

SAINT PAUL'S RESIDENTIAL DEVELOPMENT

STATEMENT OF CONSISTENCY:

URBAN DESIGN MANUAL A BEST PRACTICE GUIDE (MAY 2009)

RESIDENTIAL DEVELOPMENT

SYBIL HILL ROAD,
RAHENY,
DUBLIN

FOR

CREKAV TRADING GP LTD

OCTOBER 2019

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Architecture / Urban Design / Sustainability

The Chapel, Mount St Anne's, Milltown, Dublin 6



INTRODUCTION

This report forms part of a statement of consistency in relation to the Urban Design Manual, A best practice guide. It sets out the compliance of the urban design principals proposed in the St Paul's Residential Scheme at Sybil Hill Road, Raheny, Dublin.

The report provides information and shows compliance with the 12 Criteria set out in the Urban Design Manual. The following criteria will be outlined: Context; Connections; Inclusivity; Variety; Efficiency; Distinctiveness; Layout; Public Realm; Adaptability; Privacy and Amenity; Parking; Detailed Design.

For full details of the strategies outlined in this report refer to the drawings submitted as part of this application, and the Architects Design Statement. Please also refer to the full planning application documentation for full details.



CRITERIA 1: CONTEXT

The 6.4 Ha development site (6.7Ha red line application site) is located to the rear of Saint Paul's College, Sybil Hill Road, Raheny. The site is bounded on the north, south and east by Saint Anne's Park. The west boundary is adjacent to The Meadows Residential development, which comprises two storey detached properties. The Vincentian Provincial House is located south of The Meadows, this is a protected structure. Saint Paul's College is located to the south western boundary of the development site.

The proposed development has evolved from extensive analysis and testing of the site context, constraints, orientation along with development plan zoning standards and guidelines.

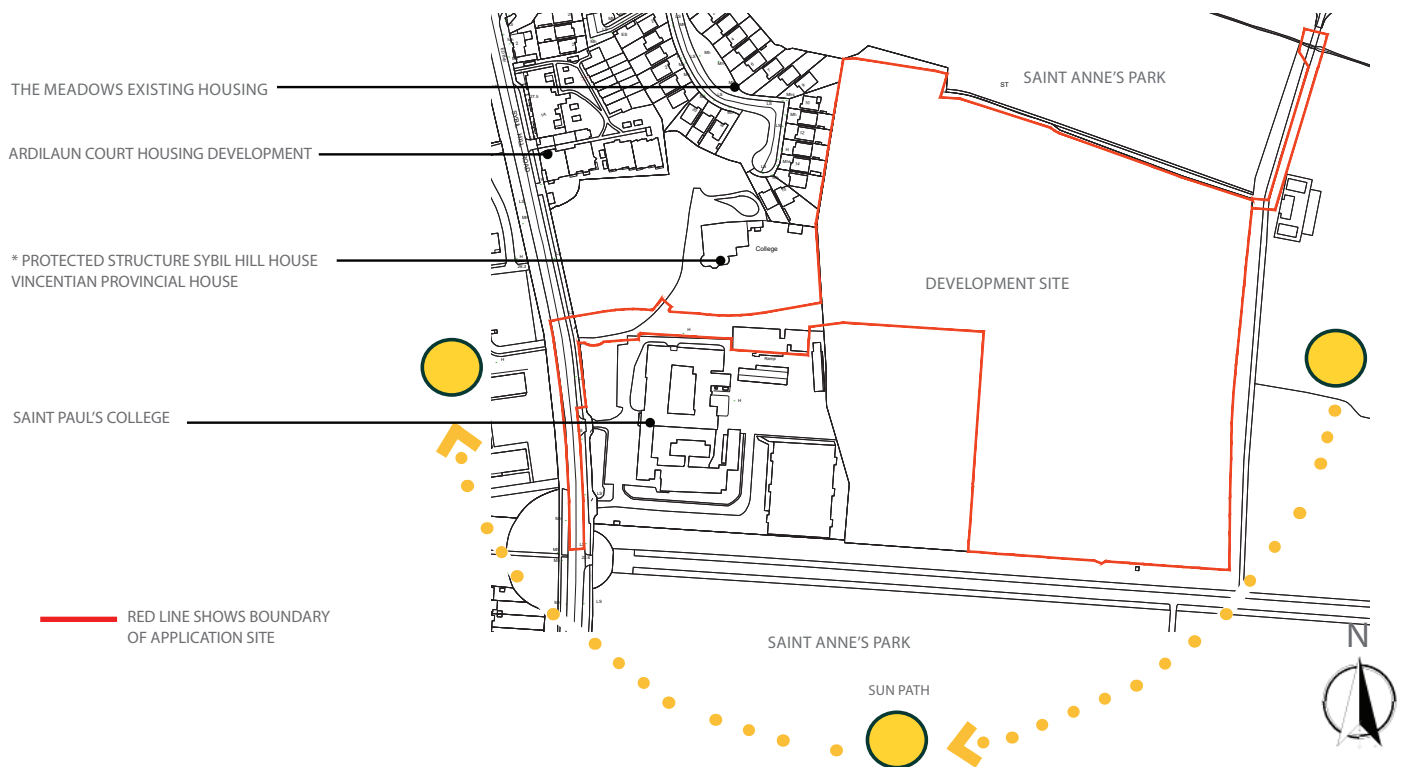


Fig. 1: Site Analysis: Adjacency and Orientation

PROPOSED AMENITIES

This proposed development will provide for both tenant amenities and for amenities which are accessible to the public. The residents will have tenant amenities available to them including a gym, meeting rooms, lounge, kitchen, dining room, cinema, games room and hot desks. Within the proposed development playgrounds, kick about spaces, exercise equipment, attractive seating and planting areas will provide a great amenity for the proposed residents. A large crèche is also proposed which will provide a service to both the immediate residents and the wider area.

One large area of public open space, 25% of the site area is proposed to the south of the site adjacent to Saint Anne's Park. Four pedestrian entrances are proposed from the proposed development into Saint Anne's park. These are located to assist permeability with the park and provide access to the Howth Road. The location of the public open space next to the park will result in the development merging into the park.

Existing high quality trees within the site will be retained. Additional planting will be provided in the open space to the west to provide additional screening to the existing residential estate of The Meadows



Fig. 2: Proposed site layout

RESPONSE TO SURROUNDINGS

The proposed site layout and building design ensure minimal impact on the adjacent buildings. The following steps have been taken in relation to the existing buildings to ensure residential amenity is not reduced:

- Majority of trees will be retained, with minimal removal of poor quality trees only. Trees along the boundary will be retained and added to with mature trees to increase screening.
- One large public open space is proposed to the south of the site adjacent to The Avenue in Saint Anne's Park.
- Block 1 is located to the east of the existing residential development at The Meadows and is separated from it by c. 50 meters ensuring no overshadowing of properties.
- The ground floor level of Block 1 is c. 2 meters lower than The Meadows and the penthouse level of closest block has been set-back to reduce its impact.
- Block 1 has been split into three elements of varied height with glazed links to reduce their visual profile and provide relief to the elevations. In addition the elevations have been designed to have a horizontal emphasis to further assist in flattening its visual profile.

CRITERIA 2: CONNECTIONS

EXISTING FACILITIES

The site is extremely well located with a wealth of facilities within walking distance. The proposed development will benefit greatly from its close proximity to both Saint Anne’s Park and Dollymount Strand, which offer an abundance of recreational and amenities.

As can be seen on the map below the location is very well catered for in terms of public transport. Part of the site is within a transport hub as it is within 500m radius of a DART station. The Howth Road Quality Bus Corridor is a short walk away and is serviced by a number of bus routes.

There is a local shop within 500m of the site, which will be accessible through the park. There are also a variety of shops, local centres, schools, crèches, cafés, medical centres and a church within a kilometer of the site.

These , recreation, transport, educational and shopping facilities make the proposed development an ideal location for all members of society from single people to young families to elderly people.

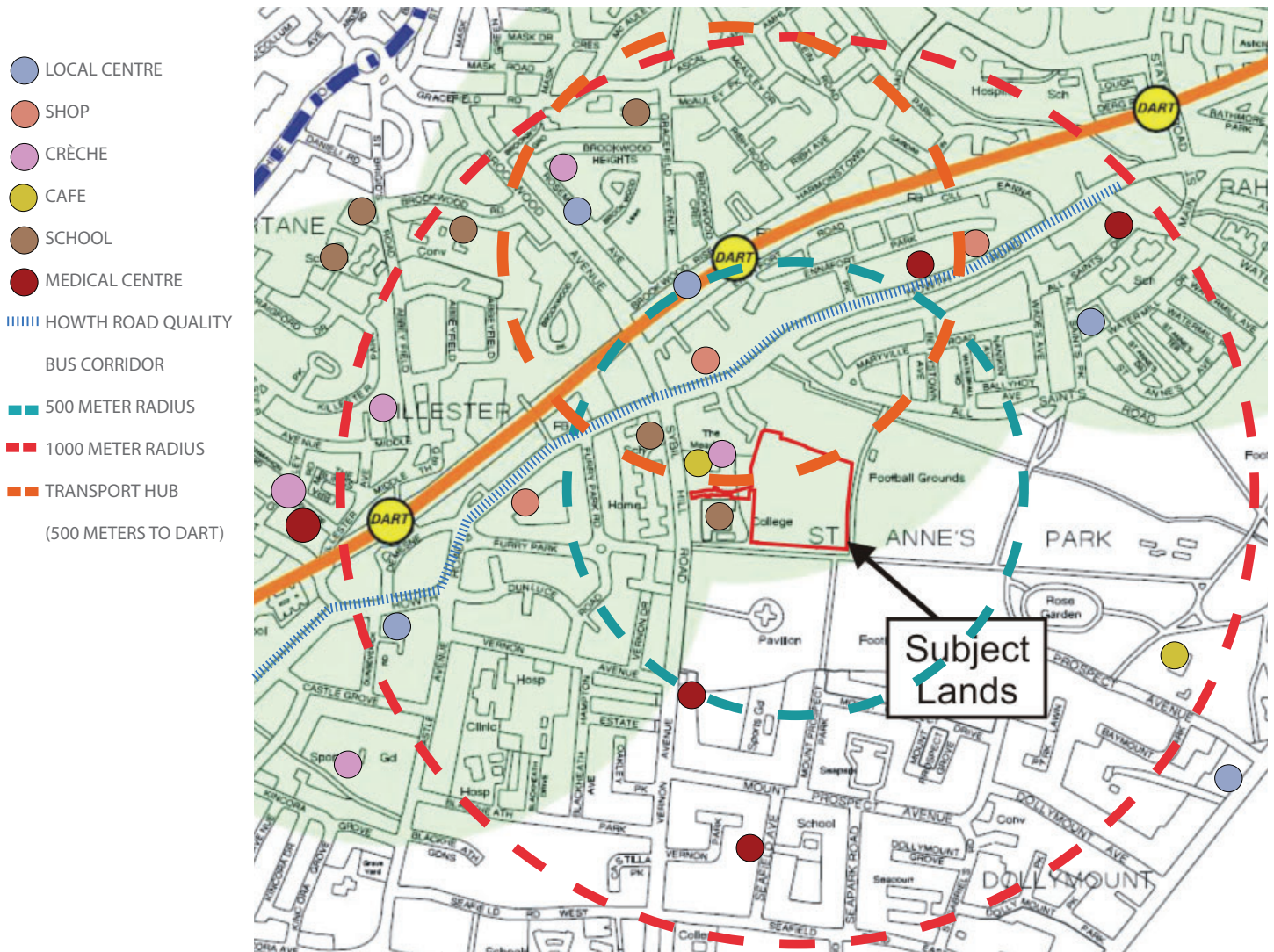


Fig. 3 - Map showing local amenities and distances

PERMEABILITY AND LINKAGES

The proposed residential development is placed in a parkland setting, surrounded by open space. Vehicle access through the site is limited to entrance area only to give access to the basement and visitor/ crèche drop-off parking. Visitor car and bike parking are provided at grade along with electric vehicle charging spaces and gocar spaces. All apartment resident vehicles are brought down to the basement car park shortly after entering the site. Pedestrian and cyclist movement is prioritised. Two secure bike parking spaces per apartment are proposed in the basement, which is accessed via a wide ramp which will safely accommodate bikes, this will encourage bicycle use for residents.

Both the public and semi-private open spaces are easily accessed. Planting will act as a deterrent to the general public accessing the semi-private open space. The public open space will be open and inviting to encourage use. The semi-private open space forms a parkland around the proposed apartment blocks with links through the blocks. The public open space is located next to the park with proposed pedestrian gates resulting in a strong connection between the park and the development.

Access to Saint Anne's Park will provide a route for pedestrians and cyclists to access the coast at Clontarf through the park, where long distance pedestrian and cycling routes have been developed.

The residential amenities within the apartments blocks include resident meeting rooms, dining room, lounge, kitchen, office hubs, gym, cinema, coffee hub and vending machines. These are located in prominent locations within the site. A crèche is also provided for residents and the general public.



Fig. 4 - Connections through the site

CRITERIA 3: INCLUSIVITY

The proposed on site facilities and wider neighbourhood facilities including , recreation, religious, transport, educational and shopping facilities make the development ideal for all members of society from single people to young families to elderly people. A proposed crèche within the development will cater for families.

The Part V provision will be agreed with Dublin City Council and will ensure the development caters for all socio-economic backgrounds. All areas of the site, apartment buildings and ground floor units will be fully accessible to residents and visitors with disabilities.

There are a variety of playgrounds and a kick-about space proposed in the open space, which will cater for different ages and abilities. In addition exercise equipment will be accessible to disabled users.

With its accessible, inclusive, safe open spaces combined with a wide variety of unit types and existing and proposed amenities this development will attract a wide range of occupants and users in terms of age, family size and physical ability.



Fig. 5 - Location of site facilities

CRITERIA 4: VARIETY

The proposed mix of unit types includes 34% 1 Bed Units; 58% 2 Bed Units, 8% 3 Bed Unit. There is a total of 657 apartments proposed. This mix of units types and sizes will cater for between 1 occupant to 6 occupants, catering for a wide range of family types.

The open space also provides variety. From fully accessible public spaces to semi-private areas with restricted access to the more private courtyards between the apartment blocks 25% of the site is proposed for public open space, this comprises a large open space to the south of the site bounding the Avenue of Saint Anne's Park.

The semi-private open space between the apartment blocks will have planted barriers to make them less inviting to the public and identify them as a non-public spaces. All public and semi-private open spaces will be overlooked by apartments making them safe and inviting for users.

Residential tenant amenities inside the apartment buildings include tenant amenity dining, kitchen, lounge, crèche, gym, cinema room, games room, meeting rooms, hot desk and hot desk offices, coffee hub and vending machines. The majority of these facilities are located at ground floor to provide animation and overlooking of the open spaces. A 24 hour concierge will also provide overlooking and security for the development.



Fig. 6 - Proposed variety of unit types and open spaces

CRITERIA 5: EFFICIENCY DENSITY

To comply with national policy it is proposed to make efficient use of zoned and serviced designated development land in close proximity to critical public transport infrastructure. In accordance with the Dublin City Council Development Plan the proposed development has been designed to be highly efficient while maximising the site potential and providing high standard of residential accommodation with areas in excess of the minimum standard and with excellent amenities. The proposed density on site is 103 units per Ha. This density is achieved through innovative highly efficient apartment designs that achieve a high quality of residential amenity. The strategy for these lands is to create a quality living environment that is interwoven with open space while optimising its location close to high quality public transport routes, and neighbourhood facilities.

All of the apartment parking will be provided underground, which allows c. 25% of the development site to be provided as public open space, with 40% of the development site provided as semi-private amenity space around the proposed residential development. The proposed development exceeds the semi-private open space requirements by c. 21,500msq. To boost biodiversity green roofs are proposed to the apartment blocks and Sustainable Urban Drainage Systems will be used throughout the scheme.

ENVIRONMENTAL

The proposed apartments will be energy efficient, with target BERs of A2/A3. This will be achieved through a combination of low U Values, air tightness and thermal bridge levels combined with Combined Heat and Power (CHP), mechanical heat recovery ventilation (MVHR) and PV panels. The CHP unit will be located in the basement and will provide heating, domestic hot water and renewable energy for the apartments.

The proposed apartment buildings have been located with east west orientations ensuring that all units and open space will achieve sunlight standards throughout the day. All of this will results in increased solar gain, providing high levels of daylight, which will reduce their heating and lighting demands.

For full details refer to OSCS Energy and Sustainability Report.

Fabric Element	Part L 2019 (NZEB) Maximum Average Elemental U-value (W/m ² .K)	St Paul's Target Elemental U-value (W/m ² .K)
External Walls	0.18	0.18
Flat Roof	0.20	0.18
Ground Contact & Exposed Floor	0.18	0.18
External Windows & Doors	1.40	1.40
Air Permeability		
m ³ /hr/m ² @50Pa	5	3

Table 1 - Indicative target values for apartments to achieve A2/A3 BER Rating

BIN PROVISION

Blocks 1 - 6 will have bin stores and refuse compaction area located in the basement. Blocks 7-9 residents and crèche will have bin stores at ground level within the blocks, which will be accessed from outside. All apartments will have ample provision for recycling. Waste management will be dealt with by a waste management company.

CRITERIA 6: DISTINCTIVENESS

The proposed development has been designed to provide variety and a sense of place throughout the buildings and the landscaping.

There are two types of apartment building proposed which will have their own unique identity, the street block and the pavilion block. The apartment blocks vary in types, sizes, length and height creating a sense of place, visual interest and variety. The block heights range from 5 storey to 9 storeys. The units are a mix of 1, 2 and 3 bed types. The elevations alternate between floors creating further variation in the units. Feature pop out windows provide individuality to the units.

The Street block consists of apartments either side of a central 'street' or covered space. This creates the central 'street' with the upper levels having walkways to cross it. The 'street' space is open to the elements with the exception of a glazed cover preventing rain from getting in. The internal 'street' spaces will be pleasant, bright and airy. They will have planting beds at ground floor and trees can extend up through the voids. They will provide the residents with their own shared amenity space where they can interact. A 'street' block has been positioned at the eastern and western parts of the northern apartment blocks, and each will house tenant amenity space, with block 6 to the east, also providing a gym. The ground floor amenity spaces in these blocks are positioned to be visible from the site entrance and the centre of the proposed development providing animation to those blocks.

Three apartment blocks form a southern edge to this central avenue and also provide an edge to the large public open space to the south, stepping down in height towards the Avenue in Saint Anne's Park. The crèche has been located in block 7 the most western of these apartment buildings. This location places the crèche in a central location within the development which is easily accessible and adjacent to the public open space. Its location is also adjacent to the drop off and visitor parking bays which further assists in not bringing cars deep into the development.

Within the scheme the eastern communal open space will have a more active feel with a large playground and kick about space. The western communal open space will have more seating and will be a quieter space. Varied landscape areas between the apartment blocks will provide seating, small play area and hard and soft landscaping feature areas.

The large public open space to the south will also have its own sense of identity and connection to the park.

The residential tenant amenities and open space provision proposed far exceed conventional standards due to the desire to create a contemporary integrated community.



Fig. 7 - Computer generated image of interior of street block showing amenity spaces in the street.



Fig. 8 - Computer generated image of western communal open space showing quieter more formal space

CRITERIA 7: LAYOUT

The proposed apartments sit in a parkland setting surrounded by open space with pedestrian links throughout. All open spaces and access routes are overlooked optimizing passive surveillance. Access to the apartment blocks is via these open spaces, which will ensure they are well used. The orientation of the blocks will result in the open spaces receiving daylight from the south for the majority of the day.

Defensible space is provided to all ground floor apartments. Each ground floor apartment will have a min. 2m deep terrace the length of their apartment. A planting buffer of c. 1m deep will be provided outside of the terraces to provide separation to open space and footpaths.

The internal separation distances between taller apartment blocks (7-9 storey) is 30 meters, this separation is ample to ensure the open space between the blocks feels inviting with high levels of daylight from the south.

Examples of similar existing separations between building include:

- Mount St. Anne's Milltown c. 21m wide with 5-6 Storeys to both sides (Proposed Development 23m with 5-6 Storey - Block 7-9)
- The Alliance development c. 19 meters with 8 Storeys to both sides. (Proposed Development 30m with 8 Storey - Block 1-2-4)

These existing open spaces are generous pleasant spaces with ample daylight, which will be similar in scale to the proposed scheme. The proposed smaller apartment blocks (5-6 storey) are separated by 23 meters (blocks 7-9). The proposed taller blocks are separated by 30 meters (blocks 1-6).

The entrance into the development will be overlooked by the concierge area in block 1, which will provide 24 hour overlooking and security.



Fig. 9 - Computer generated image of semi-private opens space with 30 meter separation between blocks 2 (8 storey)/3 (9 storey) and 4 (8 storey) /5 (9 storey).



Fig. 10 - Computer generated image of semi-private open space between blocks 9 (6 storey) and 6 (7 storey) . Separation distance is c. 21 meters.

CRITERIA 8: PUBLIC REALM

25% of the site is made up of public open space, this comprises of a large open space to the south of the site adjacent to the Avenue in Saint Anne's Park with a gated link to the south eastern corner ensuring it will act as an extension of the park. This area will be easily accessible and inviting for the residents and the general public. The publicly accessible facilities including the crèche and concierge are located at the entrance of the site aiding their use by the general public.

All proposed open space is overlooked by the apartments providing passive supervision and ensuring they will be safe for users with minimal opportunity for anti-social behavior. The public open space is in close proximity to the apartments along the southern edge which will also encourage a sense of ownership for the residents, which will result in passive surveillance being optimised. The communal open space will comprise quality planting, seating, hard landscaping, play and exercise equipment. The management company will ensure the space is well maintained and a 24 hour concierge service will again provide a safe environment. Visitor, go car and electric vehicle charging spaces are all located at grade ensuring they will be overlooked and managed by the concierge/ management company.

Semi-private open space is located around all of the apartment blocks. Planting and railing will be used to clearly differentiate between the public and semi-private open spaces. As these spaces will be overlooked from both sides by apartment blocks non-residents entering will have a great sense of being under surveillance and will behave accordingly. Defensible space is provided around all ground floor apartments in the form of wide terraces with deep low planting.



Fig. 11 - Computer generated image of eastern semi-private open space showing active space including play ground and kick about space.

CRITERIA 9: ADAPTABILITY

The structure of the buildings results in the opportunity for the internal layouts to be adjusted. The party and external walls are structural, and the internal rooms divided by studwork partitions. Services and staircases are also located at the perimeters leaving the internal spaces more open and adaptable.

In addition, it may also be possible to enclose some of the balconies as winter gardens to enable more use of the external space. Most double bedrooms also have space for 2 single beds to accommodate family living.

ENERGY EFFICIENT APARTMENTS

A district CHP is proposed for the development.

The apartments have been laid out to maximise east west orientation. This will ensure solar gain is maximised and daylight levels are above the minimum requirements. Furthermore this will reduce heating and lighting demand.

ACCESS FOR ALL

All apartments will be fully accessible with lift access and disabled accessible wcs.

CRITERIA 10: PRIVACY AND AMENITY

All apartments have generous terraces and balconies. Privacy will be ensured between them through the use of opaque screens.

The majority of the apartments are dual aspect (52%). An additional 10% of the apartments are technically dual aspect as they will get natural ventilation and daylight from the internal open 'street' in blocks 1 and 6. However only apartments with pop-out dining areas (type 2) which extend into the internal 'street' space along with corner units with pop-out windows (type 3) and gable end corner units (type 1) have been included in the dual aspect calculations. Pop out windows in street blocks alternate in the voids to ensure no direct over looking. Pop out windows in the pavilion blocks will have solid sides where overlooking of adjacent balconies would otherwise occur.



FIG. 12 - TYPE 1 DUAL ASPECT : CORNER UNITS ALL CORNER UNITS ARE DUAL ASPECT

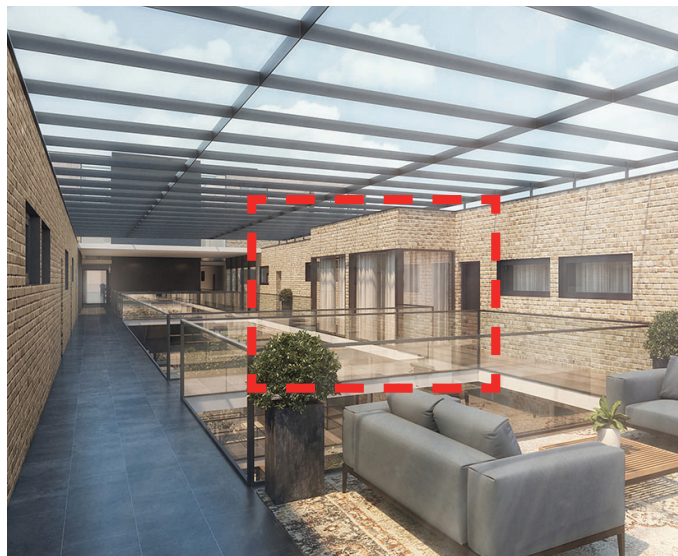


FIG. 13 - TYPE 2 DUAL ASPECT : STREET POP OUT UNITS STREET BLOCK WINDOWS PROJECT INTO THE STREET, WHICH IS A WEATHER PROTECTED EXTERNAL SPACE. DINING AREAS ARE ENHANCED BY DAYLIGHT AND NATURAL VENTILATION FROM THE STREET. ACCESS DECKS ARE KEPT AWAY FROM THESE WINDOWS WITH 6 METERS OF SEPARATION (DEFENSIBLE SPACE) IN THE VOID .



FIG. 14 - TYPE 3 DUAL ASPECT: ALTERNATING VOID CORNER UNITS STREET BLOCK UNITS THAT RETURN INTO GLAZED LINKS. FEATURE CORNER WINDOWS PROJECT ON ALTERNATING FLOORS AND SIDES OF THE VOID THEREFORE THERE IS NO DIRECT OVERLOOKING AND SEPARATION OF 8.8 METERS TO THE OPPOSING WALL.

Defensible space to ground floor apartments ensures residents can feel removed from open space while using their terraces.

STORAGE AND RECYCLING

Apartments have sufficient storage in accordance with the "Sustainable Urban Housing: Design Standards for New Apartments". Generous bin provision has been provided in the basement of the apartments. 2 bike spaces are proposed in the basement for each apartment, these will be stored in locked facilities and will be accessed via the wide car park access ramp with their own separate cycle lane.

NOISE

Apartments will be constructed to ensure noise separation is provided between units.

CRITERIA 11: PARKING

Parking has been provided at a rate of 0.7 spaces per apartment. A total of 465 spaces are proposed in the basement including 456 apartment spaces and 9 crèche staff spaces and 4 electric car spaces. 34 parking spaces are proposed at grade including visitor, go car and electric parking. A total of 25 disabled access spaces are proposed.

BICYCLE PARKING

Secure bike parking is provided in the basement at a rate of 2 spaces per apartment. The ramp to the basement will include a bike lane making it safe for cyclists to access the basement. Visitor bike parking spaces will be provided at ground level in the open space allowing visitors to secure their bikes in overlooked areas. Visitor cycle is proposed throughout the open space.

PARKING PROVISION			TOTAL
SURFACE	VISITOR & CRECHE DROP OFF	28	34
	ELECTRIC CAR	2	
	GO CAR	2	
	DISABLED (5%) (surface only)	2	
BASEMENT	RESIDENTIAL PARKING (0.7 PER APT.) including disabled spaces and electric cars	456	465
	CRECHE STAFF	9	
	ELECTRIC CAR	4	
	DISABLED (5%) (Basement only)	23	
TOTAL PROVIDED			499
TOTAL VISITOR & CRECHE DROP OFF			28

BIKE PARKING PROVISION		
BASEMENT	2 per apartment	1314
SURFACE VISITOR	0.5 per apartment	332
TOTAL PROVIDED		1646

Table 2 - Parking Schedule

CRITERIA 12: DETAIL DESIGN

This proposed residential development will be maintained by a management company. To ensure maintenance costs are minimised high quality, durable materials will be used through out the buildings and landscaped areas. The building fabric will comprise of brick, through colour render, metal cladding, aluclad windows, curtain walling, glass balustrades. These will be high quality finishes and will be maintained by the management company. Common materials including brick and aluminium are used on the housing and the apartment buildings to tie the development together and give a uniform appearance.



Fig. 15 - Proposed materials

A rich variety of hard landscaping is proposed including resin bonded surfaces, block paviors, permeable paviors, textured paving slabs, cobble blocks and bonded safety rubber mulch to play areas. Surface parking spaces will be finished with cobble blocks with different colours used to demarcate the spaces. The parking spaces are interspersed with trees to provide visual interest and breakup the hard landscaping.

Semi-mature and mature trees will be planted to provide maximum impact from the outset of the development ensuring screening and privacy is provided.

BUILDING CLUTTER

The apartment buildings will be kept clear of unsightly clutter including flues, rain water goods and satellites. Rainwater pipes will be taken down internally in the apartment buildings. The CHP will negate the requirement for unsightly flues on the apartments façades. Shared antennas and satellite dishes will be used throughout the development ensuring no individual requirement. Bins provided in the basement will be taken to a screened marshalling area on refuse collection day where they will have minimal impact on the development.