MCORM

McCROSSAN O'ROURKE MANNING ARCHITECTS

ARCHITECT`S DESIGN STATEMENT

For PROPOSED APARTMENT DEVELOPMENT

at Parkside 4, Parkside, Dublin 13

On behalf of

Cairn Homes Properties Ltd

Ref: 11002.6 Parkside – Phase 4, Parkside, Dublin 13

October 2019`

CONTENTS

01_ INTRODUCTION

1.1 Description of Proposed Development

This design statement has been prepared in support of an application submitted by Cairn Homes Properties Ltd (the applicant) for a new residential development comprising 282 no. apartments on lands measuring approximately 3.17 hectares at Parkside. The site was occupied by two temporary school buildings which have recently relocated to new permanent facilities nearby.

Cairn is an Irish homebuilder founded in 2014 with a clear strategy to deliver high quality new homes with an emphasis on design, innovation and customer service. Following a successful initial public offering (IPO) in June 2015 to raise funds to finance the development of new homes in Ireland, Cairn is actively engaged in the delivery of some 13,000 homes over the coming years. In 2018 Cairn delivered 804 new homes across the Greater Dublin Area. In 2019 Cairn aim to deliver 1,100 new homes. Cairn is led by a highly experienced management team with a proven track record in delivering high quality residential properties at scale in Ireland and the UK, supported by a high calibre and experienced wider team. Cairn is focused on design driven by placemaking, high quality design and sustainability which will support sustainable communities.

The proposed development site is located to the northern side of Parkside Boulevard and bounded to the north by the Mayne River and Castlemoyne residential development, to the western side by the existing Parkside Playground, to the south by the existing Parkside development and to the eastern side by the Balgriffin Park road and a large apartment development which is currently under construction. We note whilst all the proposed buildings are on lands currently sitting within Dublin City Council, a small portion of the northern edge of the site (comprising landscaping) lies in Fingal Co. Co.

The proposed development consists of 282 no. apartments comprised of-

- 94 no. 1 bedroom apartments
- 08 no. 2 bedroom apartments (3 person)
- 167 no. 2 bedroom apartments (4 person)
- 13 no. 3 bedroom apartments

The development also includes residential amenity facility, basement and surface car parking, bicycle parking; surface water attenuation including green roofs, landscaping and all associated site development works.

This report will address specific items, in particular, the development strategy for the site, connectivity, the interface with Mayne linear Park, density, height, and unit mix. The purpose of this design report is to provide an overview of the development under the parameters mentioned above and analysis of other factors which have informed the design, including information relating to the context, design, access.

Design Team

Client	Cairn Homes Properties Ltd
Planning Consultant	McGill Planning
Architect	McCrossan O'Rourke Manning Architects
Civil and Structural Engineer's	DBFL
Landscape Architects	AIT Urbanism + Landscape
Daylight and Sunlight Analysis	IES
M&E	SEHA
Fire consultant	JGA Fire
LVIA / CGI	ModelWorks
Traynor environmental	Environmental Service
Openfield	Ecologist
Bat Eco Services	Bat Survey

02 _ SITE CONTEXT

2.1 SITE LOCATION

Fig 2.1.1 Application site shown outlined in red.

The vast majority of subject site is located on a brownfield site within the North Fringe Area of north Dublin and forms part of Phase 4 of the Parkside development. The land forms part of the adopted Belmayne/ Clongriffin Local Area and is approximately 8km north-east of the City Centre.

The site measures approximately 3.17 hectares, is accessible by Parkside Boulevard and is was previously occupied by two temporary school buildings, the Belmayne Educate Together National School and St. Francis of Assisi Primary School, which have recently relocated to the newly constructed school campus located on Belmayne Avenue. The site has been zoned Z14 *" to seek the social, economic and physical development and/or rejuvenation of an area with mixed use, of which residential and "Z6" would be predominant uses".*

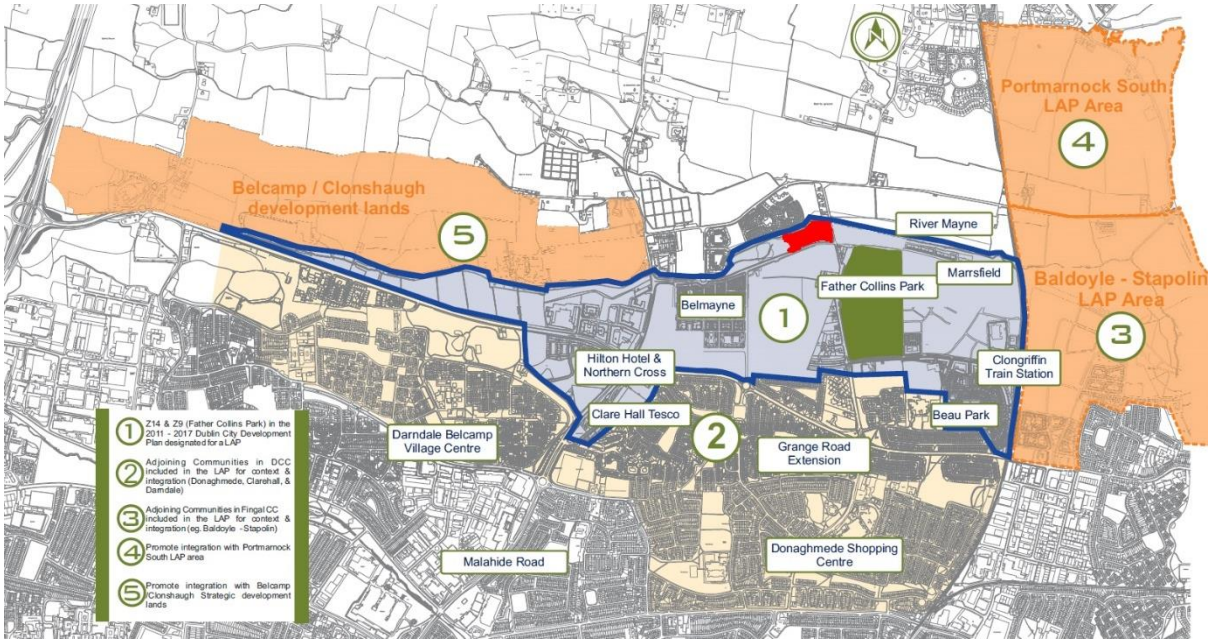


Fig 2.1.2 Application site shown in red. Extract LAP Area related to Adjacent Communities – Clongriffin-Belmayne LAP 201-2018

2.2 PRELIMINARY APPROACH

The most influential consideration in relation to the proposed site is its location adjacent to the River Mayne, the park and associated flood zone. Significant flood prevention works along this section of the River Mayne have been carried out over the previous decade and the developable portion of the subject site is dictated by the alignment of the reconfigured flood plain. Additional details on this alignment can found by referring to DBFL Consulting Engineers reports and drawings

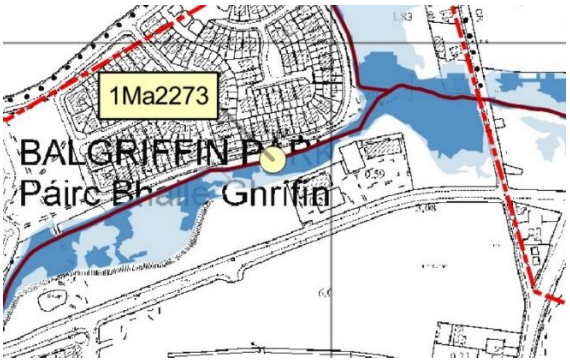


Fig 2.2.1 Extract from Femframes Flood Extents Map

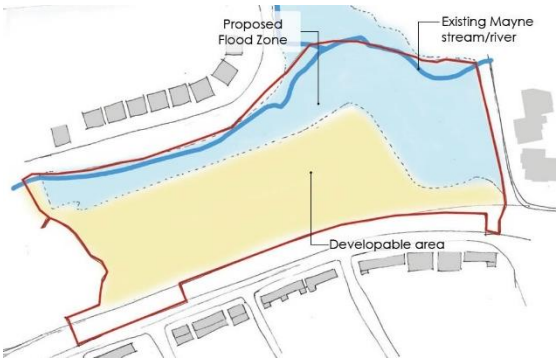


Fig 2.2.2 Indictive illustration showing the proposed flood zone and the developable area.

The diagram, fig 2.2.2, shows how the flood zone alignment has informed the proposed design form on the north side and in particular on the east side. This alignment effectively defines the developable area within the scheme.

The above conditions together with other boundary conditions result in a site which is broadly rectilinear in nature. The Mayne River runs along the northern boundary between the site and existing 2/3 storey houses in the Castlemoyne residential scheme beyond. A significant new apartment development is currently under construction immediately to the east of the Hole in the Wall road. 3 storey housing facing Parkside Boulevard and forming part of the Parkside residential development have established the building line to the south and Mayne Park lies to the west.

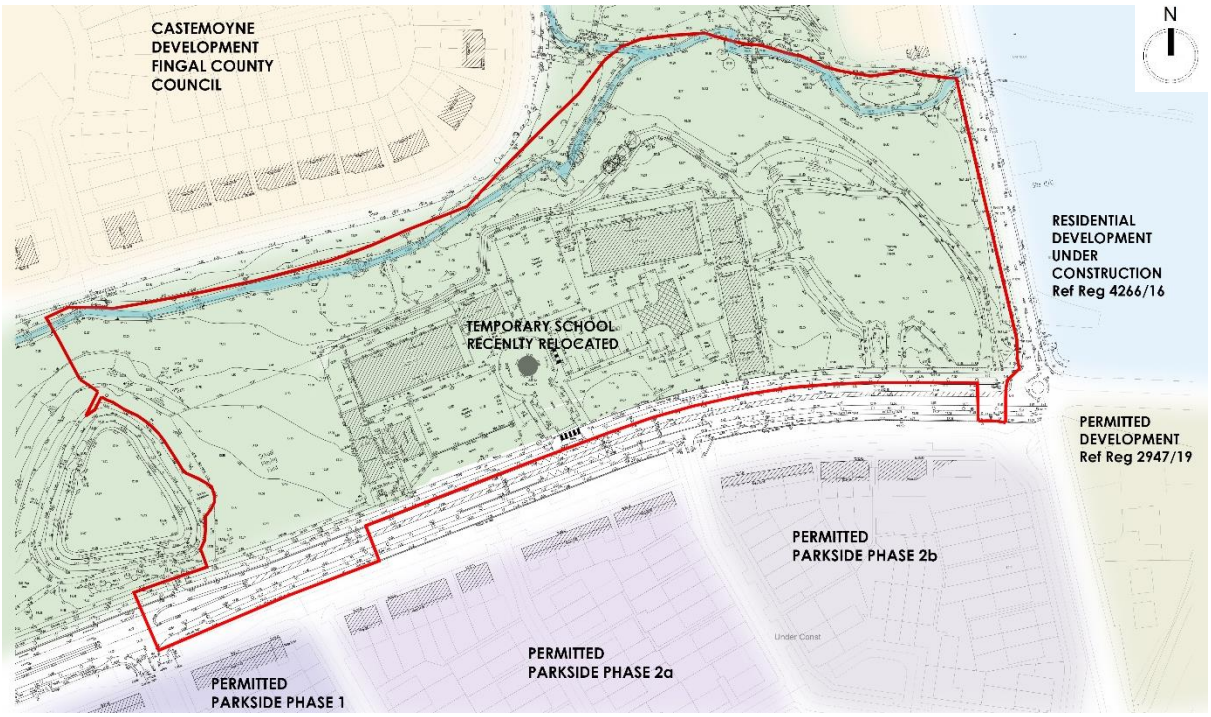


Fig 2.3 Application site shown outlined in red in context of existing and permitted developments.

North side of the site
Castlemoyne Development
Fingal County Council

The site
Temporary school buildings
Belmayne Educate Together National School and St. Francis of Assisi Primary school recently relocated.

South side of the site
Parkside Development
Phase 2

03 _PROPOSED SCHEME

The proposed development consists of 4 blocks ranging height of 3/7 storeys and which will accommodate 282 no. apartments and a concierge, gym and media centre. External communal amenity areas are provided between the blocks and the internal communal areas are positioned at the ground floor of Block B.

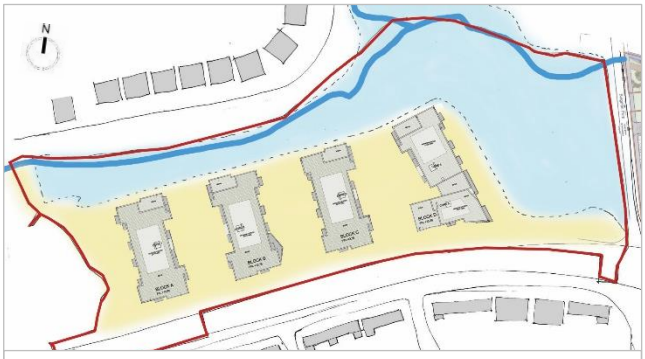


Fig. 3.0.1 Indicative illustration showing how the design rationale is informed by the flood zone.

The proposed scheme is a direct response to the context and site constraints detailed above. It is submitted that the lands provide an opportunity to deliver a high-quality apartment development which will respect the amenity of existing residential neighbourhoods and will enhance the existing amenity of the Mayne River Park.

The proposed development will effectively complete the pattern of development currently permitted or under construction to the east and provide an appropriate urban design and architectural response to the emerging context.

Fig 3.0.2 Diagram Proposed Scheme

3. 1 DEVELOPMENT STRATEGY / CONCEPT PLAN /BUILT FORM

DEVELOPMENT STRATEGY

Central to the development of the design proposal was a considered analysis of the site and its context, with the key aims to identifying the key characteristic of the site, neighbouring properties and new permitted residential developments. The concept plan and the built form were developed based on the following considerations:

- to provide a building which is a continuation line of the of higher scale developments permitted along the northern fringe leading into Parkside Boulevard,
- to characterize the site with a rhythmic and attractive frontage on Parkside Boulevard coupled with an appropriate response to Mayne Linear Park side;
- to control the massing of the proposal so it sits comfortably within the existing site context and the new permitted residential developments;
- to propose materials which are in harmony with the existing building and the surrounding permitted developments;
- to give a clarity of architectural expression;
- to maximise the development potential of the developable area.

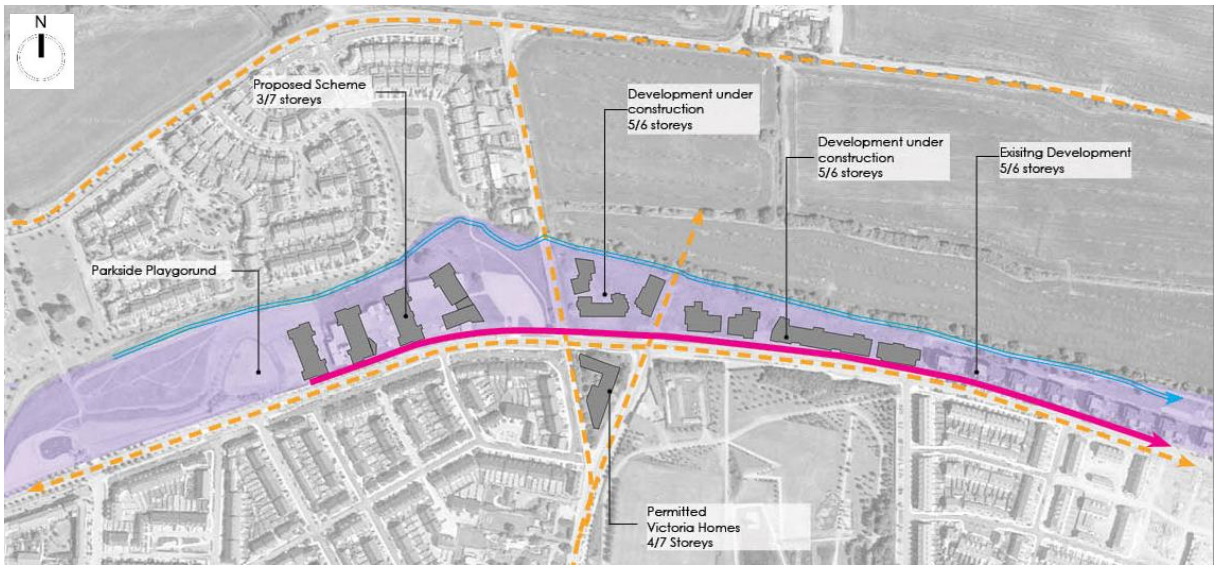


Fig 3.1.1 Indicative illustration of the design strategy

BUILT FORM

The concept for the development is based on setting the proposed accommodation in a series of linear blocks which balances the provision of appropriate frontages with a massing configuration which delivers optimum light penetration into and through the scheme.

The linear blocks also facilitate the pedestrian permeability through the site into the linear park, clearly identifies the public and semi-public spaces and allow for significant frontage to Parkside Boulevard providing a rhythm of development which will ameliorate the visual impact of the new development on existing residential neighbourhoods.

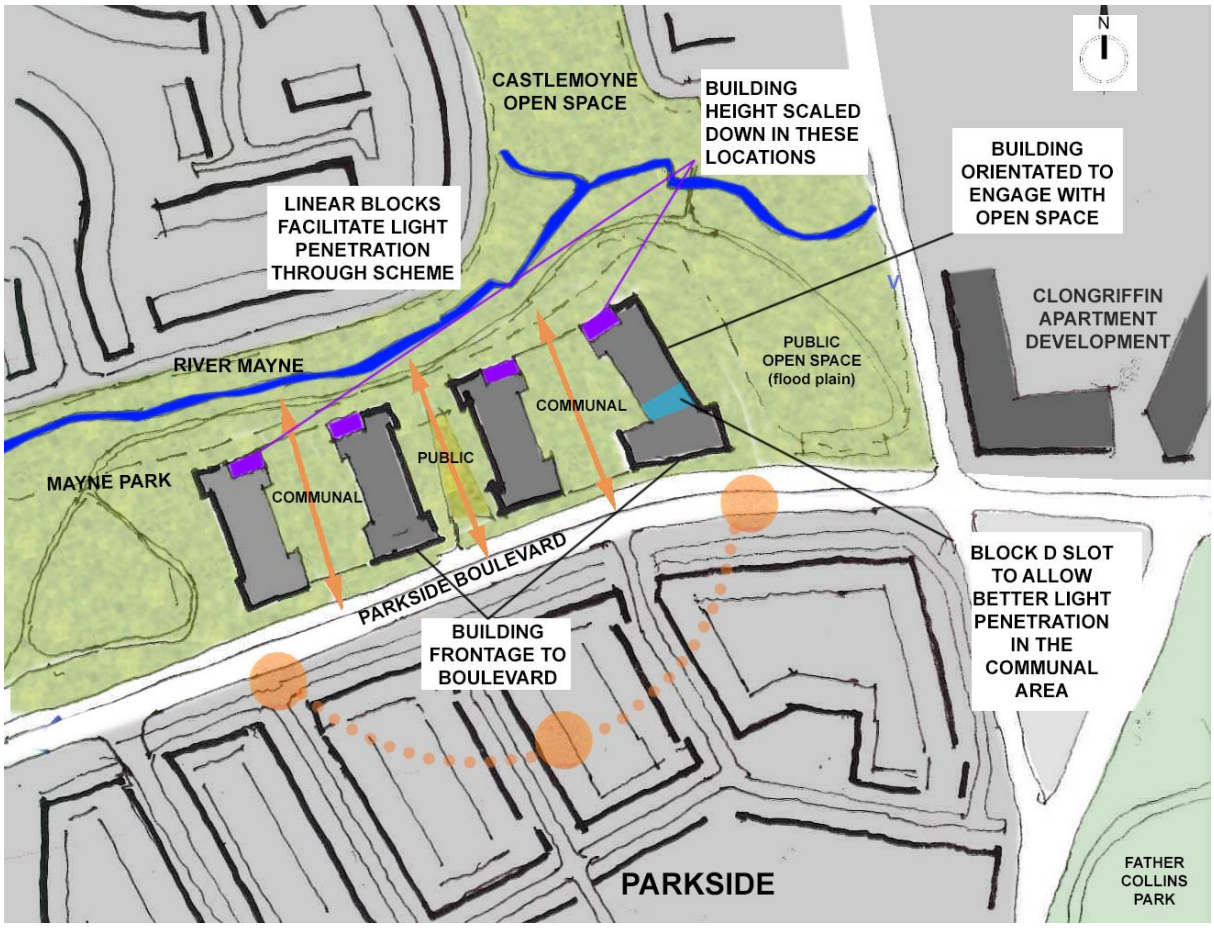


Fig 3.1.2 Indicative illustration of the build form concept

The scale of buildings proposed varies from 3 to 7 storey in response to specific contexts indicated above. Block A, B and C have a simple rectilinear form intended to exploit the orientation of the site and to minimise the visual impact to the north and south. The plan form of Block D is conceived in a more dynamic form to Parkside Boulevard and splayed to respond more directly to the pocket park immediately to the east. The slot in this block, 3 storeys, is created to provide daylight penetration in communal amenity area and emphasises the prominent corner of the block, the tallest point of the scheme. The corner consists in 7 storeys and becomes an important focal point at the eastern end of Parkside Boulevard.

At this location, the increased height is appropriate and congruous with the surrounding new developments, permitted and under construction. The proposed development extends the built form of higher scale developments permitted to the east of the proposed development. The emerging new developments along Parkside Boulevard at Marsfield where block of 5/6 storeys are currently under construction, and Victoria Homes, development of 60 no. apartments, 4/7 storeys recently subject of grant permission, are the clear evidence that a new urban character is taking place in this area. The proposed scheme, as a continuation line of the higher scale of developments, form with the mentioned surrounding buildings an important gateway towards the more urban area. It is successfully integrating into the character and public realm of the area creating a visual interest in the street scape. It also assists in reinforcing and contributing to a sense of place within the area at the junction and the eastern public open space with a positive contribution to the neighbourhood area.

As illustrated in the diagram 3.1.1 and following 3.1.3, the massing of the proposed sits conformably within the existing context and new surrounding developments.

Notwithstanding the considerable separation distances along the northern edge of the development, the blocks have been designed to reduce to four storeys at points to provide appropriate frontage to the Mayne Linear Park and the existing Castlemoyne residential development beyond. The proposal seeks to balance clear interaction and passive surveillance with the existing amenity of the park in that area. Elsewhere the blocks are also

specifically configured to overlook the principle open spaces, Parkside Boulevard on the south, Mayne River Park on the north and Parkside Playground on the West.

Fig 3.1.3 Height strategy: Indicative illustration of the heights of surrounding development: existing and under construction

Within the development, the orientation and separation distances between the blocks allow for optimum sunlight penetration into the communal and public open spaces. Within each block all units are designed with open plan layouts to maximise daylight and sunlight penetration.

BLOCKS DESCRIPTION

Block A: predominantly 6 storeys and steps down up to 4no. storeys at the northern side of the development. It consists of n.69 apartments;

Block B: predominantly 6 storeys and steps down up to 4no. storeys at the northern side of the development. It consists of n.63 apartments and includes the concierge, the media centre and the gym at the ground floor.

Block C: predominantly 6 storeys and steps down up to 4no. storeys at the northern side of the development. It consists of n. 69 apartments;

Block A, B and C have a rational shape to improve the efficiency of the open plan layout. The apartments are served by a single core, centrally located stairs/lift and arranged either side of a central spine. The single central core serves a maximum of 12 no. unit per floor. Natural lighting is provided within the circulation areas to enhance to quality of these spaces.

Block D is predominantly 6 storeys stepping down up to 4 storey at its northern side and rising to 7 storeys at the southeast corner of the development. The block consists of n. 81 apartments (n. 46 Core 4 and n.35 Core 5). A vertical slot is proposed in the building to allow daylight penetration from the east and also to facilitate a dynamic architectural response at the most prominent area of the site which we respectfully submit will give the development a distinctiveness within the wider context.

Residential amenity facilities are proposed in the centre of the development, specifically in the footprint of block B, strategically located adjacent to the entrance of the central public open space. Landscaped podiums will be provided between each block above the basement. On-street car parking spaces are proposed on Parkside Boulevard for visitors for a total of 9 no. car park spaces. Parking has been removed from the public realm through the provision of a basement car park.

A single basement is proposed beneath the 4 blocks to accommodate plant, 277 no. car parking spaces, 12 no. motorbikes parking spaces and bike storages with capacity to accommodate 289 no. bicycle parking spaces. There will be additional n.134 bike parking spaces provided on surface of the open space (POS A) and both communal areas.

04 _ URBAN DESIGN RATIONALE / DESIGN CRITERIA

The design rationale outlined below identifies the key issues considered in the design process for the proposed residential scheme on the site. We have provided due regards to the 12 design principles set pout in the Urban Design Manual, Best Practice Guide. Al 12 criteria have been considered ad follows:

4.1 CONTEXT

The context of the site has been carefully considered with its unique constraints and opportunities informing the design such as:

- Appropriate response to River Mayne;
- Completion of the River Mayne Linear Park incorporating a walkway route adjacent to River Mayne and a link to the adjacent site current under construction;
- Architectural approach to address the frontages onto Parkside Boulevard and Mayne Linear Park.

Fig 4.1.1 Diagram site context Elevation – West elevation block A

4.2 CONNECTIONS

Vehicular, pedestrian and cycle access is provided from Parkside Boulevard. Currently, both side of the boulevard is characterized by pedestrian and cycle lane. Vehicle access to the basement is provided between Block A and B. Multiple pedestrian access points are provided from both Parkside Boulevard and the existing linear park, resulting in a highly permeable public realm.

Site permeability is also vital, meaning that there are several fully accessible paths running in between the Blocks. These paths bring the user into a well-defined public open space and are representative of the desire line for pedestrians wishing to access to the development.

The scheme incorporates a walkway adjacent to the River Mayne on the north boundary. The proposed design for the subject site seeks to contribute significantly in delivering the vision set out in the LAP. A pedestrian link through the Mayne Linear Park, at the eastern side of the development, is provided to connect the proposed to the adjacent development currently under construction. A pedestrian crossing facility at Balgriffin Park will be provided in conjunction with local authority when developments are progressed on both side of Balgriffin Park.

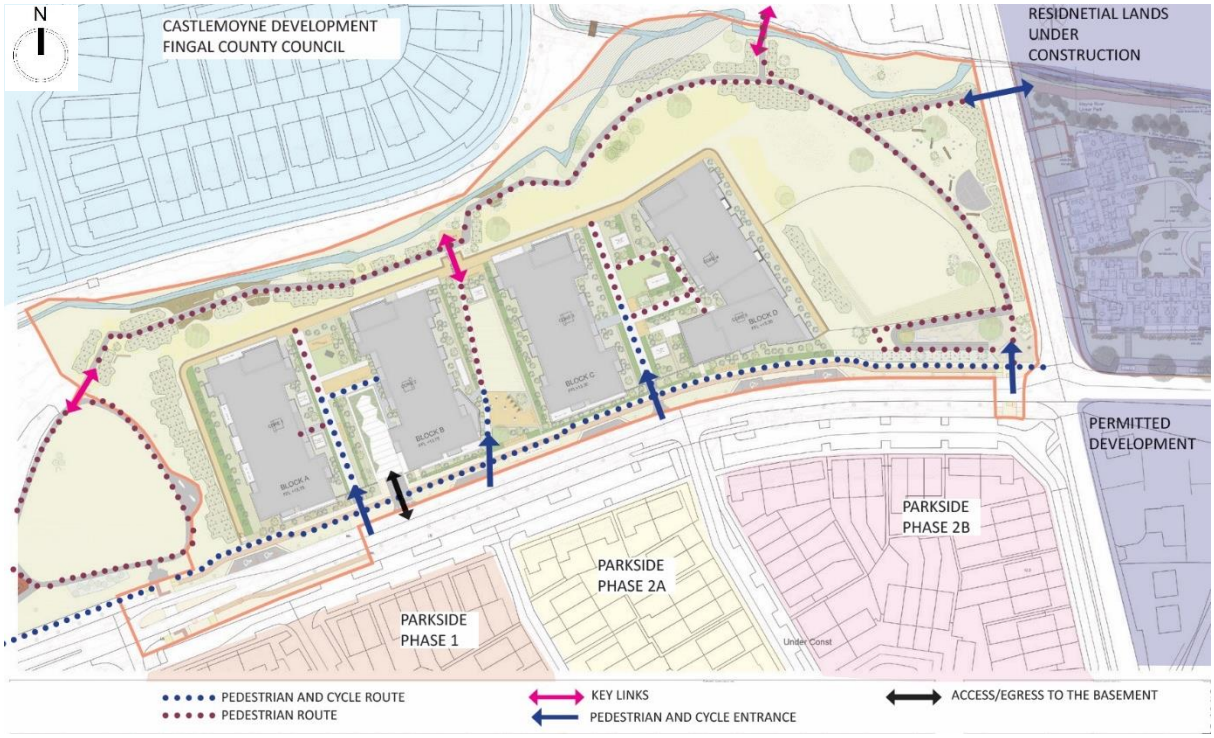


Fig 4.2.1 – Connectivity

Bicycle parking is provided within the development. Each apartment unit is provided with a dedicated bicyle parking space in the basement. Visitor bicycle parking is also provided in both courtyard and in the adjacent central public open space. The current footpath and cycle lane have been revised in order to accommodate waste loading bay and visitor car park bay along Parkside Boulevard.

4.3 DISTINCTIVENESS

As previously noted the proposed building will create a distinctive urban form in the local area. The design proposal will provide a strong architectural rhythm along Parkside Boulevard and Mayne Linear Park which culminates with a dynamic architectural form at it most prominent point. The architectural response is reinforced with the use of high materials in fashion which will compliment adjacent developments but which will also provide the development with its own architectural character. Given the wider residential context of traditional family housing in the area the proposed scheme will create homes for a new demographic that it is not widely serviced in the immediate locality.

Fig 4.3.1 - View South from Parkside Boulevard

Fig 4.3.2 - View North from Mayne Linear Park

The configurations of the building forms and associated open space will create a strong sense of place for future residents of the development and for people moving through it. The intention is to have a sensitive design on the north and the south with regard to addressing public open spaces.

4.4 PUBLIC REALM

The public realm is defined by a variety of public open spaces and routes and finished with high quality hard and soft landscaping. Communal open spaces serving the apartments contributes to the high-quality public realm proposed and provide maximum permeability through the site using a series of high quality and diverse open spaces to provide case of movement through the site. Please see AIT landscape drawings and specifications for more detailed information. Parking is predominately located at basement level which will result in pedestrian friendly public realm with extensive opportunities for landscaping which has been fully exploited by the design.

Fig 4.4.1 – Open spaces

Two large opens space are identified in the proposed scheme:

- Public open space (POS A) located in the centre of the site between block B and C, circa 1110 sqm.

- Public Open Space (POS B) located at the east side of the development, east side of Block, circa 2390 sqm.

We note these open spaces will directly integrate with and compliment into the existing linear park leaving the development very well served in terms of both quantum and accessibility to open spaces. The development will also serve to provide significant passive surveillance on this area of the park which will promote its use by the wider public. The combination of the two open spaces is 3500 sqm, approximately 11% of the gross site area. This area is provided with informal play areas and a large kick about space.

The communal open space requirement for the apartments is as follows:

	Type of Unit	No. of Units	Area/ Unit (sq.m) Required	Area/ Type (sq.m) required	Overall Requirement	Overall area Provided
Block A Core 1	One Bed	22	5 sqm	110 sqm	439 sqm	**Communal amenity Area (A)**
	TwoBed (3p)	2	6 sqm	12 sqm		
	TwoBed (4p)	44	7 sqm	308 sqm		
	Three Bed	1	9 sqm	9 sqm		
Block B Core 2	One Bed	20	5 sqm	100 sqm	401 sqm	
	TwoBed (3p)	2	6 sqm	12 sqm		
	TwoBed(4p)	40	7 sqm	280 sqm		
	Three Bed	1	9 sqm	9 sqm		
					840 sqm	**850 sqm**
Block C Core 3	One Bed	22	5 sqm	110 sqm	439 smq	**Communal amenity Area (B)**
	TwoBed (3p)	2	6 sqm	12 sqm		
	TwoBed (4p)	44	7 sqm	308 sqm		
	Three Bed	1	9 sqm	9 sqm		
Block D Core 4	One Bed	17	5 sqm	85 sqm	286 smq	
	TwoBed (3p)	2	6 sqm	12 sqm		
	TwoBed (4p)	27	7 sqm	189 sqm		
	Three Bed	-	-	-		
Block D Core 5	One Bed	13	5 sqm	65 sqm	239 sqm	
	TwoBed (3p)	-	-	-		
	TwoBed (4p)	12	7 sqm	84 sqm		
	Three Bed	10	9 sqm	90 sqm		
					964 sqm	**1100 sqm**
				TOTAL	**1804 sqm**	**1950 sqm**

Quality public open space in the form of pocket & linear parks are distributed throughout the scheme, all are overlooked by apartments. In addition to the high quality landscaping at ground level each block was designed with a high quantum green roof, approximately 70% . This amount of green roof is a flexible approach to allow a provision of potential future PV panels.

4.5 INCLUSIVITY AND ADAPTABILITY

The proposed development has been developed with due regard to the principles of universal design to allow accessibility for people of a range of ages and physical mobility. The scheme is easily negotiated internally on foot or by bicycle.

The public realm is designed to ensure accessibility on equal terms for people of a range of ages and physical mobility notwithstanding the sloping nature of the site.

The apartments are provided with lifts and all units will be fully accessible.

The layouts unit type while specific provide a range of occupancy type. The open plan arrangement also allows for greater flexibility for interior design. We note that the current proposed have been reviewed against the requirements of proposed/ upcoming changes to Part B of the building regulations.

4.6 VARIETY

This development will provide apartments that will cater for a range of people, from families to single person occupancies. The public/ communal spaces are designed to provide amenity for all age groups with the different occupancies envisaged.

The apartments are proposed in a number of different Blocks containing a mix of 1, 2 & 3 bedroom units. A permeable communal space is provided for apartment residents to use for various activities while also promoting passive surveillance. Residential amenity is also proposed as part of the development and integrated into the footprint of block B.

A mix of activities is provided though the series of open spaces which the majority of properties have direct access to. Within these open spaces a variety of activities will be provided. These include playground areas, areas for natural play and kickabout spaces. Further details of this is provided in AIT urbanism+Landscape Ltd landscape drawings and report.

RESIDENTIAL MIX – APARTMENTS

Description	No. of Units	Percentage %
1 Bedroom	94	33%
2 Bedroom (3 person)	8	3%
2 Bedroom (4 person)	167	59%
3 Bedroom	13	5%
TOTAL	**282**	**100%**

4.7 EFFICIENCY

The apartments are designed in an efficient plan format balancing the ratio between floor area and external wall which allows for a viable and sustainable layout while also creating an efficient thermal envelope.

The apartments have been designed in accordance with the guidelines set out in Design Standards for New Apartments - Guidelines for Planning Authorities (March 2018). (Please refer to the Schedule of Accommodation included with this application for details of apartment sizes and room areas). Further, the apartments are addressed in according with the changes to Part B which are currently out for consultation.

The majority of apartments are set out in blocks of predominantly 6 storeys with one block increased to 7 storeys (Block D). The density proposed at 89 units per hectare (calculation based on the gross site area) represents an efficient use of lands.

282 No. apartments–94 No. One Beds, 8No. Two Beds (3 person) 167 No. Two Beds (4 person) and 13 no. three bed are proposed with a total of 141 No. dual / triple aspect apartments (50%) and 141 No. single aspect units (50%). More than the 50% of the units are at least 10% larger than the minimum required standard. All ground floor units have height of 2.7m, upper floor units guarantee the required minimum height of 2.4m.

At a macro level, the proposed development constitutes an efficient and sustainable use of the development land, zone residential, within the area. The apartments will be constructed to building regulation standards delivering a high level of energy efficiency in use and an allowance has been made for future increased Part L standards / requirements of NZeb.

4.8 LAYOUT

The proposed development, as detailed described above, creates a high- density residential development appropriate to the location. The scheme in line with the national and local planning policy.

The building is orientated according to the existing boundaries and in order to maximize, for all units, the availability of daylight and sunlight. The proposed allow all units benefiting from east, west or south facing living spaces. All units are designed with open plan layouts to maximise daylight and sunlight penetration and an allowance has been made for a sprinkler system.

The blocks are orientated to maximise the aspect with all units benefiting from the east, west or south facing living spaces. The scheme is well connected and integrated with its surrounding context, which has been designed to be attractive and safe for residents.

The apartments units are a mix of single, dual & triple aspect with separation distances which have been maintained in accordance with best practice in terms of overlooking, minimum 22 m between each block. All units will be designed to have good levels of thermal performance, comfort, daylight and sound insulation.

Block D has been specifically designed to address its prominent location and create a distinctive architectural element within a high quality design.

4.9 PRIVACY AND AMENITY

Storage, Private Balconies and terraces are provided to all apartments in accordance with Design Standards for New Apartments – Guidelines for Planning Authorities 2018.

Each apartment has a balcony or terrace area accessed from the main living space. The minimum areas provided is 5sqm for all one bed units, 6 sqm for all 2 bed units (3 person), 7 sqm for all two bed units (4 person) and at least 9sqm for the three-bed unit.

Storage is provided within each of the units as indicated on the drawings. Storage areas of 3 sqm for one bed units, 5 sqm for all 2 bed units (3 person) 6 sqm for two bed units (4 person) and 9 sqm for three bed units are proposed. These areas consist of a mixture of dedicated utility / store rooms and open shelving areas within the units. A limited number of units have a portion of their required internal storage space allocated in the basement. In these instances space is provided in the apartments up to half of the minimum storage required.

4.10 CAR PARKING AND BICYCLES

Parking has been removed from the public realm through the provision of a basement car park. A total of 277no. car parking spaces are proposed in the basement accessed from the north side of Parkside Boulevard between Block A and Block B. On-street car parking spaces are proposed for visitors for a total of 9 no. car park spaces.

Further 5% of the overall number of car park spaces are allocated for disabled car park spaces and 10% are proposal vehicle electric charge point. In the scheme are provided a total of n.12 motorbikes corresponding at 4% of the overall number of car park spaces.

A total of 289 bicycle parking spaces are proposed in the scheme. Bicycle parking for apartments is proposed in secure and sheltered location as indicated on the drawings in the basement. These areas will be in flexible storage spaces and afforded enough area for a provision in accordance with the National Guidelines at a rate of 1 space per bedroom. A total 134 no. bike bicycle parking spaces are provided in the communal amenity areas and the central public open space. Bicycle access to the basement is proposed adjacent to the vehicular ramp. The access/egress ramp was designed to allow a more safe, comfortable and adequate access for bikes and vehicles.

4.11 DETAILED DESIGN, MATERIALS AND FINISHES

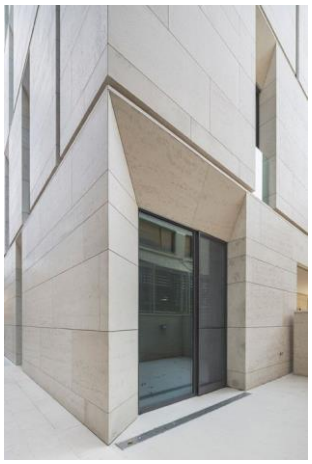
The façade strategy is to create a building with a distinctive geometry which ties into its surrounding using the traditional materials of brick. The blocks A, B and C has a simple rectilinear form instead Block D is splayed to respond more directly to the pocket park immediately to the east. The elevations composed to compliment the contemporary architecture principles of proportion, scale and materiality.

The apartment blocks are 3/7 storeys with a coherent architectural language created across the scheme through the use of repeating elements (materials, window types, balcony treatments, etc.). As with the public realm areas, the proposed blocks will be finished to a high standard of materials suitable for the context/location of the scheme.

Fig 4.11.1 Materials and finishes

As illustrated in the image above (Fig 4.11.1) the elevation area contemporary composition and the massing of the blocks is proportioned by the strategic use of selected brick, the predominant material involved in the scheme, selected stone for the frames and staircase, render and zinc/metal cladding system, mainly proposed to the areas at top floor level. The use of stone will provide additional variety of material and the additional architectural elements will reinforce the elevational rhythm along Parkside Boulevard and to the principle facades.

The table below shows the main materials considered for the proposed scheme.

Selected stone natural or recon	Selected metal cladding	Selected Brickwork
		
The selected stone is used for the staircase block and to frame certain elements of the façade	Mainly located at the top floor of each block	The selected brick is the predominant material involved in the development

05_ OTHER

5.1 MANAGEMENT COMPANY

A Management Company will be formed for the development in line with the MUDs Act. At this stage it is envisaged that all the areas over the podium including the two public open spaces shall be placed within a management company. The linear park area shall be taken in charge by the local authority. Please refer to architect`s drawing PL025 showing the described areas above.

5.2 BIN STORAGE & PLANT

Enclosed areas are identified in the basement to accommodate communal bin storage, easily accessible from each core. The management company shall be responsible for bin collection. All plants are also located in the basement. No plant is proposed for the roof except if PV and / or solar panels are required to satisfy Part L requirements.

5.3 DRAINAGE

It is proposed to connect the scheme to the existing public foul sewer in the Parkside development. A new attenuation tank is proposed. The sustainable urban drainage systems proposed on site include green roofs above each block and soft landscaping to the podium courtyard areas. For further information on the proposed drainage please refer to DBFL drawings and documents.

5.4 DAYLIGHT & SUNLIGHT

The blocks have been arranged to maximise daylight and sunlight whilst also providing strong urban frontage. The scheme has been conceived with generous separation distance which ensure the communal open spaces and the public open space between the is in line with the sunlight guidelines.

A daylight and sunlight analysis has been carried out on the project by IES and it is included in this application.

5.5 BUILDING LIFECYCLE REPORT

A Building Lifecyle Report is included with the application in response to Section 6.13 of Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities.

Design measures such as minimising the number of lift cores, the use of robust materials and efficient planning have been adopted to minimise lifecycle costs.

5.6 APPROPRIATE ASSESSMENT

A screening for appropriate assessment has been prepared by Openfield Ecological Service and is included in this application. The report finds that the proposed development will not have any significant effect o any nature 2000 site and not further assessment is required.

5.7 PUBLIC LIGHTING

The development is to be controlled by the management company and the lighting within the development will fall into their remit. We proposed to submit a public lighting layout for the public areas for arrangement with the local authority before to commencement on site.

6_ HOUSING AND APARTMENT STANDARDS

6.1 TECHNICAL CONTEXT- RESIDENTIAL DESIGN STANDARDS

The proposed scheme has been developed in a manner which employs best practice in urban design and having regard to the following policy documents:

- 'Best Practice Guidelines for Delivering Homes Sustaining Communities'
- 'Sustainable Residential Development in Urban Areas'
- Sustainable Urban Housing: Design Standards for new Apartments
- 'Quality Housing for Sustainable Communities' 2007
- 'Design Manual for Urban Roads and Streets'
- 'Urban Design Manual – A Best Practice Guide May 2009'

Please note from the Housing Quality Assessment, all units meet the design standards outlined in the documents listed above. A majority of the units exceed these standards. This provides the flexibility and adaptability which are key components of sustainable development. No facing single aspect units are proposed and 50% of the apartment units enjoy a dual aspect. More than 50% of the units are 10% above the minimum areas described in the recently published Design Standards for new Apartments. Secure bicycle parking provision of 1 space per bedroom has been provided in the basement.

7 _ LANDSCAPE DESIGN STRATEGY & MASTERPLAN

The layout of the scheme endeavours to provide maximum visual amenity for future residents through the progression of public spaces which feature in the scheme.

The buildings naturally enclose the two communal amenity areas and central public open space (POS A) which has been designed with areas of informal mounding containing natural play items and surrounding a large kick about space. Further details of the open space are provided in AIT urbanism + Landscape Ltd landscape drawings and report.

8 _ CONCLUSION

The proposed design has fully exploited the conditions and opportunities presented by the site and the emerging context. We respectfully submit that a distinctive & high quality residential development is proposed which deliver high levels of residential amenity for occupants and a strong architectural statement within the wider district.

Permeability to the site has been reinforced by the proposed pedestrian/cycle routes which will ensure that the site is well connected to the surrounding environment, in particular to Mayne Linear Park. The strong principles of urban design together with high quality materials and landscaped areas proposed will create a scheme that adds a specific character and identity at this location.

We refer An Bord Pleanala to the architectural plans that accompany the application for further illustration of our design proposal and look forward to a favourable decision in due course.

MCORM
McCROSSAN O'ROURKE MANNING ARCHITECTS