viewed in isolation as the development potential for the neighbouring, adjacent sites must be considered to allow us to generate block forms and urban design solutions which are readily translatable to the larger scale. With this in mind we have prepared a notional masterplan study for the site highlighted in yellow opposite which will help to provide a narrative for the proposed urban design on our subject site.

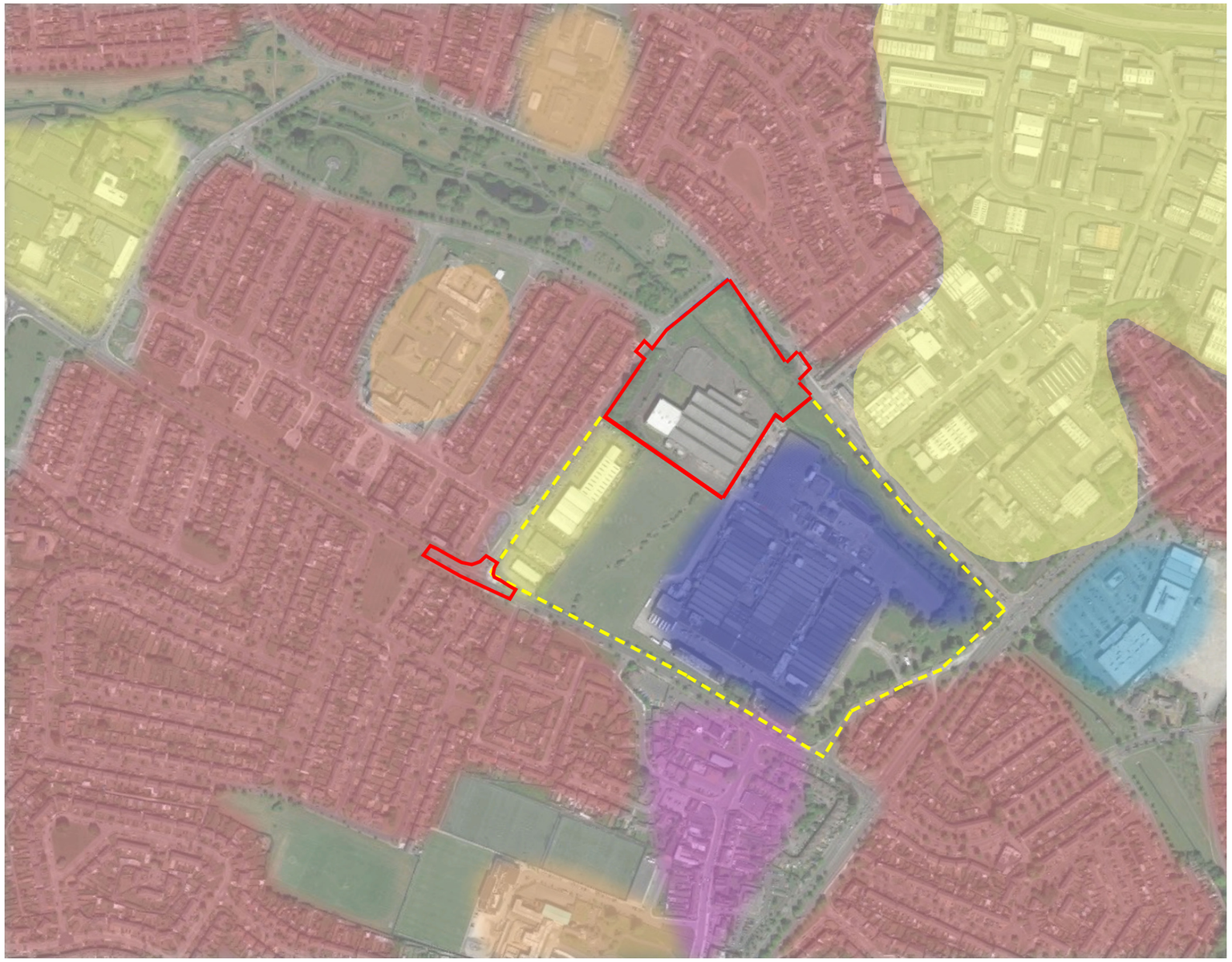


FIG 22 Adjacent neighbourhood uses

SITE PLAN IN CONTEXT OF LOCAL AREA

ADJACENT USES

The immediate vicinity of the subject site is predominantly residential however there are some strategically relevant uses such as the village centre of Coolock village immediate to the south of the site. This village centre will provide a natural centre of gravity for any further small scale retail and leisure uses for the development of the subject site.

To the northeast of the site is a large area of 'big box' retail which includes warehouses for furniture and home goods shops.

FIG 23 Linear Park

SITE PLAN IN CONTEXT OF LOCAL AREA

GREEN INFRASTRUCTURE

One of the most attractive potential developments for quality amenity space in this part of the city is the possibility of linking the linear park along the Santry River from the M50 all the way down to Raheny village.

The subject site controls some of the final key pieces in this desirable green link within the city and could unlock the potential for a cycle route all along the river connecting Santry, Bonnybrook, Coolock, Edenmore and Raheny.

FIG 24 Potential road connections

LOCAL AREA MASTERPLAN

ROAD CONNECTIONS

As part of any development, appropriate road connections for safe access and egress must be provided.

Given the layout of the linear park all along the northern boundary of the site, no access points are possible here. However there are a number of points along the other three sides where vehicles might enter and leave the site and 'through' connections might be provided as part of the wider network of streets.

FIG 25 Local Area Masterplan

LOCAL AREA MASTERPLAN

BLOCK LAYOUT

A site-wide masterplan is illustrated to show how an overall approach could be taken for the wider lands between the Malahide Road, Oscar Traynor Road, Greencastle Road and Coolock Drive.

The purpose of this larger area study is to set up a logical narrative through which an integrated urban design approach for the site subject to this planning application.

LOCAL AREA MASTERPLAN

BLOCK LAYOUT

By exploring the possible block forms throughout the remainder of the site it led us to make some strategic decisions about positioning and scale of the urban blocks within our own site.

FIG 26 Notional Local Area Masterplan

FIG 27 Site zoning

MASTERPLAN STRATEGIES

SITE ZONING

The subject site measures approximately 3.61 hectares with the main portion of the subject site (2.53Ha) zoned 'Z1 Residential'. However, the remainder of the lands(1.08Ha) are zoned Z9 Amenity Open Space.

Plot Ratio for the overall proposed residential scheme is 1.8 which is based on a total floor delivery of 64,446 sq.m over a site area of 36,100sq.m, excluding the external highway and pedestrian areas within Dublin City Council ownership. The proposed site coverage is 42%

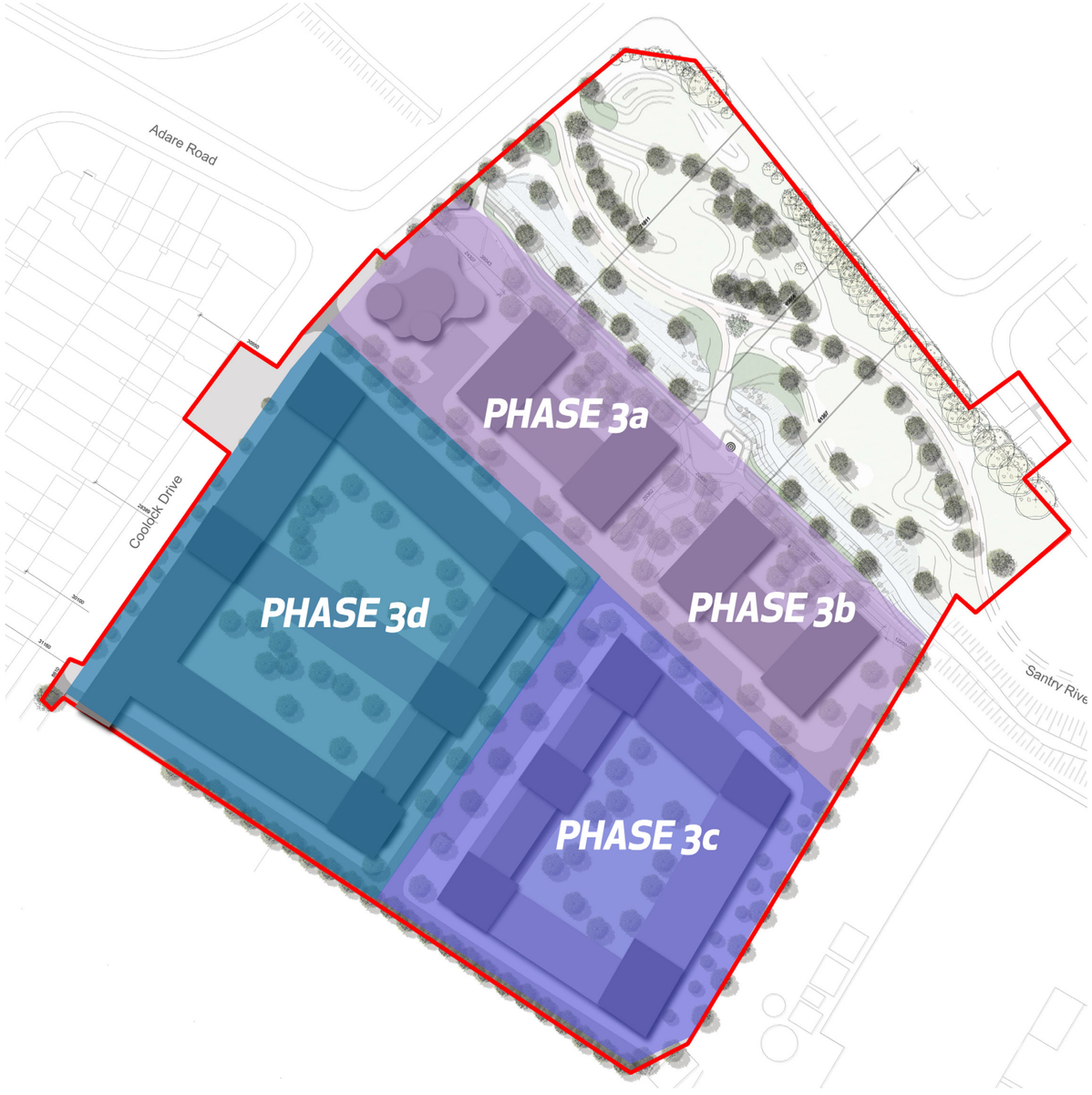


FIG 28 Site phasing

MASTERPLAN STRATEGIES

SITE PHASING

The site phasing strategy is designed around accessibility for construction traffic.
Phase 1 would involve all the demolition and site enabling works. As part of phase 1, we will construct the surface water drainage scheme along the watercourse and improve the parkland at this point. Phase 2 would be the construction of the basement, with Phase 3 being the construction of the individual blocks and parkland.

Phase 3a and 3b would follow on directly once the basement is complete, to finish the interface with the park, before we proceeded in a clockwise direction to work our way out of the site.

FIG 29 Proposed Block Plan

MASTERPLAN STRATEGIES

BLOCK PLANNING

Block planning has been organised by first understanding the principle routes and connections to be established within the overall masterplan. As important to the principle routes is the memorable positioning of shared open spaces and parkland. Whilst the river is fixed and implies an open parkland to provide it setting, it was decided early to position as many apartments as possible addressing this green amenity. Also, given the extra distance (c.89m away) to the nearest existing residence across this park it provides a context for taller buildings.

Block Planning adopts the following characteristics:

- Generally planned to allow safe and secure 'doughnut' configurations of blocks, with shared internal gardens, of appropriate internal dimension
- Traditional street, overlooked on both sides, allowing slow movement of cars and managed visitor parking on-street.
- New streets to be tree-lined, be provided with parallel parking bays, cycle lanes, planted verges and adequate privacy space between footpath and domestic ground level window

Block layouts have been informed by the overall site-wide masterplan study which led us to take the position that the most appropriate form for our blocks are as follows:

- Full perimeter blocks are proposed to tie in with the proposed urban grain of masterplan study.
- Setbacks are proposed along the south (10m) and east (11m) boundaries of the site which will allow future development along these sides to allow similar setbacks and thus create appropriate scale streets.
- Boundary conditions will be landscaped with high quality materials to anticipate long-term strategies to develop on the adjacent sites.

FIG 30 Pedestrian permeability

MASTERPLAN STRATEGIES

PEDESTRIAN ACCESS

The ambition for the site is to create a pedestrian-friendly, accessible environment which is predominantly permeable along the site boundaries. Pedestrian access points are proposed along Coolock Drive and one point of pedestrian access is proposed on Greencastle Road into the park.

It is not proposed that the park be taken in charge by Dublin City Council and thus it will be managed by site management company. Gates to and from the park will be controlled and locked at night in line with other municipal parks throughout the city.

MASTERPLAN STRATEGIES

VEHICULAR ACCESS

It is proposed to limit vehicular access to the site to one major entry point from Coolock Drive. This access is located at the point of the existing site entrance.

This vehicular access will be managed at night but will remain open during daylight hours.

Another access/egress point is provided further south along Coolock Drive but is intended as emergency exit only and will be controlled by management of the site through a system retractable bollards.

The emergency vehicular access along the southern boundary of the site is there to ensure that as much of the permieter of these blocks is accessible as possible for fire trucks etc., however it is not intended that these roads will be accessed by general traffic.

FIG 31 Vehicular access

SECTION 6

RESPONSE TO AN BORD PLEANALA ISSUES RAISED

AN BORD PLEANALA
- STRATEGIC HOUSING DEVELOPMENT APPLICATION

MARCH 2019

HEIGHT, SCALE & DENSITY

From An Bord Pleanala
Inspector's Report on
Recommended Opinion
ABP-302757-18

Height, Scale and Density
1. Further consideration and/or justification of the documents as they relate to the development strategy for the site in respect of the proposed height, scale and density of the proposal particularly in the context of the suburban location of the site. In addition to the consideration of National Policy and Guidelines, particular regards should be had to the 12 criteria set out in the Urban Design Manual, which accompanies the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (May 2009), commencing with Criteria No. 1 Context. In addition, any justification should have regard to the proximity to and frequency of public transport services, existing and proposed, and to the location of the site vis-a-vis such services. The further consideration of these issues may require an amendment to the documents and/or design proposals submitted at application stage.

In assessing the proposed scheme against the 'Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas' (May 2009) we have taken each of the 12 criteria set out and responded accordingly.

1. 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 context for the proposed scheme is set out in the pages above, but repeated again here for clarity.

The Chiver's Site sits adjacent to the larger Z6 zoned lands known as the Cadbury's site to the east and to the south. Also to the southwest there are some retail units, notably an Aldi supermarket.

The Cadbury's lands all open on to the Santry river and the potential to extend the linear park is very strong.

The immediate vicinity of the subject site is predominantly residential however there are some strategically relevant uses such as the village centre of Coolock village immediately to the south of the site. This village centre will provide a natural centre of gravity for any further small scale retail and leisure uses for the development of the subject site. To the northeast of the site is a large area of 'big box' retail.

One of the most attractive potential developments for quality amenity space in this part of the city is the possibility of linking the linear park along the Santry River from the M50 all the way down to Raheny village. The subject site controls some of the final key pieces in this desirable green link within the city and could unlock the potential for a cycle route all along the river connecting Santry, Bonnybrook,

Coolock, Edenmore and Raheny.

As outlined above a notional masterplan for the area has been undertaken to assess an integrated approach to the layout of blocks and streets. The primary response to context is the proposal to address the linear park with an active frontage of signature blocks, creating a sense of address within this largely residential area.

Given the separation distances from the existing houses along Greencastle Road we felt it appropriate to provide significant height along this northern elevation of our site to provide a sense of address and enclosure at this point.

Building heights of up to 16m commercial and residential are permissible in locations within 500m of an existing and proposed Luas, mainline, DART, DART Underground and Metro station.

National Policy
National Planning Framework (NPF)
The key objective of the National Planning Framework is to provide an overarching planning framework for the Country and to result in a more compact form of development which focuses on reusing previously developed 'brownfield' land, building up infill sites and reusing or redeveloping existing sites and buildings.

FIG 32 Site plan with setbacks to existing dwellings

FIG 33 Extra height achieved in Carnlough Road, Cabra

FIG 34 Extra height achieved in Clancy Barracks

RESPONSE TO ABP OPINION

HEIGHT, SCALE & DENSITY

The site is circa 3.61Ha and should be seen as an opportunity site of a size and scale that can accommodate height without undue detriment to nearby property. The linear park provides a sterile boundary that mediates typical conditions of overshadowing and overlooking etc.

The approach of extra height along a sterile boundary is a well-established mechanism to allow for increased density in sustainably located sites. A similar city precedent is Carnlough Road, Cabra where massing within the masterplan is located adjacent to the railway line. Also Clancy Barracks achieves a similar effect along the river.

Thus, given the strategic location of our site and its proximity to good public transport infrastructure, we propose to increase the height and denisty of some of the blocks above those set out in the Development Plan.

BUILDING HEIGHTS

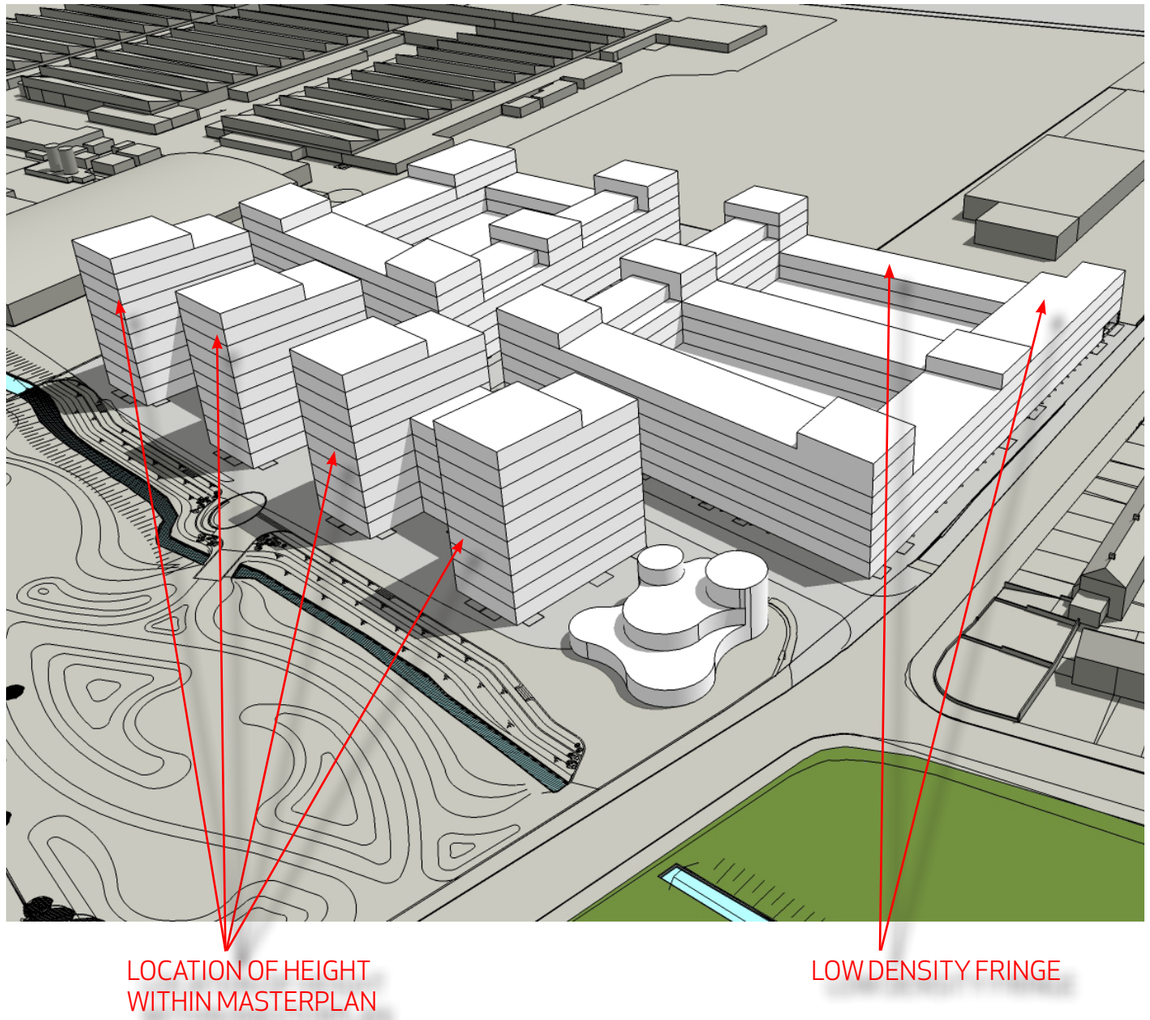


FIG 35 Sketch view from northwest

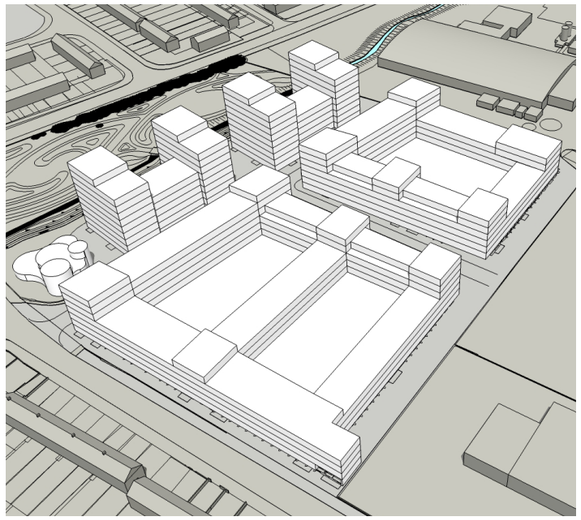


FIG 36 Sketch view from southwest

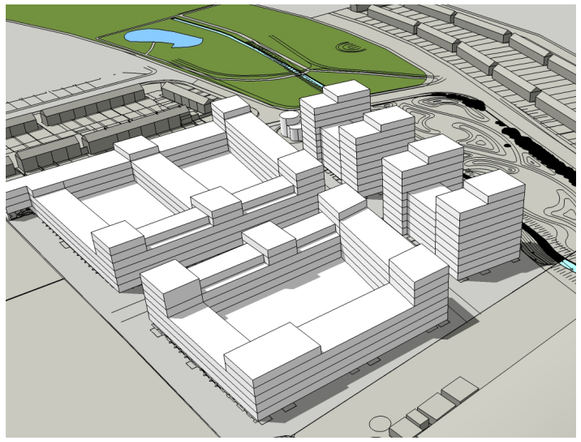


FIG 37 Sketch view from southeast

HEIGHT, SCALE & DENSITY

The development height strategy is related to the density strategy, where buildings of lower density - three/four storeys - are deemed an appropriate response to the fringe connection. As the site moves away from the established character, taller buildings that avoid undue impact upon adjacent existing residential amenity are planned.

As the site moves away from adjacent land boundaries taller buildings provide architectural emphasis and expression on key routes and views through the the site.

The setback distances across the river and linear park allow the opportunity to rise to the proposed height of 10 storeys (approx. 31m) in this location. This is a reduction of two storeys from the original pre-application submission made in November 2018. The park elevation of the scheme has been further developed to provide a much enhanced visual and material appearance and to achieve the active frontage we are striving for.

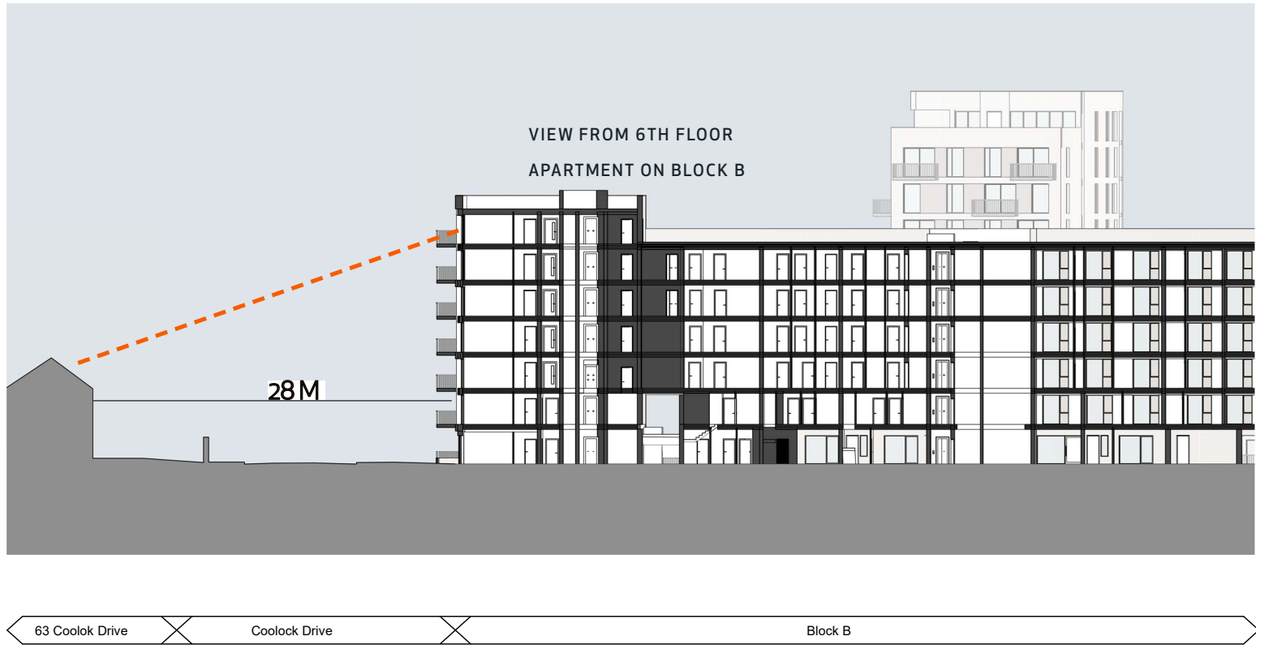


FIG 38 SIGHT LINES FROM BLOCK B ACROSS TO COOLOCK DRIVE

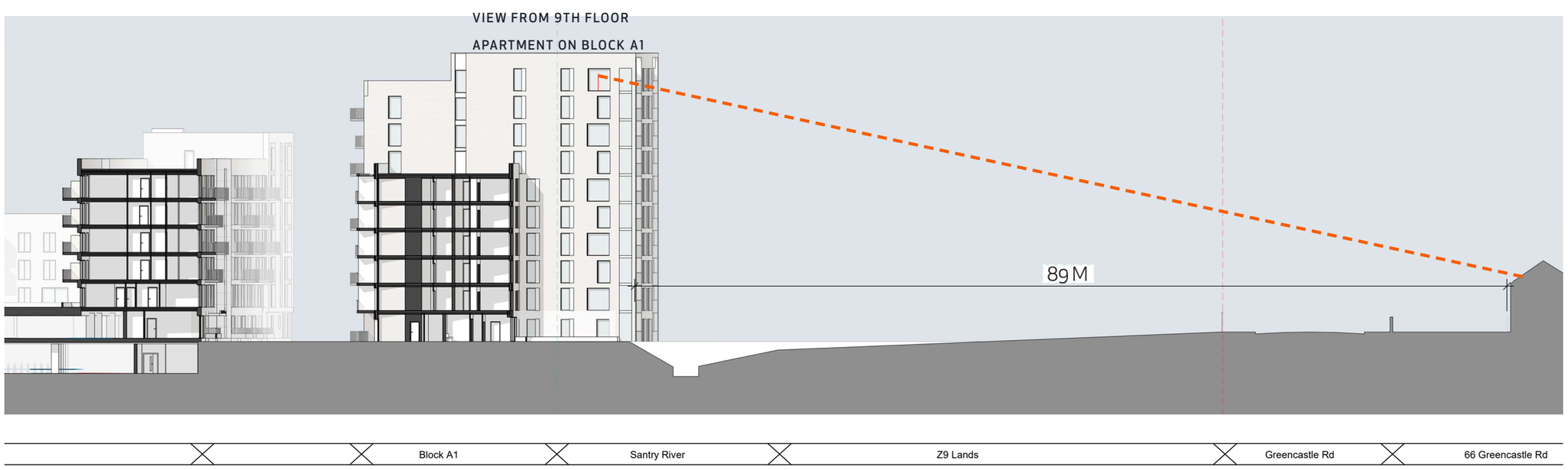


FIG 39 SIGHTLINES FROM BLOCK A1 ACROSS TO GREENCASTLE RD

HEIGHT, SCALE & DENSITY

As demonstrated on the detailed sections opposite, the sight lines from even the highest points of the proposed buildings do not create any overlooking of rear garden spaces of the nearby properties.

The street widths and overall setbacks across the park etc. provide ample distances to ensure privacy is maintained at all times.

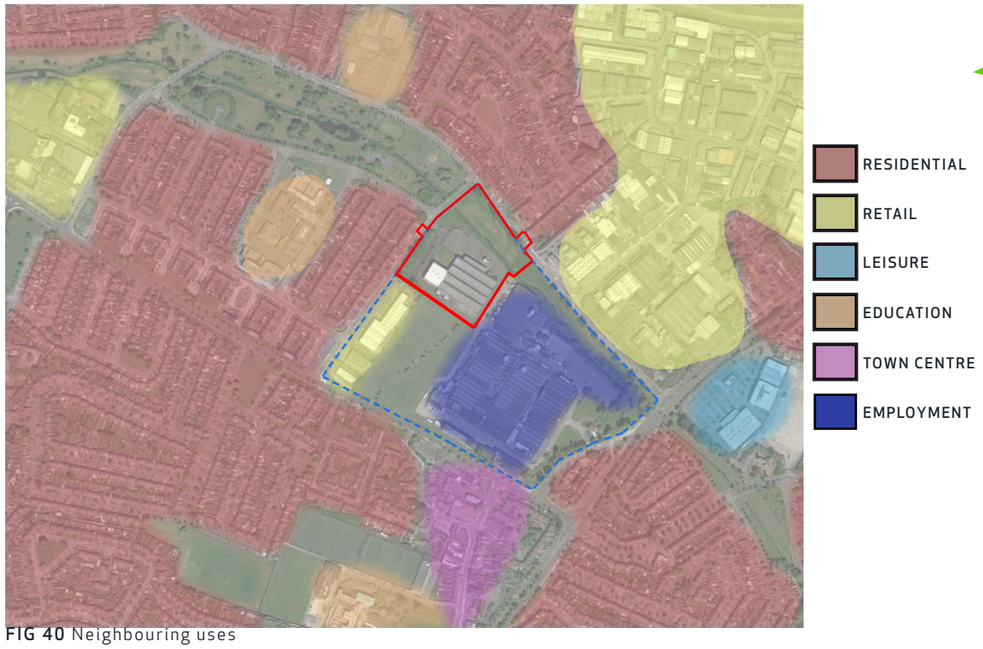


FIG 40 Neighbouring uses

FIG 41 Green link

RESPONSE TO ABP OPINION

HEIGHT, SCALE & DENSITY

2. 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 Chiver's Site sits adjacent to the larger Z6 zoned lands known as the Cadbury's site to the east and to the south. Also to the southwest there are some retail units, notably an Aldi supermarket.
The Cadbury's lands all open on to the Santry river and the potential to extend the linear park is very strong.

The immediate vicinity of the subject site is predominantly residential however there are some strategically relevant uses such as the village centre of Coolock village immediate to the south of the site. This village centre will provide a natural centre of gravity for any further small scale retail and leisure uses for the development of the subject site.

Greater Dublin Area Transport Strategy 2016-2035

The Strategy includes fi ve overarching objectives to achieve the vision which are as follows:
• Build and strengthen communities.
• Improve economic competitiveness.
• Improve the built environment.
• Respect and sustain the natural environment.
• Reduce personal stress.

The Strategy sets out measures to achieve the vision and objectives for the GDA. These include better integration of land use planning and transportation, consolidating growth in identifi ed centres, providing more intensive development in designated town and district centres and control parking supply.

A well Serviced site: Transport Links
The Chiver's site is a well serviced site for transport links.

The Malahide QBC travels c.480 from the eastern boundary of the site, along the Malahide Road. Other bus routes also serve the roads immediately in the vicinity of the site.

The Chiver's Site is located in a central and strategic position to existing amenity & social infrastructure. Green spaces such as the Santry River linear park, McAuley Park, and Coolock Lane Park all within 1000m.

The existing shopping precincts of Coolock Village, the Northside Shopping Centre and Odeon Coolock are within 500m.

Further existing cultural and social institutions are within similar distances, including Coolock Library, primary & secondary schools and Parnells GAA club.

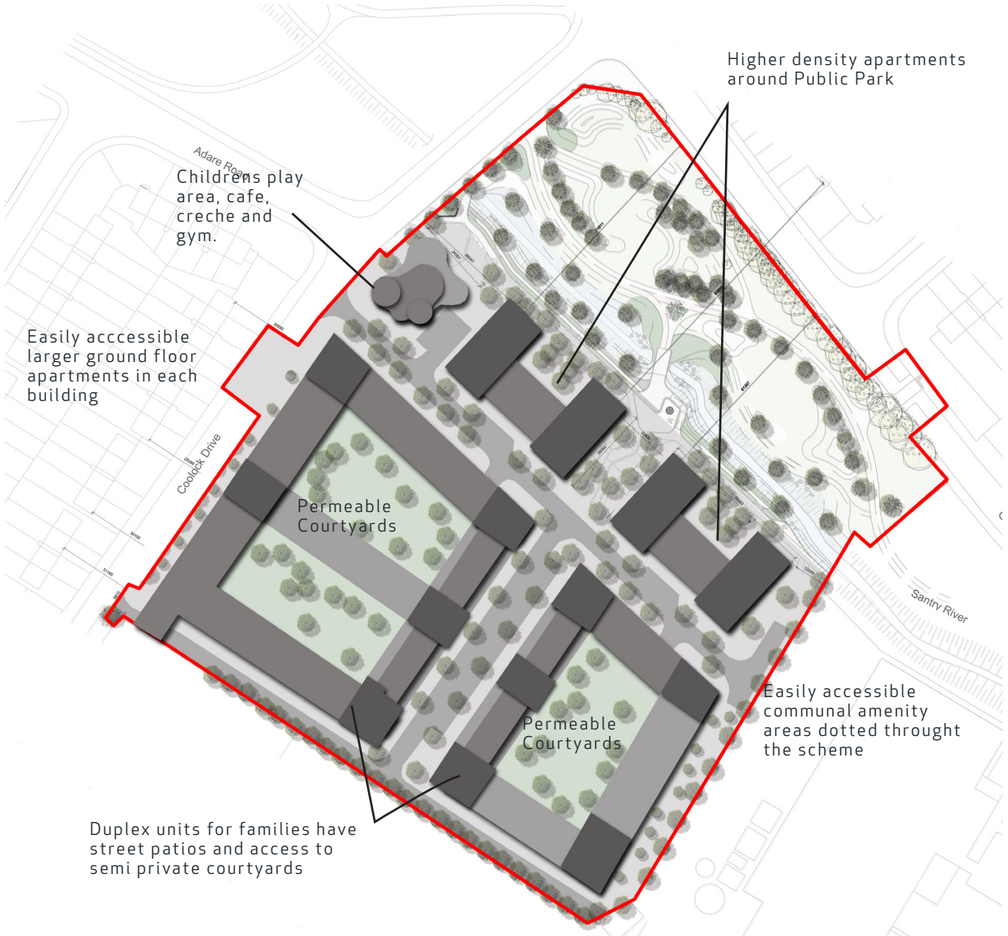


FIG 42 Plan diagram of scheme

Front doors are presented to a public generate activity on the street while privacy is provided to apartments through landscaping, without the need for visual barriers.

FIG 43 View of Coolock drive

FIG 44 Attractive routes through schemes promoting public access and amenity

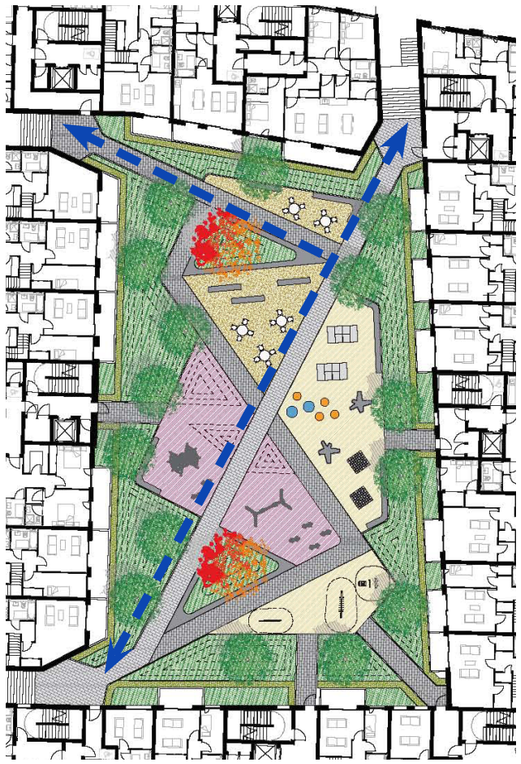


FIG 45 Example of Permability through the buildings Block C

RESPONSE TO ABP OPINION

HEIGHT, SCALE & DENSITY

3. 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 physical and visual barriers

The proposed development provides a range of different apartment sizes and types to accommodate a wide variety of residents. The development contains 40 high quality duplex units suitable for families. Larger ground floor one, two and three bed apartments could be easily adapted to the needs of elderly people .There is also a high provision of one bed apartments available to suit the needs of young professionals and smaller families. The development also contains two (36%)and three bed units (22%) for families and those who wish to share accommodations.

The development allows for enables easy access by all. Outdoor amenity areas such as courtyards and roof gardens are fully accessible through apartment cores. Appropriate disabled parking is available throughout the site and a high percentage (77%) of apartments that are 10% larger than required, will allow for easy adaptability for less able residents. Attractive routes and permeability through schemes promote public access and amenity.

The design team recognised the need to create a mixed neighbourhood that can support a variety of people through all stages of their lives. There is a range of diverse public, communal and private amenity spaces and facilities for children of different ages, parents and the elderly. These spaces include a children's play-space, gym,cafe, créche, semi private courtyards, roof gardens, communal spaces and easy access to a public park.

FIG 46 3d of Site

FIG 47 Residential Amenity Spaces in orange - Ground Floor

First Floor

RESPONSE TO ABP OPINION

HEIGHT, SCALE & DENSITY

4. VARIETY:
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

As a project team we felt it important to provide residential amenities and facilities to draw people into the site, in order to create a vibrant neighbourhood. After a consideration of the existing uses in the locality, the need for crèche and leisure facilities in the area was identified.

The location of the community building(Creche/café/gym building) is planned to exploit the relationship between the public park and the scheme. The building will provide a hub of activity easily accessible to residents, while its position at the edge of the site will provide an identifiable address that maintains a relationship with the surrounding area. As well as this, numerous residential support facilities and amenities are dotted throughout the scheme. These include communal areas for neighbourhood gathering, dining facilities and club rooms. The spaces are flexible and can adapt to the changing needs of users.

It was also important to create amenities of different character and location in order respond to the variety of demographics envisioned within the scheme.

The apartment mix adds choice to the local area which is predominantly suburban houses. Mixed communities are best created by providing a range of unit types and tenures.

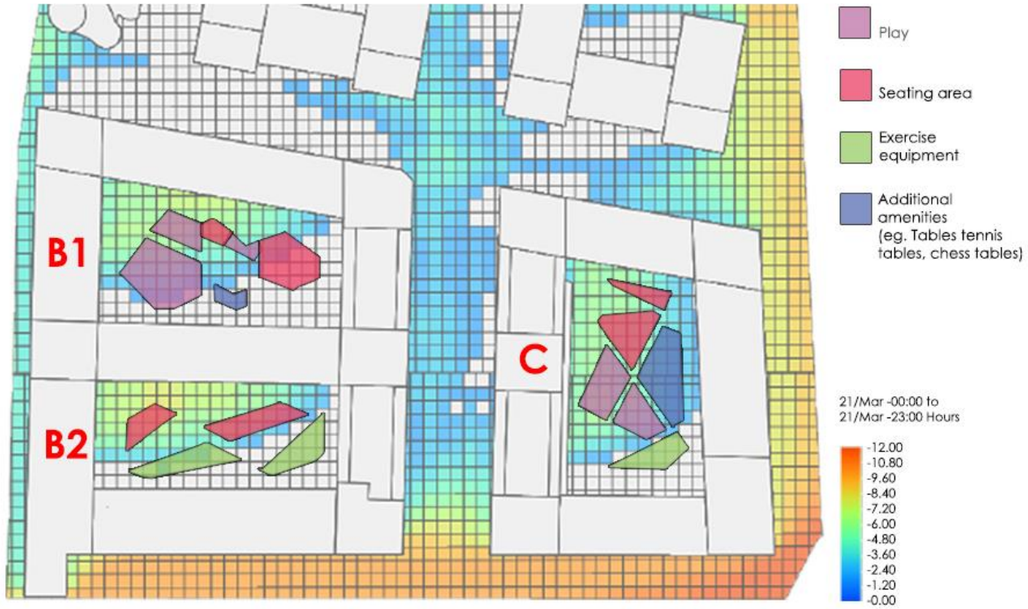


FIG 48 Diagram of Courtyard Spaces (Mitchell and Associates Report)

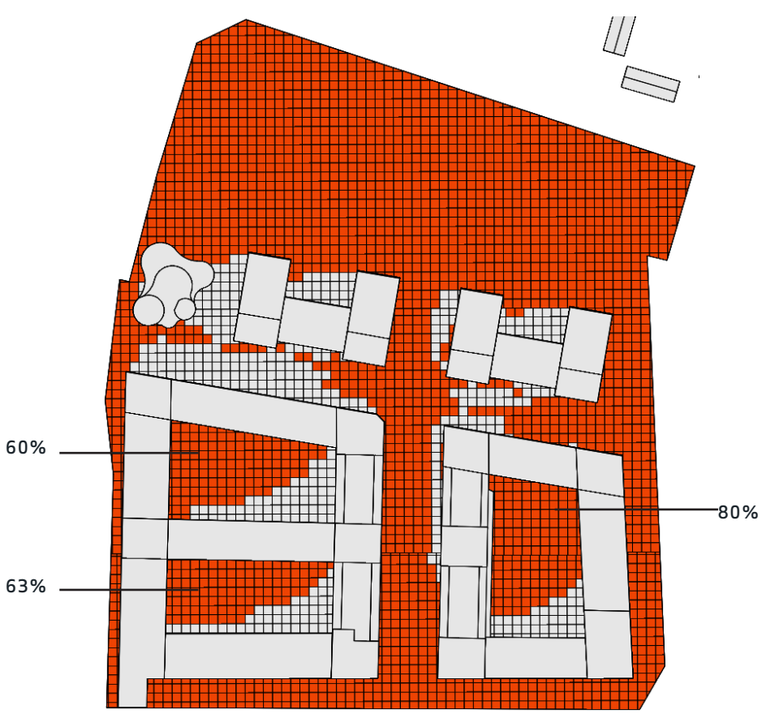


FIG 49 Sunlight Received for ≥2Hours (21 March) (Red boxes achieve the target) BRE guidance looks for ≥50% of amenity to achieve ≥2Hours on 21 March (Metec Report)

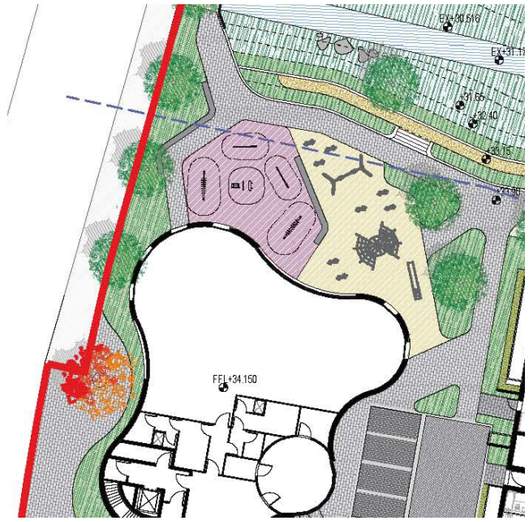


FIG 50 Children's Play Area

RESPONSE TO ABP OPINION

HEIGHT, SCALE & DENSITY

5. 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

The scheme brings a derelict site back to productive use by providing much needed homes to the local area. The site itself, as set out elsewhere in this report, strategically located within 500m of the QBC on the Malahide Road. A pedestrian access is also proposed from the north eastern corner of the site to facilitate direct access to the nearest Malahide QBC bus stops. The Malahide Road QBC provides high frequency routes both towards the city centre and towards the Swords / Portmarnock areas during the morning peak, with return services in the evening. Other bus routes also circumnavigate the adjacent road network around the site.

The proposed development includes for measures to enhance the connectivity of future residents and visitors from the site to the public transport facilities in the local area. High quality pedestrian crossings are proposed along Coolock Drive and Greencastle Road, to cater for pedestrians accessing the Dublin Bus stops along both carriageways.

In the courtyard spaces coordination with day and -sunlight studies have been considered to strategically placeseating and play areas where they receive the most sunlight. Landscaped areas have been designed to provide amenity as per the guidelines for planning authorities document - Sustainable Urban Housing: Design Standards for New Apartments. Landscaped areas have been designed to provide amenity as per the guidelines for planning authorities document - Sustainable Urban Housing: Design Standards for New Apartments, in particular section 4.13 'Children's play'. Buffer planting has been proposed around the base of all buildings as well as street tree planting on all new roads to assist in establishing the proposed development into its receiving environment.

All areas of interest and amenity are bordered with shrub and tree planting for protection, shelter and biodiversity. A SuDS strategy will be employed along the streets to collect and treat water runoff within bioremediation planting beds. There will be a feature drainage channel which will deliver surface water to the planted terraces and will ultimately dissipate into the existing water course. The interface between the proposed structure and the existing water course has been carefully considered and fashioned to incorporate design criteria agreed with the environmental consultant and Inland Fisheries Ireland

FIG 51 Axial Route through Site to the Park

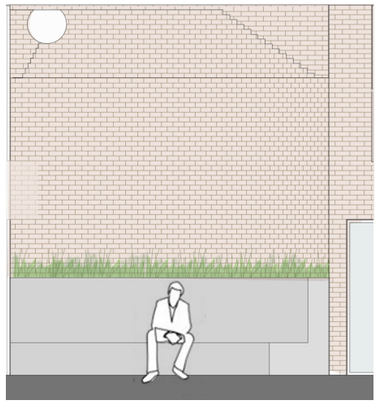


FIG 52 Example of place making at street level, incorperated seating at the corners of Buildings

FIG 53 Green link to the existing Stardust Memorial Park.

RESPONSE TO ABP OPINION

HEIGHT, SCALE & DENSITY

6. DISTINCTIVENESS:
How do the proposals create a sense of place?
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 memorable layout • The proposal successfully exploits views into and out of the site • There is a discernable focal point to the scheme, or the proposals reinforce the role of an existing centre

The scheme's urban design and architecture will also have a role in helping the area to form a strong character. The scheme provides a positive opportunity to create identity through density and height as well as providing quality amenities that will serve the local community. The large scale rhythm of the taller vertical elements will present an immediately recognisable place-marker within the local area. The apartments overlooking the park will enjoy a high quality aspect and will enjoy a sense of ownership over the green space.

Quality materials and thoughtful attention to details provide a sense of place at the street level. Consideration has been given to elevations to ensure buildings are coherent while having distinctive characteristics.The proposed development has its own distinct identity while making a positive contribution to the local area.

It is important that the scheme makes connections to the neighbouring landscape specifically the public park.
The site layout allows for visual connections to the public park through the use of axial route that bisect the site and through leaving strategic 'gaps' in the massing of buildings.

The public open space north of the proposed development will act as a green link to the existing Stardust Memorial Park. The existing Stardust Park which is directly adjacent to the site currently offers numerous amenities such as a designated play area with play items for a range of age groups, exercise equipment, an astroturf 7 aside pitch, sculptural elements and numerous walking/running routes around and along the existing water course

FIG 54 Plan Diagram of public and semi private green spaces

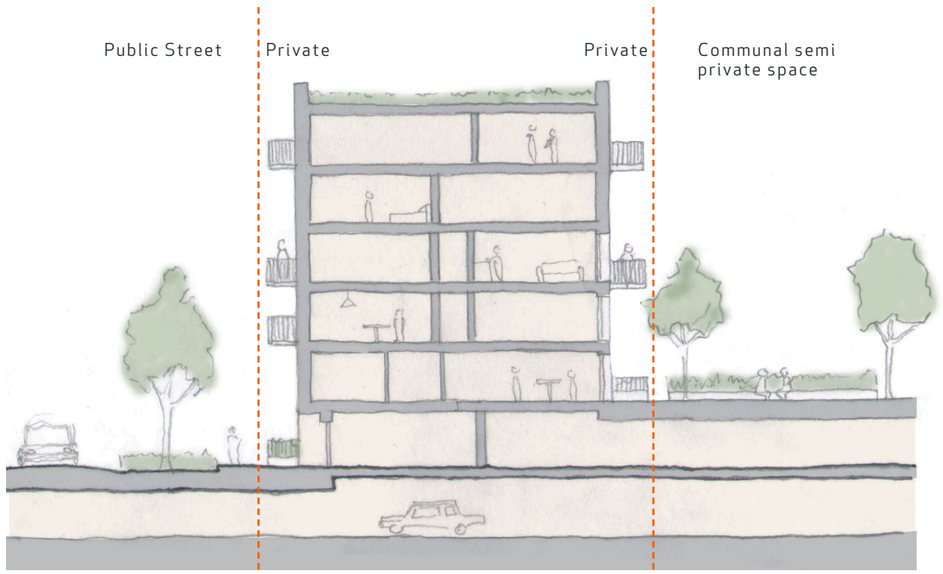


FIG 55 Section showing private space

RESPONSE TO ABP OPINION

HEIGHT, SCALE & DENSITY

7. 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

On-street activity is aided by ensuring good connections both outside and within the site.The scheme is open and walk able by the public, with routes forming the basis of natural way-finding on the ground. Principle routes run through the site connecting key spaces into the existing suburban fabric. The interface with the park to the north (which will hopefully become an extension of the existing public realm of the Santry River linear park) provides a highly integrated streetscape with an active frontage. Other potential connections have been assessed in terms of the possible future wider context to ensure the site is not conceived of as a hermetic environment but as part of a vibrant local community.

The layout of the project is designed around creating a permeable network of direct routes, where pedestrian, cycle and vehicular facilities are integrated. On street parking, shared surfaces at junctions and clear thresholds between pedestrian and shared roads encourage slower driving and a safer environment for users. Accessible pedestrian routes are provided in areas of steep gradients and level access is provided to all residential dwellings.

By creating generous internal courtyards the scheme maintains a clear distinction between private, semi-private and public space. The layout of roads and thresholds between buildings has been designed to provide passive natural surveillance.
The proposed upgrade of the Oscar Traynor Road / Coolock Drive signalised junction will assist to reduce traffic speeds by reducing the widths of the individual approaching lanes of the northern and western arms. The reduced widths will act as a traffic calming measure by increasing driver caution at this location.
Introduction of pelican pedestrian crossing features along Coolock Drive and Greencastle Road will provide a more pedestrian friendly environment, and hence reduce traffic speeds of oncoming traffic.
Furthermore, the internal roads layout has been designed as per the Design Manual for Urban Roads and Streets, to reduce traffic speeds. For example:
- A reduced carriageway width of 5.5m has been achieved for the internal estate road;
- A minimum 1.8m footpath on both sides of the carriageway to provide pedestrian priority;
- Provision of internal pedestrian crossing facilities such as raised tables and tactile paving at priority junctions has been made in order to enhance the pedestrian priority within the site; and
- Corner radii of between 4 – 6m have been achieved for all junctions off the carriageway as per DMURS.

As previously stated, it is also proposed to introduce a number of upgrades to the existing infrastructure along the local public road network in order to enhance the routes in and out of the site for pedestrians and cyclists. The proposed improvements are summarised as follows:
- Upgrading of the site and signals at the junction of Coolock Drive and Oscar Traynor Road;
- Provision of a signalised pedestrian crossing to the south of the site entrance on Coolock Drive; and
- Provision of a signalised pedestrian crossing at the proposed pedestrian entrance to the park off Greencastle Road.

Future cycling facilities such as the proposed Santry River Greenway will provide robust linkage to the North County and Dublin City Centre areas. This will be further aided by ample cycle parking provision (a total of 650 no. cycle spaces) within secure areas throughout the proposed development.

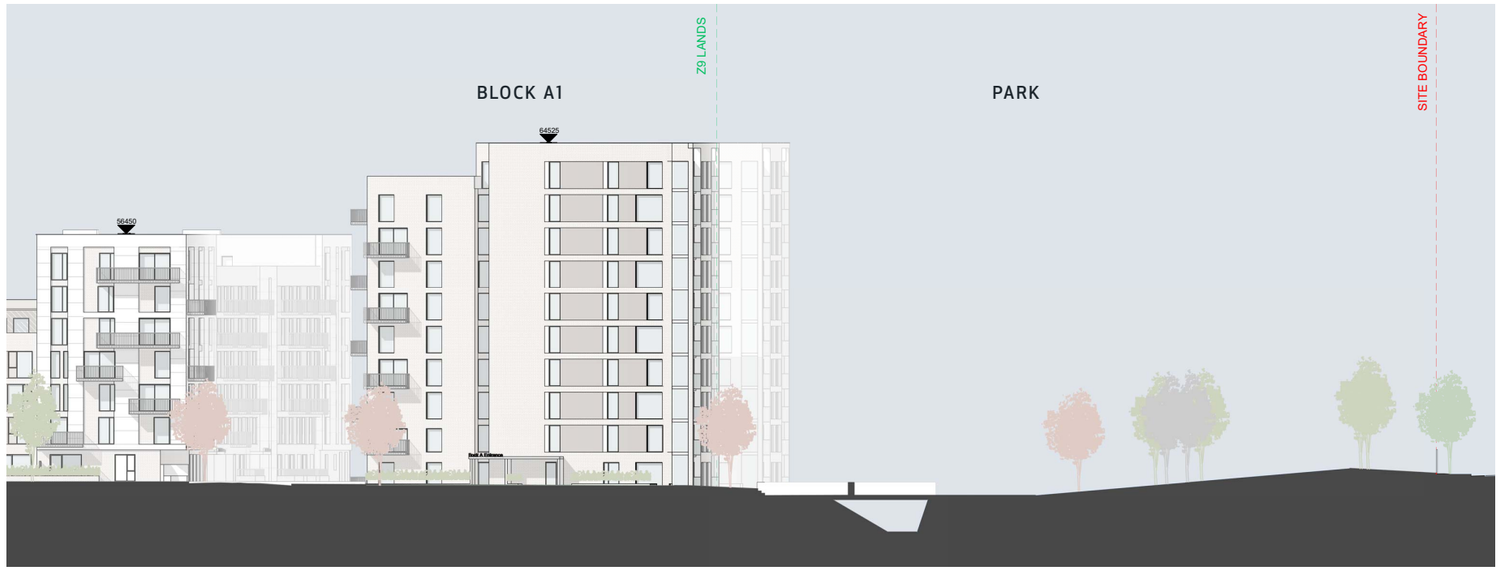


FIG 56 Section through site showing Block A1s Relataionship to Park Amenity

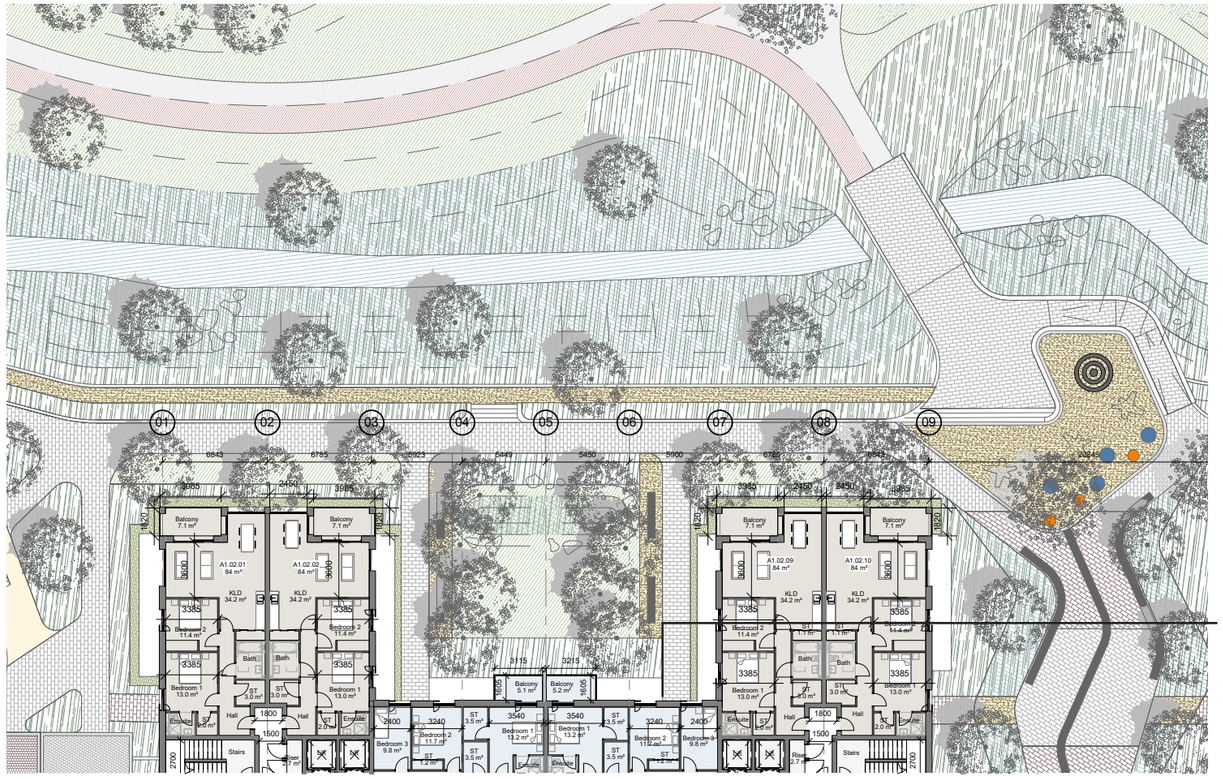


FIG 57 Plan of Block A1

RESPONSE TO ABP OPINION

HEIGHT, SCALE & DENSITY

8. PUBLIC REALM:
How safe, secure and enjoyable are the public areas?
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 neighborhood • 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.

Public and semi-public areas are well defined and overlooked. The public park to the north of the site is overlooked by blocks A1 and 2. A mix of rooms types including living room and bedrooms look out to the park allowing for passive surveillance at all time of the day, this in turn creates a safer environment for residences. Ground floor housing units present and active frontage to the streetscape and provide a sense of security.

Semi private spaces are clearly defined and separated from public areas.The courtyards are also well overlooked creating a sense of ownership and privacy for residents.

Public spaces are easily accessible and identified to all residents and have been designed with a user-centred approach, particularly for the needs of pedestrians.

A SuDS strategy will be employed along the streets to collect and treat water runoff within bioremediation planting beds. Junction areas will be raised to path level and an appropriate, visually contrasting road, path and car parking surface materials used. This is to calm traffic and will also indicate a pedestrian priority.

RESPONSE TO ABP OPINION

HEIGHT, SCALE & DENSITY

9. ADAPTABILITY:
How will the building cope with change?
• 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 small office • Space in the roof or garage can be easily converted into living accommodation

Where possible the design team intend to achieve building envelope and HVAC performance that is a significant improvement on the statutory requirements contained in the Irish Building Regulations.

The design intent will be to pay close attention to the requirements of the EPBD (Energy Performance Building Directive) and the Building Regulations Technical Guidance Document Part L which are the current drivers for sustainable building design in Ireland.

The intent for the buildings' services (mechanical and electrical) design strategy is to utilise as many sustainable design options and energy efficient features that are technically, environmentally and economically feasible for the project in an aim to achieve a development that is low energy and environmentally friendly. Making the right decisions in relation to design / construction can contribute greatly to the sustainability of a building, which will lead to cost savings in the future and raise comfort levels for the occupants of the buildings. The apartments are generous in size, allowing for flexibility for the changing needs of residents overtime.

FIG 58 Proposed Block Plan

RESPONSE TO ABP OPINION

HEIGHT, SCALE & DENSITY

10. PRIVACY / 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

Each apartment meets and, in many cases exceeds the requirement for private open space and storage space as envisioned in the Design Standard for New Apartments - Guidelines for Planning Authorities.

There is a high proportion of dual aspect apartments throughout the scheme, with 65 % of apartments double or triple aspect.

Adequate space between courtyards and other buildings is provided to avoid over-looking between apartments. The ground floor apartments and duplex are appropriately screened by layers of landscaping to provide privacy without physical barriers. Mediating between people's desire for privacy and the creation of active frontages which animate the street and make the public spaces feel safe.

The scheme provides a variety of room types for each elevation to ensure that all sides of the building provide a good level of passive natural surveillance.

FIG 59 Plan view of Basement Parking

FIG 60 Plan view of street parking between blocks B and C

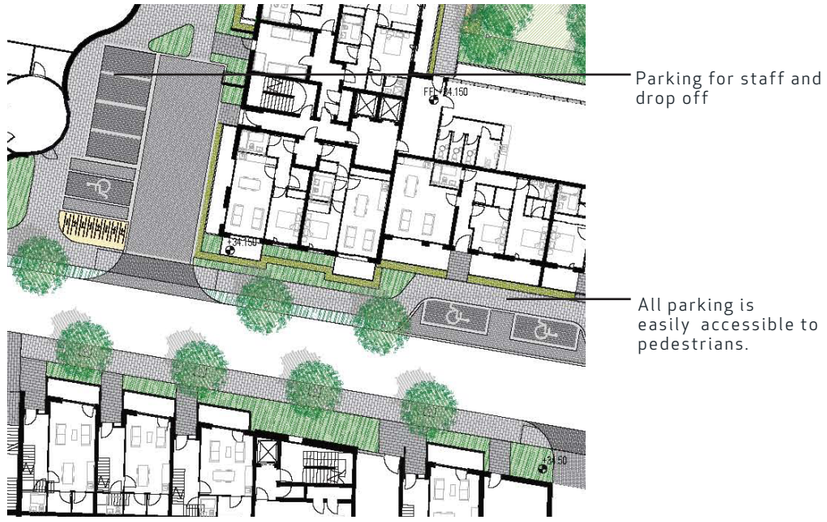


FIG 61 Plan view of street parking between Creche and Gym facilitiy and Block A

RESPONSE TO ABP OPINION

HEIGHT, SCALE & DENSITY

11. PARKING:
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

The proposed development will provide secure and attractive car and bicycle parking amenities. Residents will have a range of options for car parking choices including; on street parking, secure on grade and underground parking facilities. The development will also provide a car club for residents without vehicles. High quality covered storage for bicycle storage is envisioned as part of the development with secure basement and street level storage provided.

The parking will comprise of a total of 396 car parking spaces and 650 bicycle spaces located in strategic areas throughout the site.

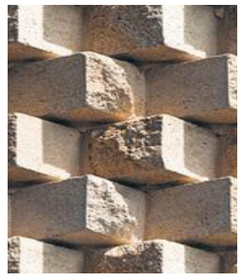
Careful management of site parking avoids a proliferation of surface parking.Basement and on-grade parking will be secure and fully accessible to all residents through core access. On-street parking will be fully overlooked by apartments pedestrians and traffic, allowing for peace of mind for residents storing their cars for long periods while using public transport for day to day commuting. Street parking will be fully integrated into the landscaping strategy and of a high quality.

Parking will be provided communally to allow for choice for residents and accommodate visitors without the need for dedicated spaces.

EXAMPLE OF STREET DETAILING

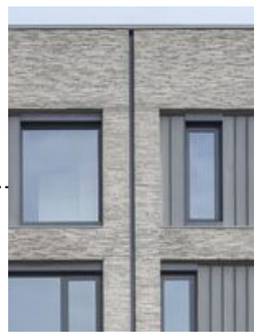
FIG 62 Partial elevation drawing

WHITE NATURAL STONE INSULATED FAÇADE CLADDING.



RUSTICATED BUFF/ YELLOW COLOURED BRICK.

BUFF/ YELLOW COLOURED BRICK. STRETCHER BOND



RECESSED DOWNPIPE

RESPONSE TO ABP OPINION

HEIGHT, SCALE & DENSITY

12. DETAILED DESIGN:
How well thought through is the building and landscape design?
• The materials and external design make a positive contribution to the locality • The landscape design facilitates the use of the public spaces from the outset • 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

The architecture and landscape design of the scheme are of a high quality. Given the scheme is built to rent a long-term view with regard to materials and finishes has been taken, with careful selection of materials to ensure their long-term durability. Particular care has been taken with the specification of materials and detailing in the street level such as entrances, terraces and public spaces.

A contemporary palette of materials is proposed, creating an identitywhile remaining consistent and avoiding unnecessary architectural embellishment. The proposed scheme will be predominantly brick-based which will be varied in finish to avoid monotony.

The elevations will be articulated with the inclusion of white stone on taller elements of the buildings to provide visual relief within the scheme.

Consideration has been given to materials and planting used for the public spaces facilitate their use throughout the seasons. The scheme provides a variety of spaces and surface treatments that enable access regardless of the weather.

Communal bin stores are located out of site but with easy accessibility for residence, it was deemed important to not allow services to dominate the visual appearance of the development

BALCONY TYPE 1

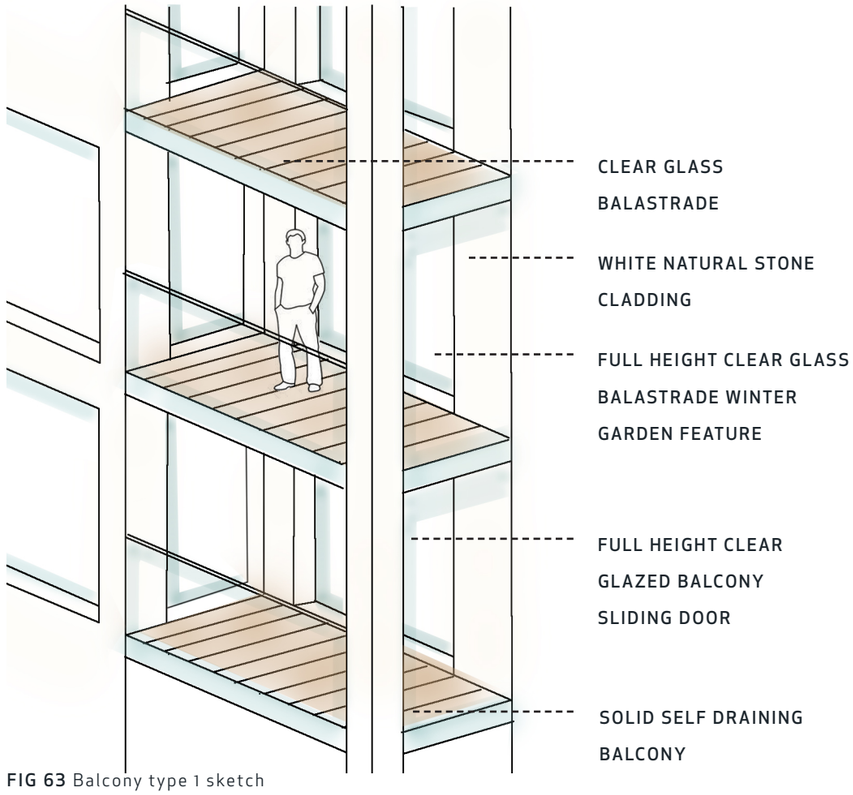


FIG 63 Balcony type 1 sketch

BALCONY TYPE 2

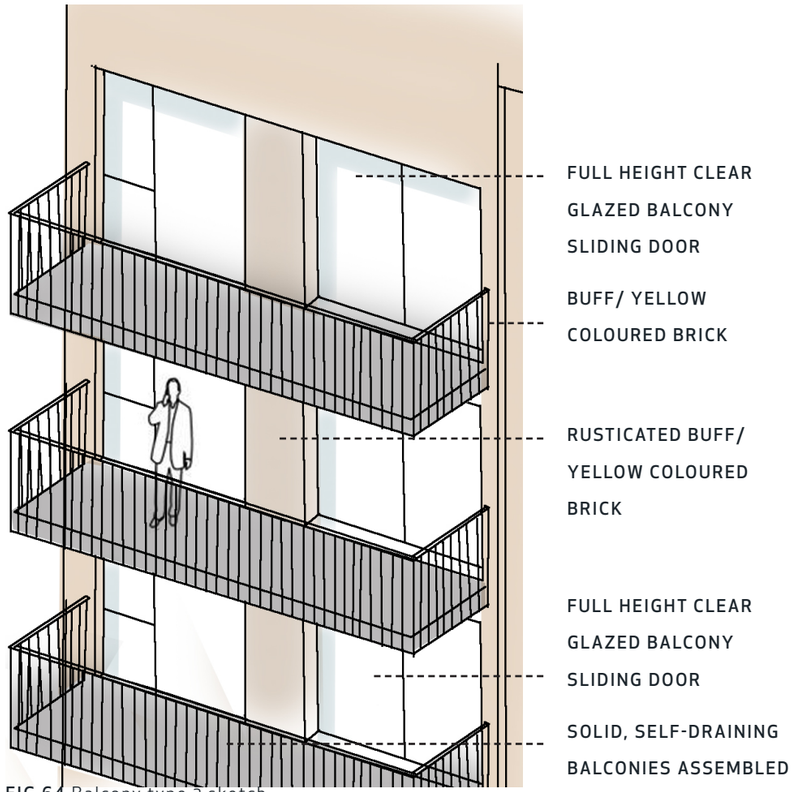


FIG 64 Balcony type 2 sketch

BALCONY TYPE 3

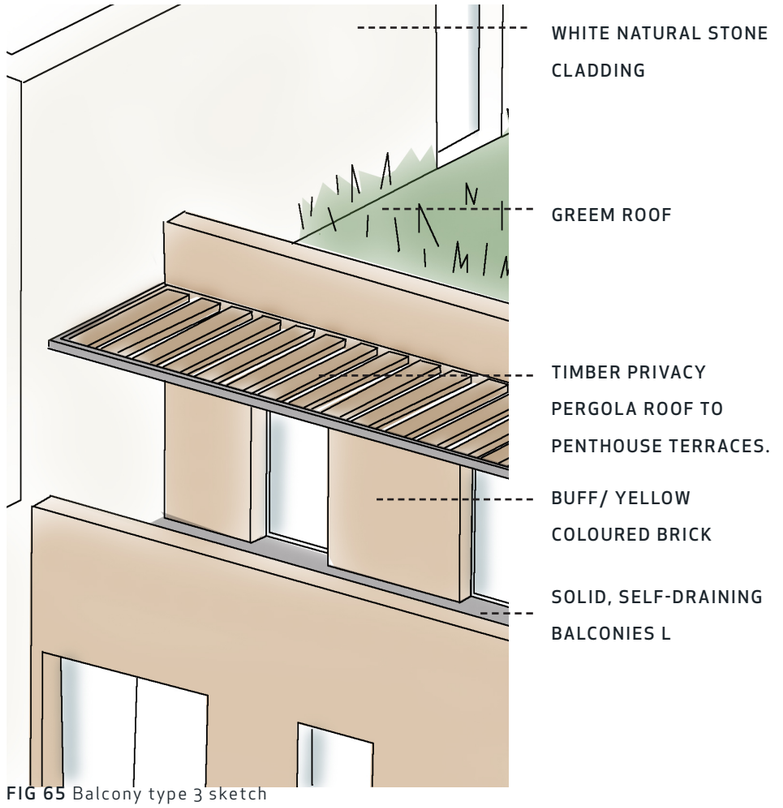


FIG 65 Balcony type 3 sketch

FIG 66 Previous scheme setback distance

FIG 67 Current scheme setback distance

RESPONSE TO ABP OPINION

DESIGN AND LAYOUT

From An Bord Pleanala Inspector's Report on Recommended Opinion ABP-302757-18

Density and Layout
2. Further consideration and/or justification of the documents as they relate to the development strategy for the site in respect of the design and layout of the proposal particularly as it addresses interfaces with the public realm and adjoining boundaries where proposed streets are created. Particular regard should be had to creating suitable visual relief and permeability in the treatment of elevations. Furthermore the layout should address the creation of usable, amenable and high-quality public and semi-private open spaces within the development particularly in respect of the proposed configuration of Block B. The further consideration of these issues may require an amendment to the documents and/or documents submitted at application stage.

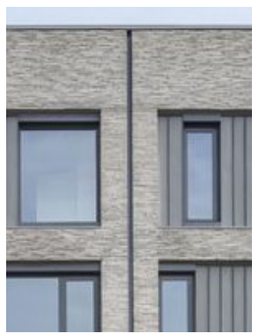
ADJOINING BOUNDARIES

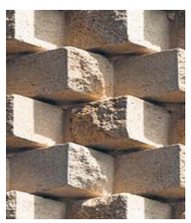
As part of the design development we have undertaken following the feedback from An Bord Pleanala, the issue of site boundaries and setbacks was looked at again. The setbacks we had shown at the pre-application stage were considered too tight to allow a fully realised site boundary condition and to allow for future development potential on the neighbouring site. Accordingly we have increased this setback from the previous 5.8m to our current size of 11.0m

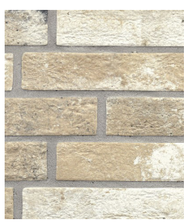
We believe this allows us to present a landscaped interface up to the site boundary which will allow any future development to the East without compromise.

FIG 68 Proposed Coolock Drive elevation

FIG 69 Georgian terrace in Dublin







RESPONSE TO ABP OPINION

DESIGN AND LAYOUT

TREATMENT OF ELEVATIONS

We have further developed the elevation treatment of the scheme in an effort to create a cohesive street pattern with a recognisable urban scale. We have looked at the Dublin typology of Georgian terraces as a starting point for the massing and scale of our main street elevations - in particular Coolock Drive, as shown opposite.

The concept is to create a terrace with a vertical sub-division of similar proportion to a recognisable Dublin precedent. This helps break down the massing to a more human scale. The relief is created by a series of recessed and expressed downpipes and an alternating pattern of brick cladding with some feature brick patterns. The terrace elevation is also further broken up by the use of two higher elements within the terrace. These will be clad in white stone cladding and will create a sense of address by virtue of their difference.

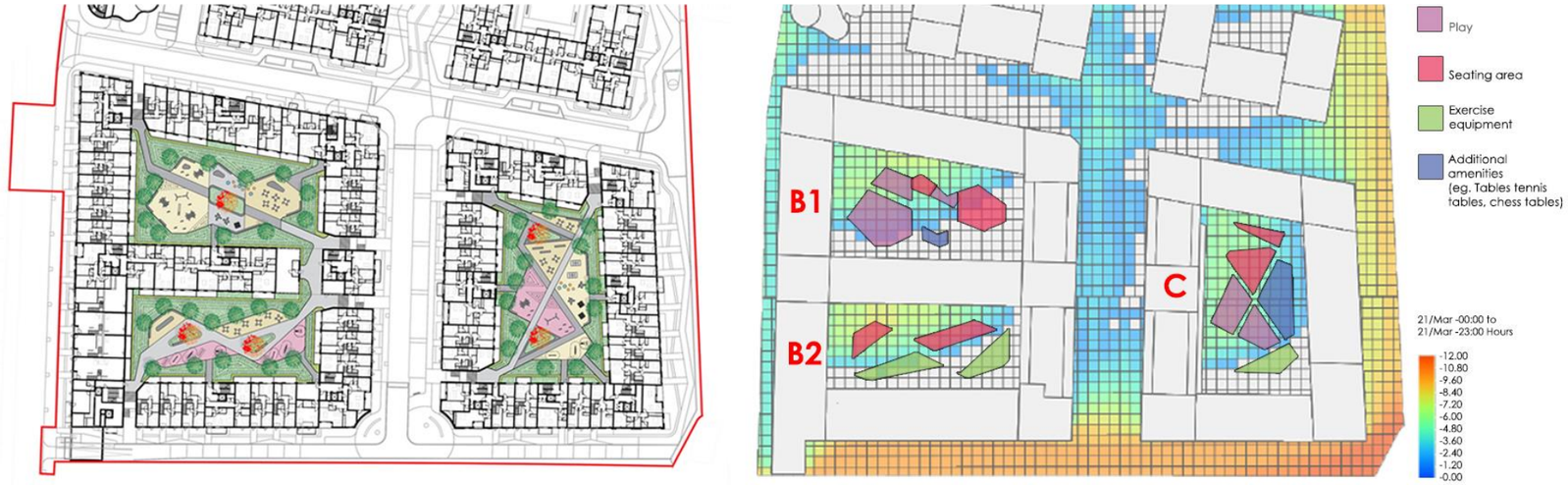


FIG 70 Proposed Block B courtyard plans

Landscape terracing

Aquatic planting

Wet-pour play surface mounding

Sculptural and natural play items

FIG 71 Landscape concept design precedents

PUBLIC/SEMI-PRIVATE SPACE

In courtyard 'B1' the play area is placed on the sunnier south facing side. In courtyard 'B2' outdoor gym equipment is being proposed for the shadier side and seating areas to the sunnier south facing area. In courtyard 'C' the seating area has been designated to the sunnier south facing while the play area is to receive partial shade. The total amount of designated play space in both first floor courtyards is 414m2 (block C: 159m2, block B 1/2: 255m2 as per the guidelines for planning authorities document - Sustainable Urban Housing: Design Standards for New Apartments, section 4.13 'Children's play') The public open space north of the proposed development will act as a green link to the existing Stardust Memorial Park and the future Santry greenway. This existing Stardust Park which is directly adjacent to the site currently offers numerous amenities such as a designated play area with play items for a range of age groups, exercise equipment, an astroturf 7 aside pitch, sculptural elements and numerous walking/running routes around and along the water course. Access to the proposed public open space will be managed in a similar way to the existing Stardust Park, being open during daylight hours. Excavated topsoil material will be retained on site and used to form grass mounding with low maintenance wildflower seeding which will frame grass seeded open space play / kick-about areas. Less than 5 minutes' walk north of site access can also be gained to the Coolock Youth Activity Play Grounds. The interface between the proposed structure and the existing water course has been carefully considered and fashioned to incorporate design criteria agreed with the environmental consultant and Inland Fisheries Ireland. In contrast to the steep embankment that exists at present a combination of a terraced, sloped and shelved land form treatment is proposed with -large rocks and boulders being used as natural retaining elements. At the top level there are two low retaining walls which will double as amenity seating edges. This will inform a structural integrity to the top level. At lower levels there will be sloped and shelved land forms which will allow for the establishment of aquatic planting and self-seeding species and, from a health and safety perspective, allow for easy egress. The restoration of the existing bridge will connect the development and create a visual feature without affecting the watercourse. South of the restored bridge will be a plaza area with focal sculptural elements, informal play items and feature tree planting. Southward this plaza space extends between blocks A1 and A2 seating leading onto a shared surface junction for traffic calming and pedestrian priority. Along the south boundary will be another shared surface/homezone treated street. The street will cater to emergency access requirements and occasional access for residents.

SECTION 7

COMMUNITY / SHARED SPACE INFRASTRUCTURE

AN BORD PLEANALA - PRE APPLICATION CONSULTATION

MARCH 2019

FIG 72 Community infrastructure - Ground Level

RESPONSE TO ABP OPINION - COMMUNAL SPACE

SHARED SPACE WITHIN THE MASTERPLAN

From An Bord Pleanala Inspector's Report on Recommended Opinion ABP-302757-18

Residential Support Facilities and Residents Services and Amenities
3. Further consideration and/or justification of the documents as they relate to the internal layout of the proposed development, having regard to the nature, quantum, size, distribution and compatibility of residential support/communal facilities and their location within the overall development and the provision of a greater range of communal uses and spaces. Particular regard should be had to Part 9(b) of SPPR7 of the Sustainble Urban Housing Design Standards for New Apartments 2018. The further consideration of these issues may require an amendment to the documents and/or design proposals submitted at application stage.

As part of the Build-to-rent model a certain amount of shared and communal spaces are provided to allow for the potential for residents to access larger spaces outside of their normal home environment.

These social spaces might include:
- community group rooms
- function rooms
- games rooms
- education areas
- homeswork clubs
- cafe
- gym
- creche
- shared work hubs
- breakout dining spaces

As well as these functions it is the applicant's ambition to provide for community use functions also. These rooms might include homework clubs, volunteer group spaces, hobby rooms and games rooms. Many of these rooms will be located at the lower floors of the buildings to provide active frontage and to make them as visible within the scheme as possible. All of these rooms would be accessible to all residents of the developments and not just the residents of the particular block where it is housed.

FIG 73 Community infrastructure - First Floor

COMMUNAL SPACE

SHARED SPACE WITHIN THE MASTERPLAN

At the first floor level communal space is proposed to utilise some of the courtyard level space. These are strategically located at nodal points within the block and will provide these spaces with maximum visibility and exposure. The aim is to ensure these spaces are widely used and become a vibrant part of the residential community.

Table of Communal Use Spaces			
Use		Sq.m	Sq.ft
Block A1	Function Room A1	110 sq.m	1184 sq.ft
Total		**110 sq.m**	**1184 sq.ft**
Block A1	Function Room A2	110 sq.m	1184 sq.ft
Total		**110 sq.m**	**1184 sq.ft**
Block B	Games Room	34 sq.m	365 sq.ft
	Dining Area	100 sq.m	1076 sq.ft
	Study Hub	97 sq.m	1044 sq.ft
Total		**231 sq.m**	**2485 sq.ft**
Block C	Communal Work Area	77.5 sq.m	828 sq.ft
	Home Work Club	32 sq.m	334 sq.ft
Total		**109.5 sq.m**	**1162 sq.ft**
Creche		357 sq.m	3842 sq.ft
Cafe		34 sq.m	365 sq.ft
Gym/ Recreational use		412 sq.m	4434 sq.ft
Total		**1363.5 sq.m**	**14656 sq.ft**
Communal Space Per Apartment		**2.7 sq.m**	**30 sq.ft**

SECTION 8

DESIGN OF ELEVATIONS

AN BORD PLEANALA
- STRATEGIC HOUSING DEVELOPMENT APPLICATION

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FIG 74 Brick facade with metal balconies

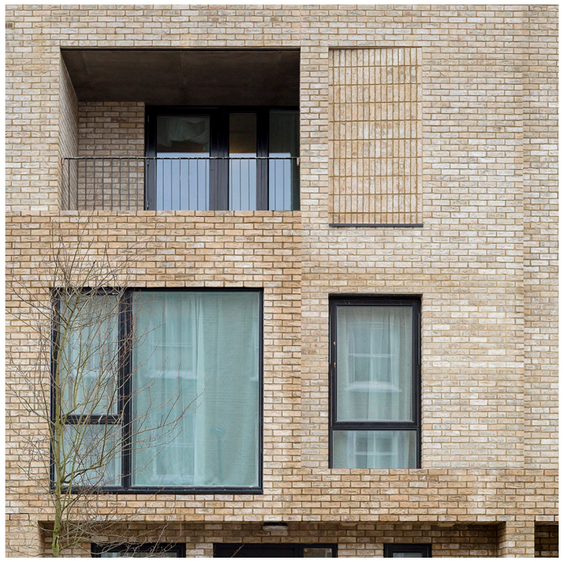


FIG 75 Buff coloured brick and graphite grey aluminium windows

FIG 76 Painted metal balustrades

FIG 77 Articulated brick detailing

ELEVATION TREATMENTS

BRICK CLADDING

01 Pale Buff Clay Brick, horizontal stretcher course, bedded in white mortar

02 **Windows**
Composite timber/ aluminum windows with Aluminum External Framing, colour - graphite Grey

03 **Window opening vent detail**
Feature window vent openings to be provided in solid aluminium panel, within-window fabrication

04 **Handrails and Balustrades**
Handrails and balustrades in black painted mild steel circular section vertical rails, with flat plate black painted mild steel handrail. Balconies will have frosted glass privacy screens as separation

05 **Building Plinth**
Ground floor 'plinth'- Pale Buff Clay Brick, with feature brick detailing, bedded in white mortar

06 **Trims & Flashing**
Parapets, copings & flashings in powder coated aluminium to match window colour

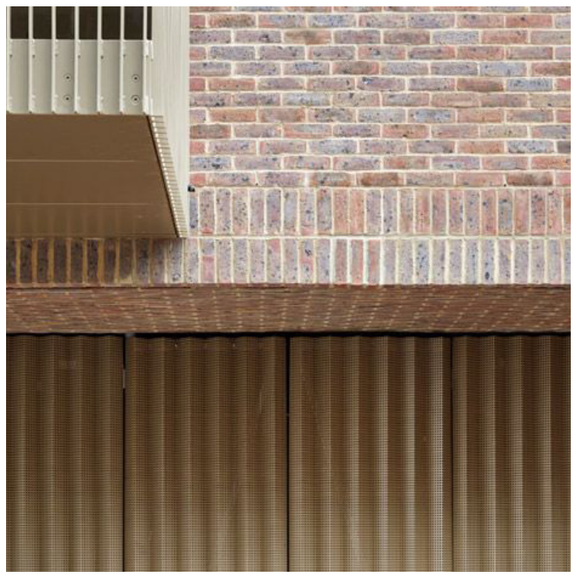


FIG 78 Sample of brick lintel detailing

FIG 79 Sample of rusticated brick detailing

FIG 80 Sample of rusticated brick detailing

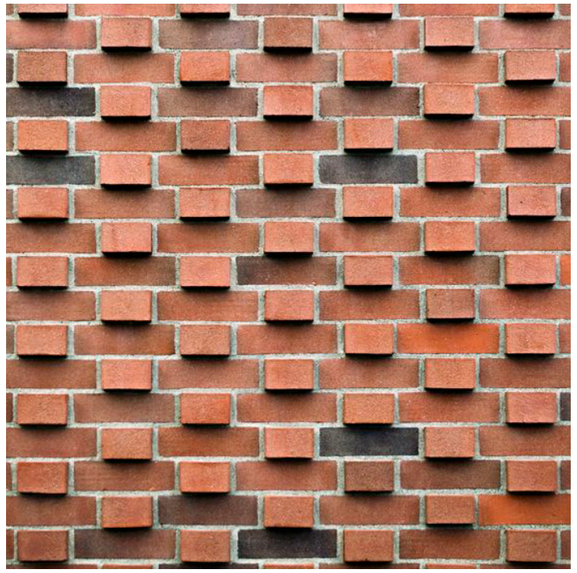


FIG 81 Sample of rusticated brick detailing

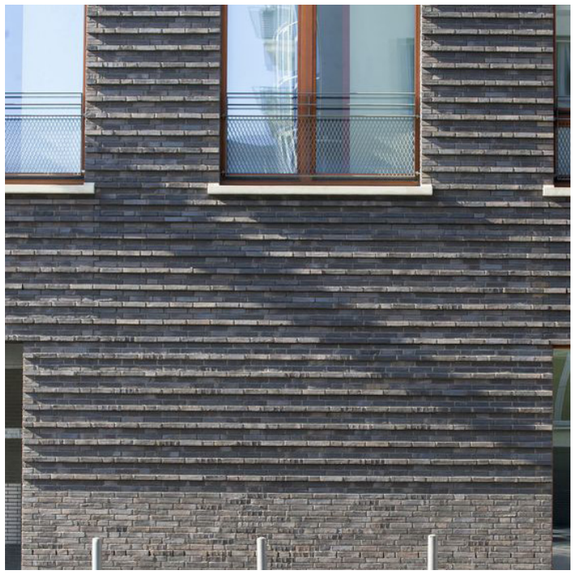


FIG 82 Sample of rusticated brick detailing

FIG 83 Sample of rusticated brick detailing

ELEVATION TREATMENTS

BRICK DETAILING

01 Pale Buff Clay Brick, horizontal stretcher course, bedded in white mortar

02 **Windows**
Composite timber/ aluminum windows with Aluminum External Framing, colour - graphite Grey

03 **Window opening vent detail**
Feature window vent openings to be provided in solid aluminium panel, within-window fabrication

04 **Handrails and Balustrades**
Handrails and balustrades in black painted mild steel circular section vertical rails, with flat plate black painted mild steel handrail

05 **Building Plinth**
Ground floor 'plinth'- Pale Buff Clay Brick, with feature brick detailing, bedded in white mortar

06 **Trims & Flashing**
Parapets, copings & flashings in powder coated aluminium to match window colour

FIG 84 White stone cladding

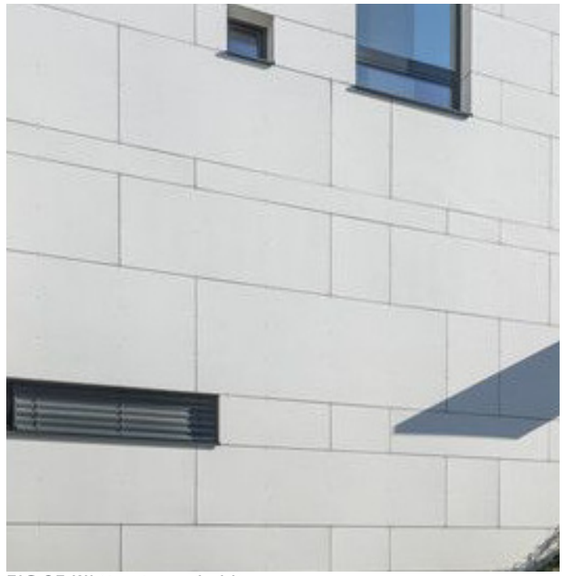


FIG 85 White stone cladding

ELEVATION TREATMENTS

STONE CLADDING

01 White techrete cladding panels

02 **Windows**
Composite timber/ aluminum windows with Aluminum External Framing, colour - Graphite Grey

03 **Window opening vent detail**
Feature window vent openings to be provided in solid aluminium panel, within-window fabrication

04 **Handrails and Balustrades**
Handrails and balustrades in black painted mild steel circular section vertical rails, with flat plate black painted mild steel handrail

05 **Trims & Flashing**
Parapets, copings & flashings in powder coated aluminium to match window colour

FIG 86 Regular spaces openings in pale stone clad wall

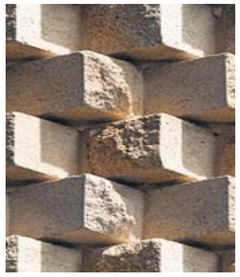
FIG 87 White stone cladding

FIG 88 Regular openings in stone panel cladding

EXAMPLE OF STREET DETAILING

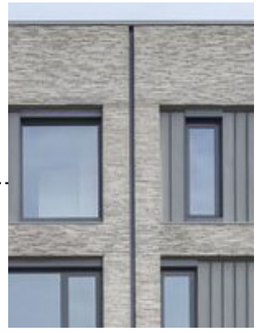
FIG 89 Partial elevation drawing

WHITE NATURAL STONE
INSULATED FAÇADE
CLADDING.



RUSTICATED BUFF/
YELLOW COLOURED
BRICK.

BUFF/ YELLOW
COLOURED BRICK.
STRETCHER BOND



RECESSED DOWNPIPE

BALCONY TYPE 1

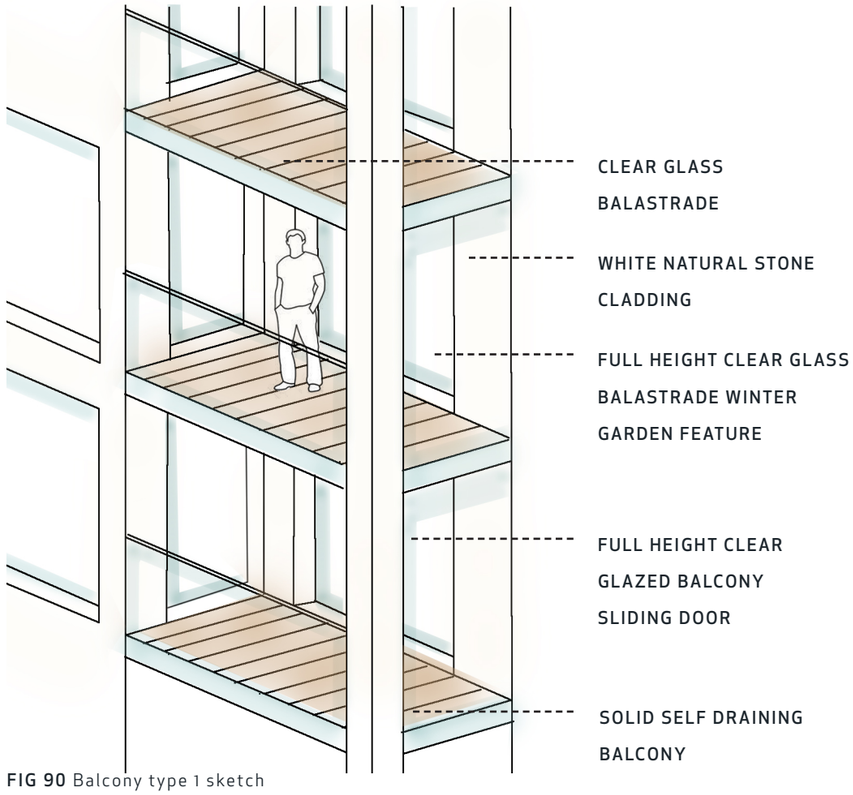


FIG 90 Balcony type 1 sketch

BALCONY TYPE 2

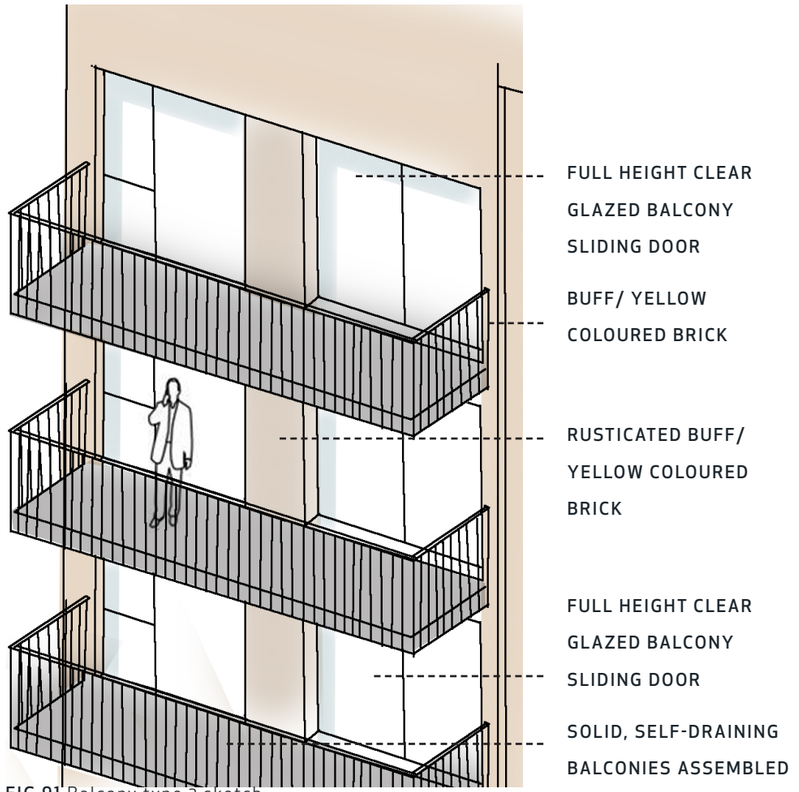


FIG 91 Balcony type 2 sketch

BALCONY TYPE 3

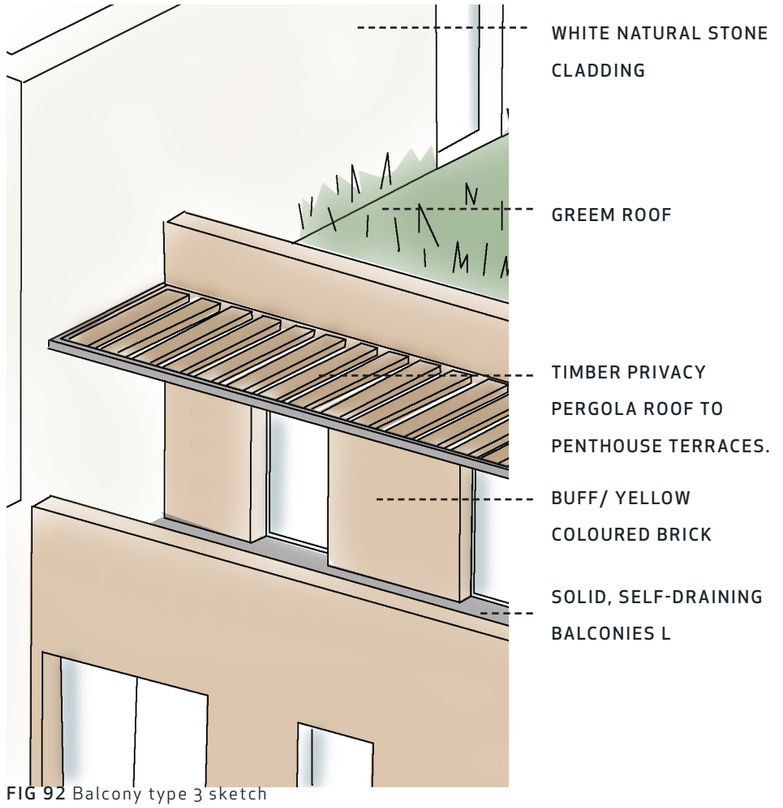


FIG 92 Balcony type 3 sketch

SECTION 9

PROPOSED 3D VIEWS

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- STRATEGIC HOUSING DEVELOPMENT APPLICATION

MARCH 2019

PROPOSED VIEW

AERIAL VIEW FROM NORTHEAST

PROPOSED VIEW

STREET LEVEL VIEW FROM COOOCK DRIVE

PROPOSED VIEW

STREET LEVEL VIEW FROM COOOCK DRIVE

PROPOSED VIEW

STREET LEVEL VIEW - BLOCK B

PROPOSED VIEW

STREET LEVEL VIEW - BLOCK B

PROPOSED VIEW

STREET LEVEL VIEW FROM RIVER PARKLAND

SECTION 10

CONCLUSION

AN BORD PLEANALA
- STRATEGIC HOUSING DEVELOPMENT APPLICATION

MARCH 2019

CONCLUSION

We strongly believe that The **Chiver's site, Coolock** is an opportunity to create a vibrant, integrated and rich urban environment. As set out in this report, and elsewhere in this submission, the site is well connected both in terms of **public transport** and **local infrastructure**; there is a **demonstrable housing need** in the area and the current zoning on the land is appropriate to our proposal.

Our proposal seeks to introduce a greater height of development than that permitted under the current DCC Development Plan (2016-2022), however we believe that there is a **strong justification** for doing so on this particular site. The location of the linear park to the north of the site and the setbacks it provides to other dwellings in the area allows for greater height without any impact on residential amenity.

The design of our scheme is based on seeking to create a **sense of identity and address**, in particular along this northern boundary. It is important that these buildings be **visually strong and of sufficient scale** to create a sense of place within the wider suburban context of Coolock.

The proposal is designed around creating **pedestrian-friendly urban environments** both between and within the various blocks. The proposal seeks to knit itself into the existing context but also to anticipate future development on adjacent sites, and therefore could be a catalyst for a new neighbourhood centre.

The design and materials we have proposed are **robust and appropriate** to the context of Dublin. Brick cladding is used throughout with significant textured brick detailing provided to create visual interest but also to help articulate various elements within the facades. This brick cladding is counterpointed by a visually contrasting white stone cladding at corner buildings and higher elements. The architectural treatment of these elements is designed to create identity and a sense of place within the overall scheme.

As a Build-to-Rent residential scheme our proposal will provide a diverse range of apartments both in terms of layout and size. This in turn will allow for a wide variety of occupants from single people and couples up to larger families.