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AEVAL

Woodbrook Phase1

Design Statement
October 2019



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|-------------|---------------------------|---------------|----------|
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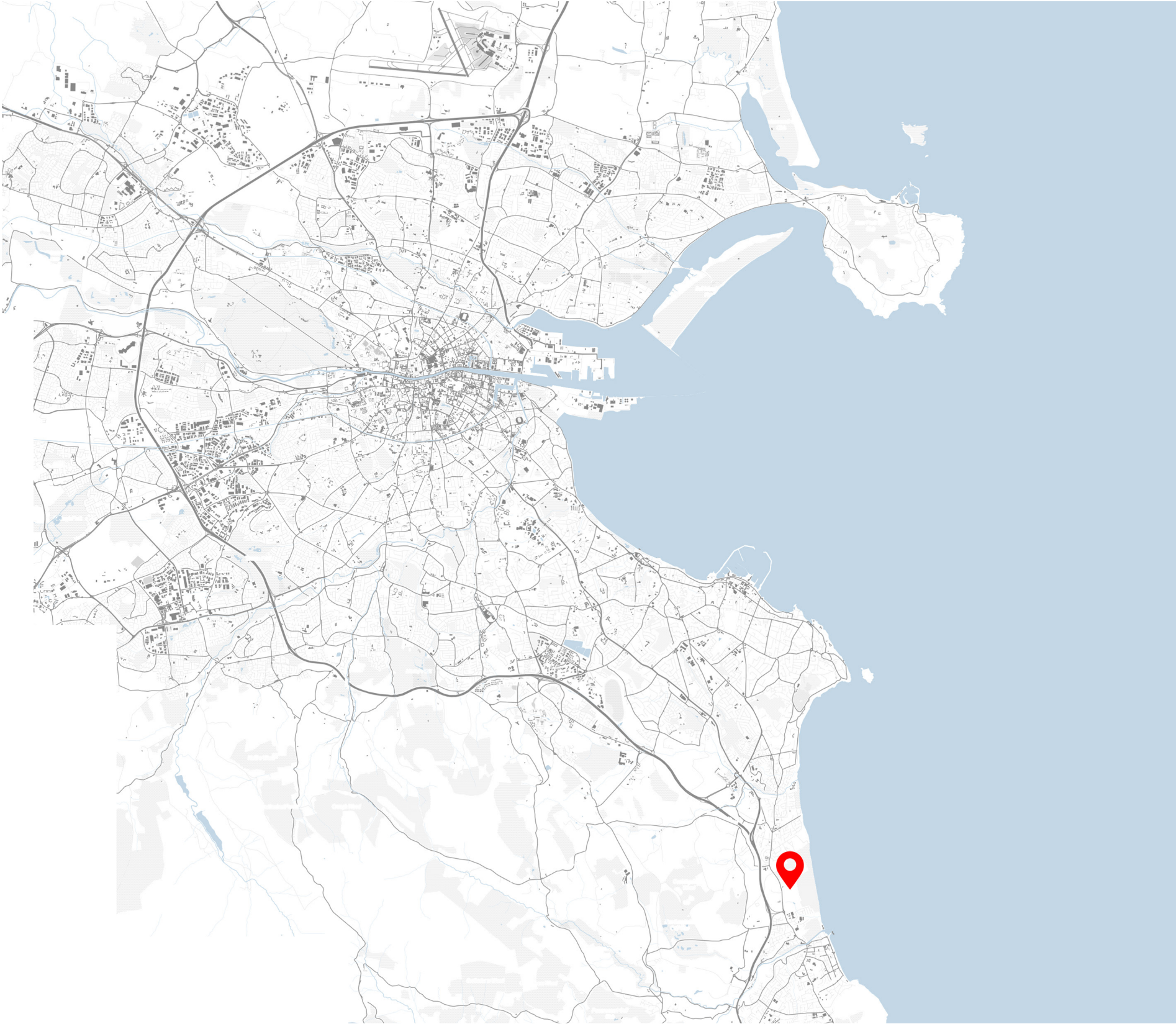
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1.0 Introduction



1.1 Executive Summary
1.2 Site Location

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1.1 Executive Summary

This Design Statement has been prepared on behalf of the applicant Aeval in support of a planning application for the development of the Woodbrook Lands in Shankill, Co. Dublin. The project is being led by Aeval, with designs developed by O'Mahony Pike Architects, Brady Shipman Martin, Atkins Consulting Engineers. Stephen Little and Associates are the planning consultant on this project.

The Masterplan sets out a framework for delivery of a minimum of 1400 homes in two main phases. This planning application refers to the first phase of the development within that Masterplan, comprising the following:

- 685no. residential units (207 houses, 430no. apartments and 48no. duplexes), ranging from 2 to 8 storeys in height.
- Provision of a Crèche (approximately 430 sqm)
- Provision of the entirety of the Woodbrook Distributor Road (Woodbrook Avenue), which will ultimately connect to the future Woodbrook DART Station
- Provision of vehicular access from the Old Dublin Road
- Provision of public open spaces, including two linear parks which act as north/south green links, connecting the proposed development to Shanganagh Public Park.
- Two new replacement golf holes on lands to the east of the rail line
- Temporary car park to serve the future Woodbrook DART Station

The subject planning application has been designed to take cognisance of both national and local planning policy documents, including the National Planning Framework, Sustainable Urban Housing: Design Standards for Apartments, Urban Development and Building Height Guidelines for Planning Authorities, the Design Manual for Urban Roads and Streets, Woodbrook-Shanganagh Local Area Plan 2017-2023, and DLRCC Development Plan.

1.2 Site Location

Woodbrook Lands are located in South County Dublin, between Shankhill and Bray, close to the county boundary with Wicklow. The site falls within the planning jurisdiction of Dun Laoghaire Rathdown County Council, forming a significant part of the lands covered by the Woodbrook-Shanganagh Local Area Plan 2017-2023.

The site is located at the foothills of the Wicklow mountains, and enjoys impressive views south to Bray Head, the Sugarloaf and the wider Wicklow Mountain Uplands, west to Carrickgollogan and north to Killiney Hill. The Irish Sea lies to the east of the site, with only Woodbrook Golf Club separating the development from the coast.

The Woodbrook lands have good access to Dublin via the nearby M11 and M50 Motorways, and as part of the infrastructure proposals with the Woodbrook-Shanganagh Local Area Plan, a new DART station will be built adjoining the site, providing rail based transport for the new settlement.

The Woodbrook site currently comprises open fields surrounded by tree-lined hedgerows and in part to the south, by a stand of mature trees.

The site has the benefit of frontage onto the Old Dublin Road, where a belt of mature trees create a sylvan environment. St James’ Church, a protected structure, lies to the north-west of the site, also on the Old Dublin Road.

The northern edge of the site abuts Shanganagh Cemetery and Shanganagh Park, which will become a regional amenity, in accordance with the Woodbrook-Shanganagh Local Area Plan 2017-2023 and the major park Masterplan proposal prepared by DLR for Shanganagh Park.

The eastern edge of the site adjoins Woodbrook Golf Club and the DART line. Mature trees form the boundary with the golf club, from which the sea is a further 500m away. At ground level, the site enjoys views of the “borrowed landscape” of the golf course, and at upper levels, these views extend to include the sea.

The southern edge of the site adjoins the grounds of two significant historic houses, Corke Lodge and Woodbrook House, both of which are protected structures. The protected structures are located a significant distance from the subject site, with a mature tree belt acting as a buffer between them. A portion of the southern boundary of the site is adjacent to a surface car park serving auction showrooms and as an overflow to Woodbrook Golf Club.



1.3 Site Character

The Woodbrook lands are currently in agricultural use, and the field pattern derived from this use is evident in the hedgerows and ditches that subdivide the site.

The boundaries of the site are marked by existing trees, generally of reasonably good condition. The hedgerows that subdivide the site also contain some trees, however, these are generally of lesser quality than the trees on the perimeter of the site. All trees have been surveyed by a suitably qualified Arborist, please refer to the Arborist’s report included with this SHD planning application for further detail.

The site is gently sloping, with its highest point in the north eastern corner, and the lowest points along its southern boundary. There is also a high point in the middle of the site. The slopes are generally gentle, and can be utilised to add character to the proposed scheme.

The site enjoys spectacular views of the surrounding mountains and the sea, with Bray Head, the Sugarloaf and Carrickgollagan- all clearly visible above the site’s perimeter trees.

The sea is c. 500m from the eastern boundary of the subject site, and although its not visible from ground level, the upper levels of buildings along the eastern part of the site will enjoy sea views.





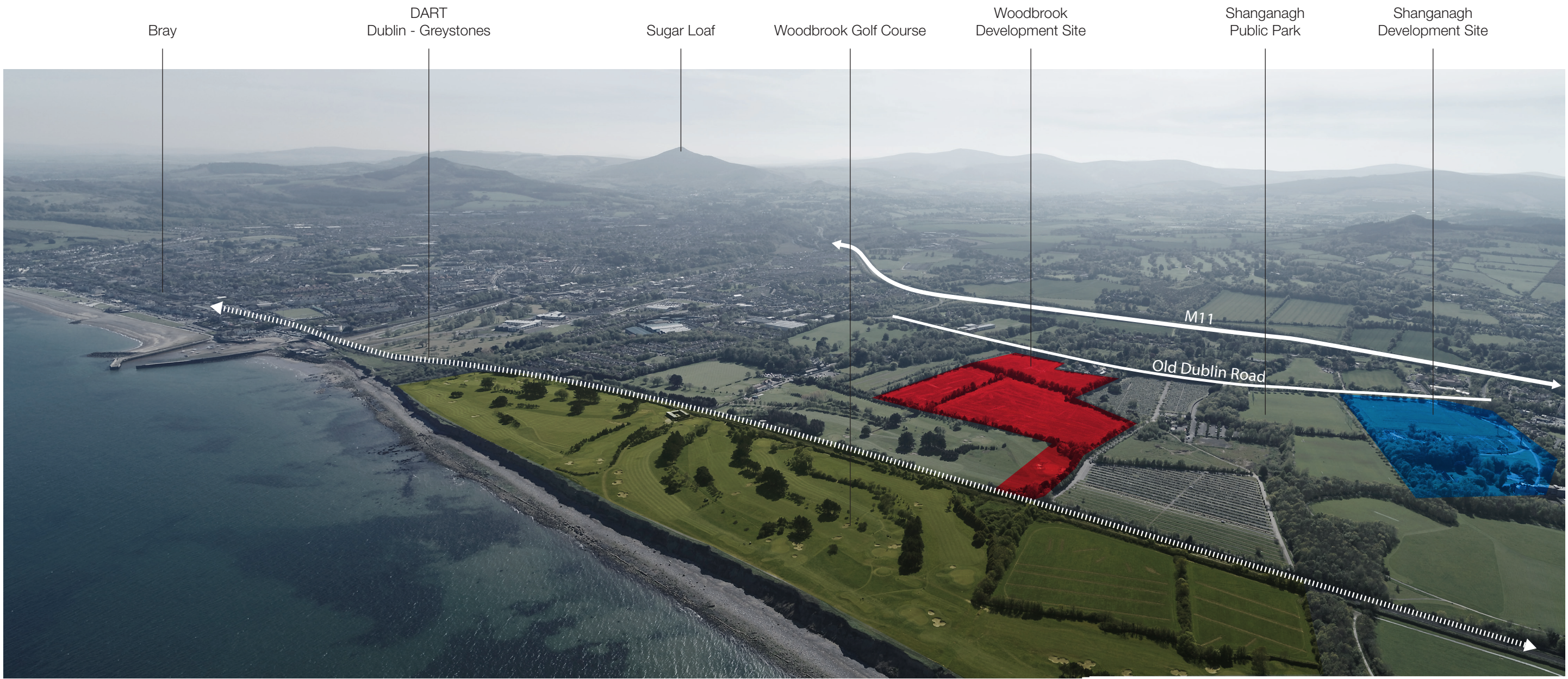
Current condition of the site



St. James' Church viewed from the East



St. James' Church viewed from Old Dublin Road





2. The Masterplan

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2.1 A Landscape based Masterplan

The existing landscape is the key asset which establishes the strategy and character of the site, offering potential for views over the sea and the mountains, and connectivity to Shanganagh Park.

In line with the Woodbrook Shanganagh Local Area Plan we propose to make best use of this asset as a generator for the urban form, with two linear public open spaces located on the site so as to frame the long distance views towards Bray Head, the Sugar Loaf and the Wicklow Mountains, and to provide connectivity between the subject development and Shanganagh Park.

The two linear public open spaces will each have a distinct character relating to their position within the Masterplan and will be named in accordance with these features (Corridor Park and Coastal Park). They are complemented by additional green buffer zones or setbacks from all site boundaries including a significant setback to the Old Dublin Road.

The space in between these linear public open spaces and the Old Dublin Road forms the development zones on the site, accommodating residential, educational and local centre uses, as shown on the diagram below.

The urban structure of the Masterplan allows the development zones to be designed to have varying densities and characters, while still retaining a strong landscape based rationale and a coherent overall urban structure.



2.2 Key Moves

The Masterplan sets out a framework for delivery of a minimum of 1400 homes within the Woodbrook lands, taking cognisance of both national and local planning documents, including the National Planning Framework, Sustainable Urban Housing: Design Standards for Apartments, Urban Development and Building Height Guidelines fro Planning Authorities, the Design Manual for Urban Roads and Streets, Woodbrook-Shanganagh Local Area Plan 2017-2023, and DLRCC Development Plan.

It is intended that the development within the Masterplan will be delivered in two main phases, and that this planning application is the first of those phases. This section of the Design Statement will deal with the entire Masterplan area, of which this planning application is a significant part.

The Masterplan is organised as follows:

- Two linear public open spaces are located on the site so as to frame the long distance views towards Bray Head, the Sugar Loaf and the Wicklow Mountains, and to provide connectivity between the subject development and Shanganagh Park. These are complemented by generous landscape buffer zones to all site boundaries to protect perimeter trees and facilitate looped pedestrian and cycleway links accross the site.
- Woodbrook Avenue forms the principal circulation route within the Masterplan, linking the access point on the Old Dublin Road to the proposed new DART station in the northeast corner of the Masterplan area. Varied building types and landscape treatments along Woodbrook Avenue inform its character.
- The spaces in between the linear public open spaces and the avenue form the development zones on the site, accommodating residential, educational and local centre uses; These uses are accommodated in urban blocks, with active frontages on each edge;
- The Local Centre is located at the junction of the Green Axis and Woodbrook Avenue, and includes a school, crèche, retail and cafe units. The buildings of the local centre are organised so as to create a plaza, and to frame the view towards St. James Church, a protected structure;
- The Masterplan locates higher density apartment buildings of some scale along Woodbrook Avenue, the eastern site edge beside Woodbrook Golf Course, Shanganagh Park and the DART Station, thereby offering views over significant open spaces to apartment residents and making the most of the sites locational attributes.
- Lower density family houses are provided in the southern portion of the site, where lower heights are appropriate given the location relative to the DART station and the existing protected structures that are located to the south of the site, and in the northwest of the site, where they provide a contrasting character to the large scale apartments in this part of the site.

The Masterplan retains areas of significant character within the subject site, thereby providing meaningful variety within the scheme, and providing a broad and sustainable mix of dwelling typologies to cater to the full range of prospective residents’ lifecycle requirements at Woodbrook.



Key Moves Masterplan





2.3 Phasing

The Masterplan for the Woodbrook lands establishes the development strategy for the entire Woodbrook Lands, and this planning application is for Phase 1 of the Masterplan.

The lands included in this Phase 1 planning application are shown in grey on the diagram, and they include Woodbrook Avenue and the temporary car park, the two linear public open spaces that provide connectivity between the development and Shanganagh Park, and several character areas as defined by the Masterplan. As such, a significant amount of the infrastructure required for the overall Masterplan lands is contained within the first phase of development.

The character areas that form part of this planning application include the Old Dublin Road, part of the Local Centre, the Southern Housing Area and the Park Edge. The variety of character areas ensures that the first phase of development will have meaningful variety in terms of typologies, architectural language and density.

The Phase 2 lands are shown in green, and will be subject to a separate planning application in due course.

Phase 1

685 Units

78 dph

Phase 2

(with temporary car park)

717 Units

114 dph

Phase 2

(without temporary car park)

803 Units

118 dph

Masterplan

(with temporary car park)

1402 Units

93 dph

Masterplan

(without temporary car park)

1488 Units

96 dph



2.4 Phase 2

The Masterplan for Woodbrook demonstrates the proposed design for both the Phase 1 subject application, and subsequent phase(s) which may be the subject of separate planning applications. All buildings and streets within the Phase 2 lands have been designed to “masterplan” standard, so as to prove their development capacity in terms of density, building height, parking quantum and unit mix, using the same design standards and principles that have guided the subject application, and which are compliant with all appropriate national standards regarding residential design. The design for Phase 2 provides an appropriate mix of units types, while also making the most of the sites’ locational attributes.

Dart Gateway:

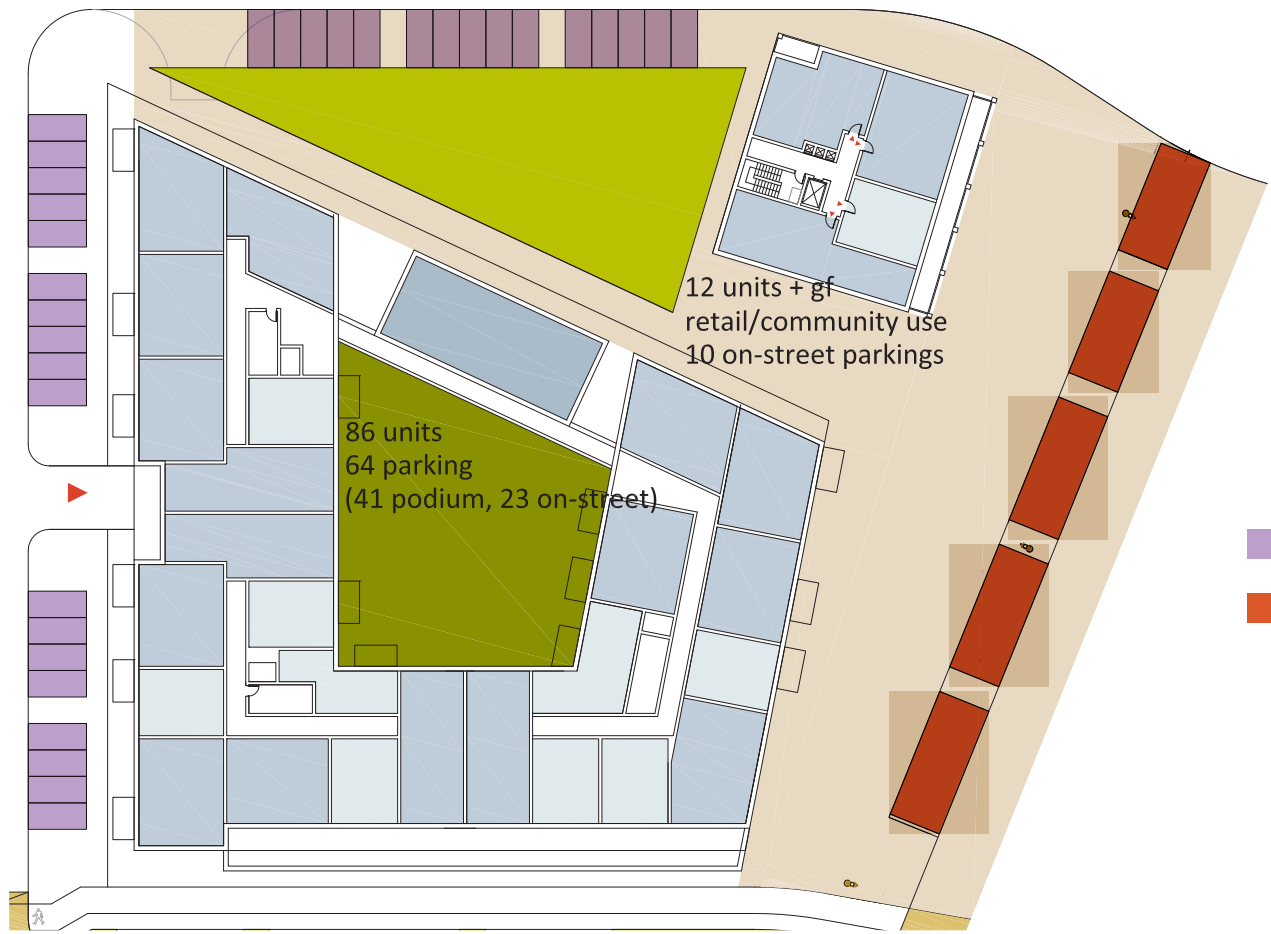
The proposed apartment buildings within the Dart Gateway Character Area are anticipated to be similar in scale and organisation to Blocks A, B and C of the subject application, making the most of their location adjacent to the DART station, with views over Shanganagh Park and Cemetery, Woodbrook Golf Course, and eastwards towards the Irish Sea. It is proposed to provide a podium car park arrangement, similar to Blocks A, B and C of the subject application, with communal amenity spaces at level 01 over the parking areas.

Northern Housing Area:

The Northern Housing Area shall be similar in character to the Southern Housing Area, providing family housing within the Woodbrook lands. Streetscapes are located so as to maximise pedestrian permeability between the Green Axis, the Avenue and the Coastal Park, and active edges shall be provided on all sides of the urban blocks. It is anticipated that housetypes in this area will be similar to the phase 1 housetypes, and that the streets will be designed to provide surface car parking within attractive, DMURS compliant homezone streets.

Woodbrook Place:

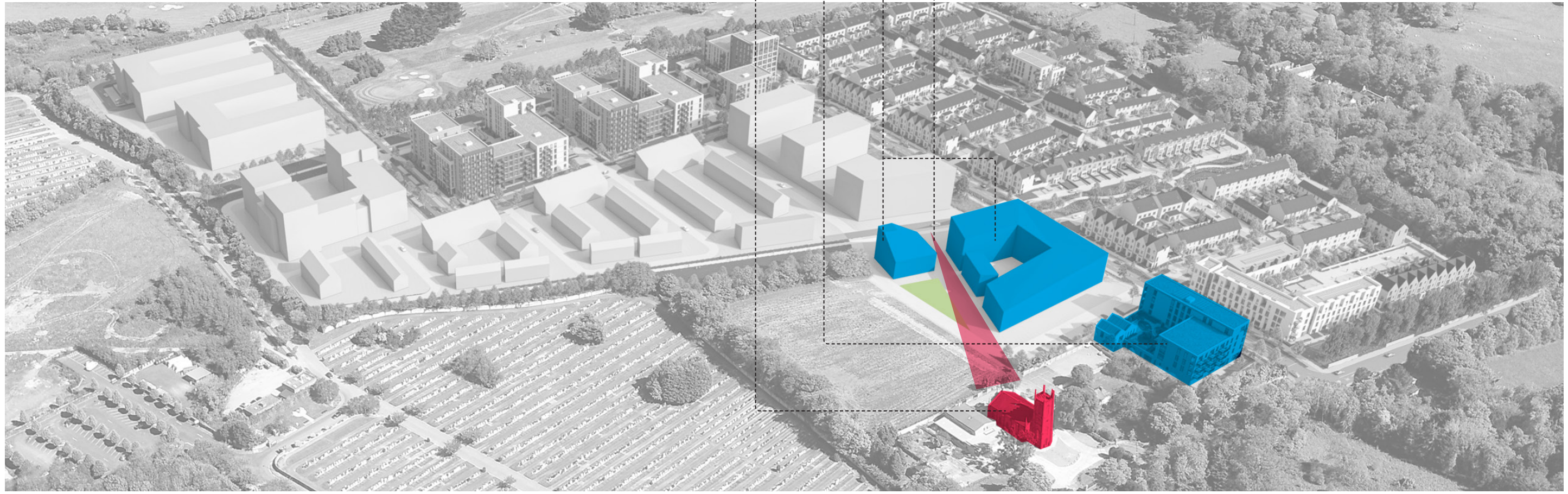
Three linear apartment buildings are arranged around two raised courtyard spaces. All apartments benefit from east-west orientation, and the courtyards enjoy a southerly aspect overlooking the green belt of retained trees along Woodbrook Avenue. An average height of 6 storeys is anticipated for these buildings. It is proposed to provide a podium car park arrangement, similar to Blocks A, B and C of the subject application, with communal amenity spaces at Level 01 over the parking areas.

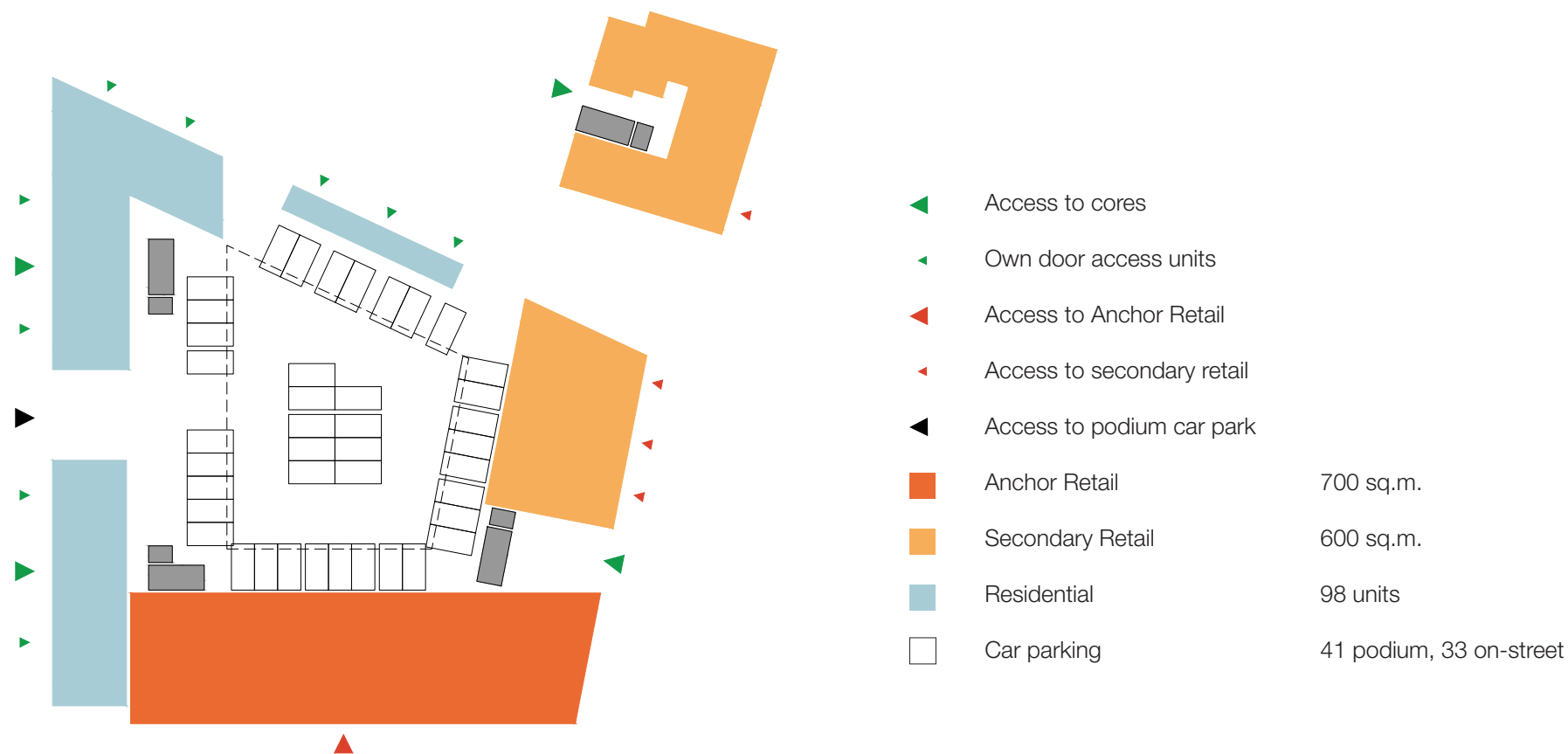


2.5 Phase 2 // Local Centre

To the west of the Local Centre Character Area, there is a mixed use building containing a crèche and residential accommodation, with outdoor play facilities for the crèche. This building is to be built within the first phase, providing childcare facilities to the first phase homes.

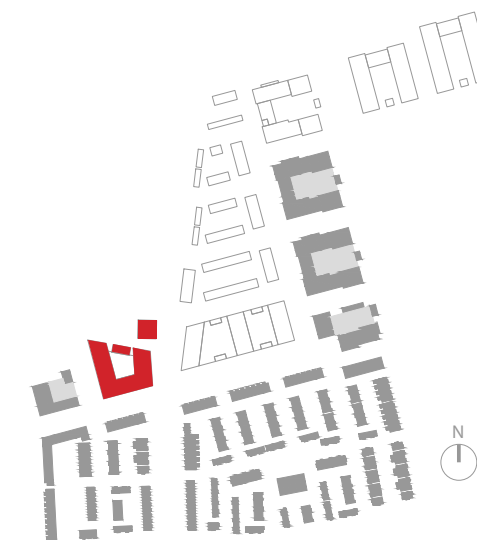
Further local centre facilities will be provided as part of the second phase of development, as shown by the Masterplan. To the east of the phase 1 local centre building, a courtyard block is proposed which directly adjoins the proposed plaza. The courtyard block has a slightly irregular form, which derives from the geometry of the plaza and green axis, and the framing of the view towards St. James Church. The building will contain retail uses on its southern and eastern sides, which will be visible from Woodbrook Avenue, and will provide animation on the plaza. A large anchor unit is provided on the southern edge of the building, and smaller retail units with a fine grain are planned along its eastern side. On its northern and western edges, residential units will provide active streetscape - these will be carefully designed so as to provide appropriate privacy for residents within the busy local centre streetscape.





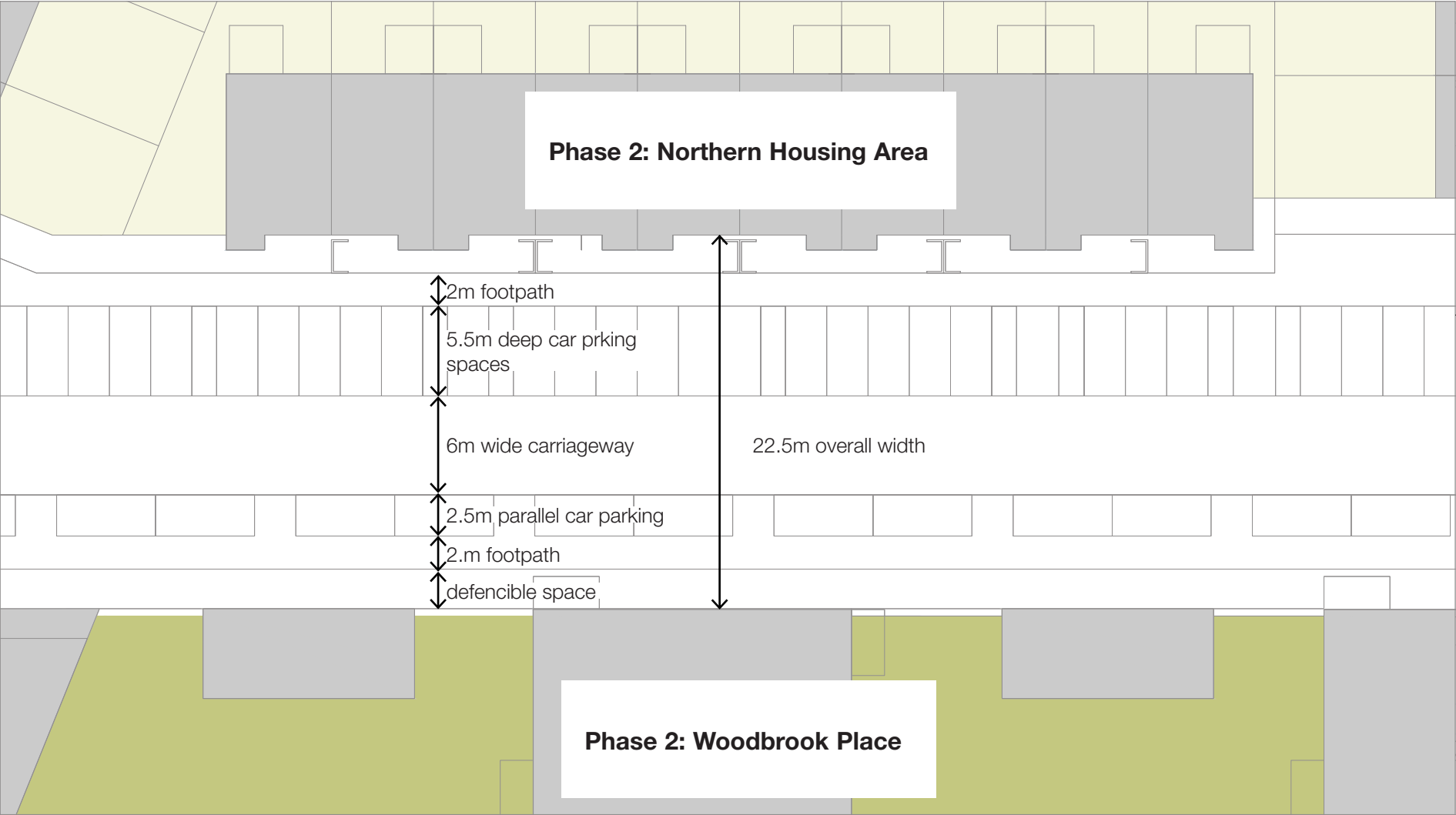
It is anticipated that the courtyard block will vary in height from 3 to 5 storeys, possibly in a “spiral” form that rises gradually from 3 storeys along its western side, to 4 storeys to the south, and 5 storeys along its eastern edge. Car parking for residents will be provided within a covered podium, which will provide a communal amenity space at Level 01. The Masterplan demonstrates that c. 86 units can be provided within this form, with all units being compliant with the national standards. Given that the courtyard block will be a focal point within the Woodbrook lands, consideration shall be given to use of distinctive materials to complement its slightly irregular form, which will distinguish the building from its residential neighbours.

The pavilion building to the north of the courtyard block frames the view of St. James Church and acts as a local landmark. The pavilions’ location suggests that its ground floor would be suitable for café use, with areas for seating to its south and east to be provided within the plaza.



Top:
Organisation diagram for Local Centre in Phase 2

Left:
de Architekten Cie // The Whale, Amsterdam NL

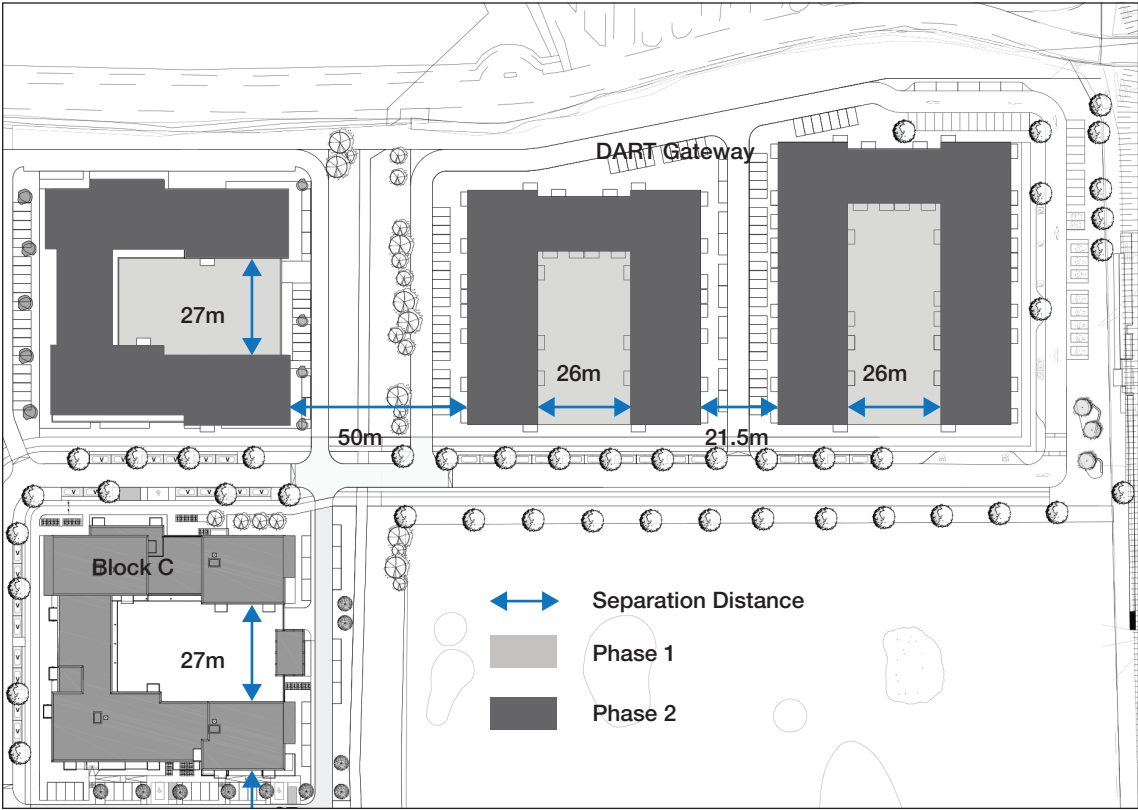
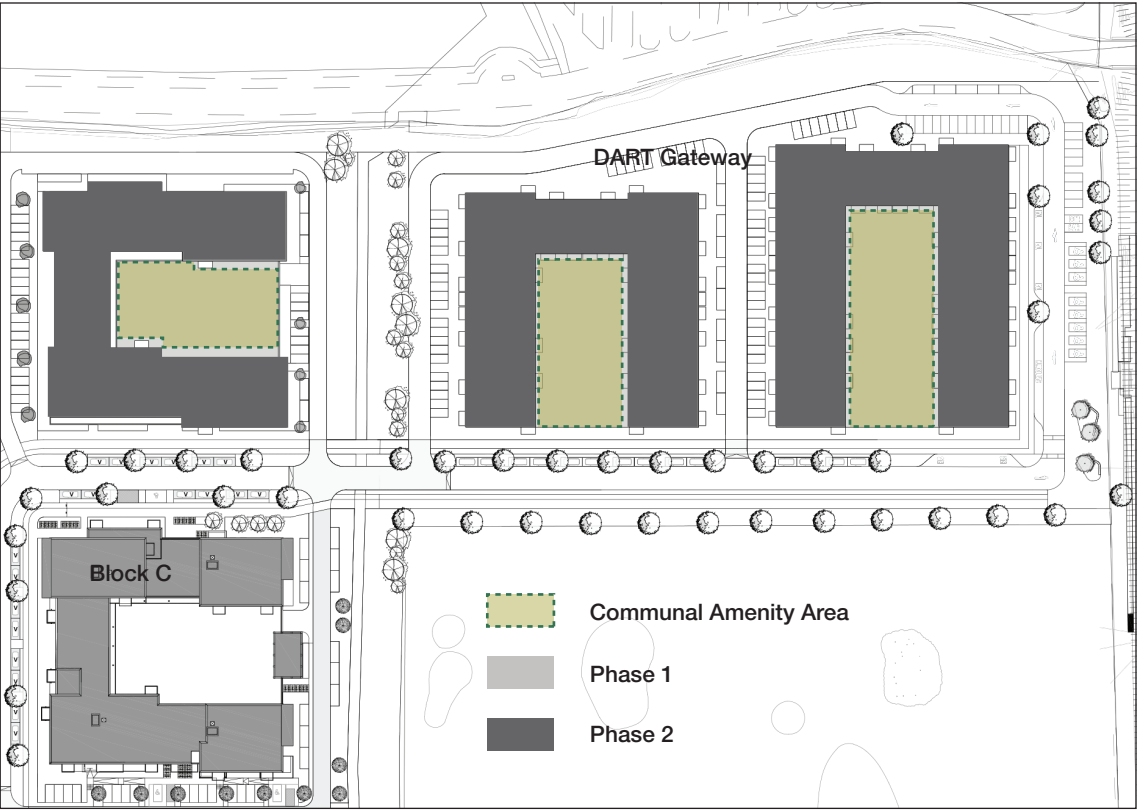


2.6 Phase 2 // Indicative Street Type



Left:
Street typology between Northern Housing Area and Woodbrook Place, part of Phase 2

Bottom:
Organisation diagrams for DART Gateway





2.7 Character Areas

The existing landscape is the key asset which establishes the strategy of the site, with the space in between these linear public open spaces forming the development zones on the site, accommodating residential, educational and local centre uses, as shown on the diagram below.

The development zones formed by the public open spaces and the avenue have been designed to become character areas, creating places of distinct identity on the site, with strong architectural and landscape designs.

Woodbrook Avenue runs through the centre of the Masterplan, connecting the entrance of the site at the Old Dublin Road to the new DART station on the eastern edge. The avenue is a wide, multi-modal road, with designated provision for pedestrians, cyclists and vehicles, as well as soft landscaping.

Woodbrook Avenue is very much an avenue or boulevard, with trees lining both sides and an average building-to-building separation distance ranging from 25m to 39m. The street passes through different character areas and, as a result, has a varied character along its length. Please refer to Section 5 of this document for further detail.

The various character areas within the Masterplan derive their characteristics from their context, both existing and proposed, and these are described in greater detail on the following page.

Character areas



1: Local Centre & Plaza

On entering the development site, a collection of three buildings to the north of Woodbrook Avenue form the Local Centre. These comprise a crèche (built within the first phase), a mixed-use building with ground floor retail and commercial space, residential on the upper floors, and a low rise pavilion building containing a café on the ground floor with residential above. To the north of this cluster of buildings is the school, and the existing Church.



2: Old Dublin Road

The Old Dublin Road is the most public facade of the new Woodbrook settlement, and the variety of houses, duplexes and apartments, in buildings varying between 3 - 5 storeys, define this important edge, with a backdrop of mature trees.



3: Southern Housing Area

The Southern Housing Area is a residential zone containing terraced family housing in efficient urban blocks, a local Pocket Park which retains some mature trees, and a small apartment building which acts as a local landmark. The low height of the buildings within this character area is respectful of the protected structures that are located to the south of the subject site.

The Masterplan proposes a variety of character areas, loosely grouped along Woodbrook Avenue. The character areas are defined by the building uses, heights and densities, proximity to public transport nodes and relationship to landscape and views.

This has resulted in the creation of seven distinct areas within the Masterplan, which will provide visual interest along the length of Woodbrook Avenue, create a new place with character and identity and help visitors and residents to navigate their way around and through Woodbrook.



4: Park Edge

Three high density courtyard blocks are proposed along the coastal park. Each of the blocks is arranged around a landscape podium, with visual and physical connections to the park. The geometry and stagger in height allow for good degree of visual permeability through the area, optimising the views towards the park, and the sea from the upper floors.



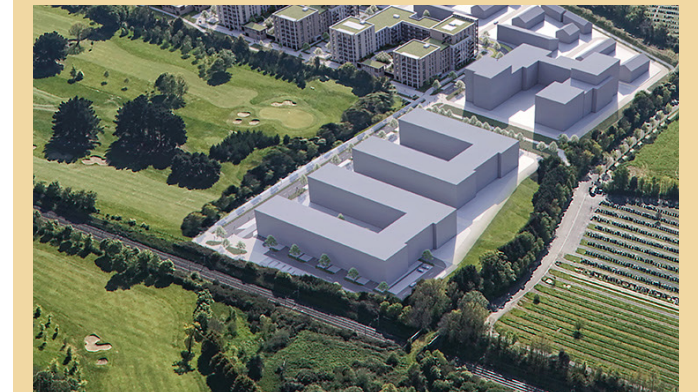
5: Woodbrook Place

This is an area of higher density housing, comprised mostly of apartments within buildings of around six storeys. These large apartment buildings are set back from Woodbrook Avenue, screened by the linear strip of retained and supplemented trees that flank the Woodbrook Avenue.



6: Woodbrook North

This is another area of lower density development, again, mostly houses, rather than apartments, with some duplexes. Local streets will be designed to have an intimate scale, and to provide strong connectivity between the linear public spaces to its east and west.



7: DART Gateway

The DART Gateway will be an area of higher density apartments, which will enjoy views over Shanganagh Park to their north, Woodbrook Golf Club to their east and south, and the sea. The Masterplan in this area facilitates the provision of the temporary car park as requested by WB40 Objective within the LAP, while also allowing for the car park to be removed to facilitate residential development in due course.



LEGEND

- | | |
|----------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|
|  Linear Park - Principal Open Spaces |  Visual Focus |
|  Pocket Park - Secondary Open Space |  Existing Woodland/Mature Trees |
|  Communal Open Space - Podium Landscape |  Area zoned for Residential Development |
|  Existing Tree Groups |  Cycle / Pedestrian Network |
|  Central Spine |  Phase 1 Application Site Boundary |
|  Secondary Links | |

2.8 Landscape Strategy

Shanganagh Park is identified as a Gateway Park within the County's Green Infrastructure Strategy. The Park consists of 36ha of active and passive recreational green space, offering football pitches, walking routes, play facilities and a dog park together with extensive areas of planting. DLRCC are currently progressing a major masterplan redesign for the park.

The open spaces within Woodbrook are designed to connect the scheme to Shanganagh park, and to provide local amenity for residents. The space are located in accordance with the Woodbrook Shanganagh Local Area Plan, and the quantum of open space provided by the Masterplan complies with that provided for in the LAP.

Although the public open spaces are generally linear in nature, they provide significant amenity for the residents, with plenty of variety in character and purpose.

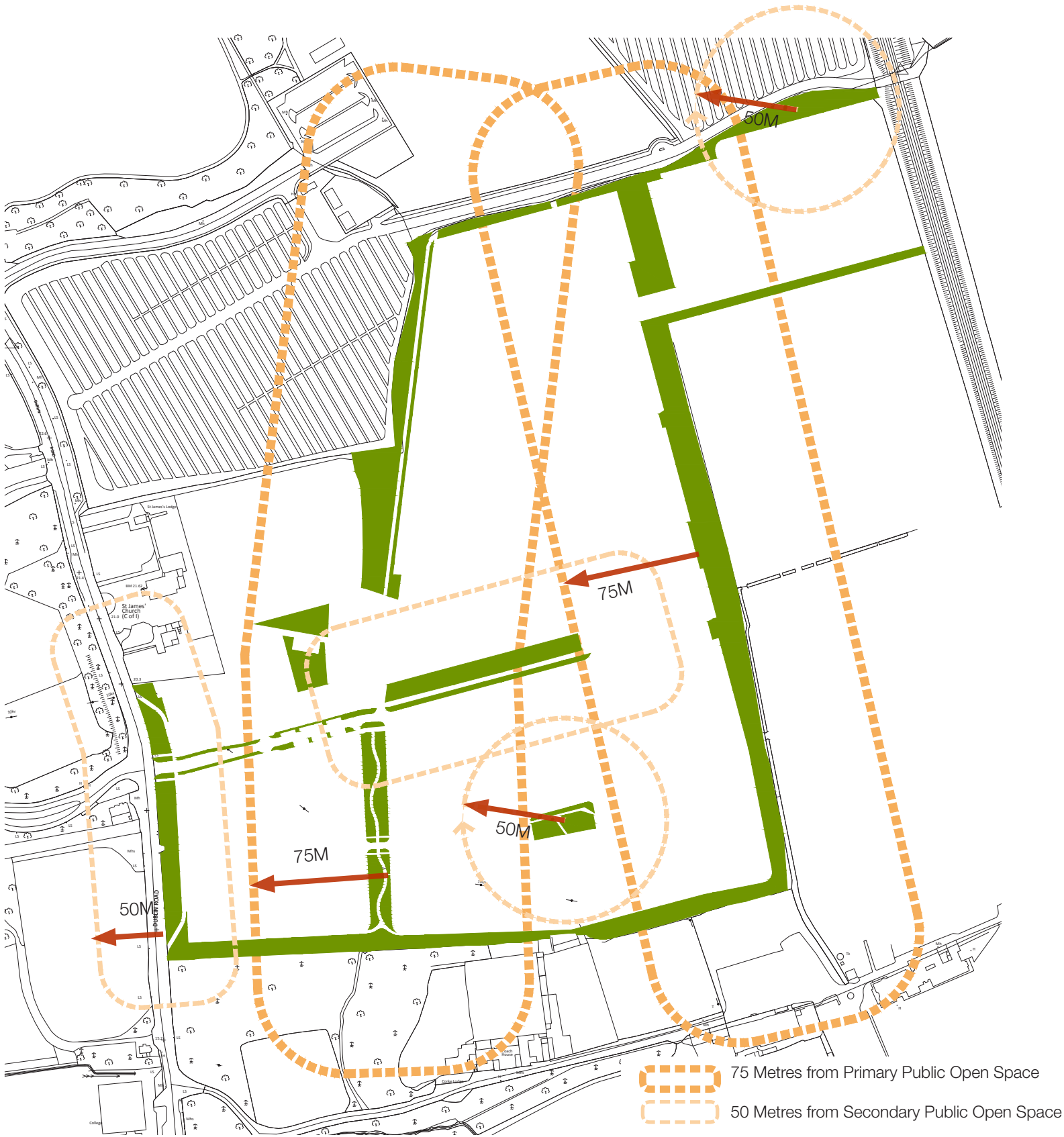


2.9 Public Open Space Distances

The Woodbrook lands benefit greatly from the significant open spaces that adjoin the site, which provide both usable amenities and visual amenities.

Shanganagh Public Park and Cemetery are located to the north of the Woodbrook lands. The diagram below demonstrates that even the southernmost parts of Woodbrook are less than a 10 minute walk from this regional amenity.

As suggested by the Woodbrook-Shanganagh LAP, the open spaces within the subject development are linear in nature, providing amenity within the new settlement, and strong connectivity to the parklands to its north. The diagram on the left demonstrates that all development zones within the Woodbrook Masterplan area are less than 75m, or a one minute walk, from a public open space.



Distances to Green Infrastructure within the Woodbrook Lands

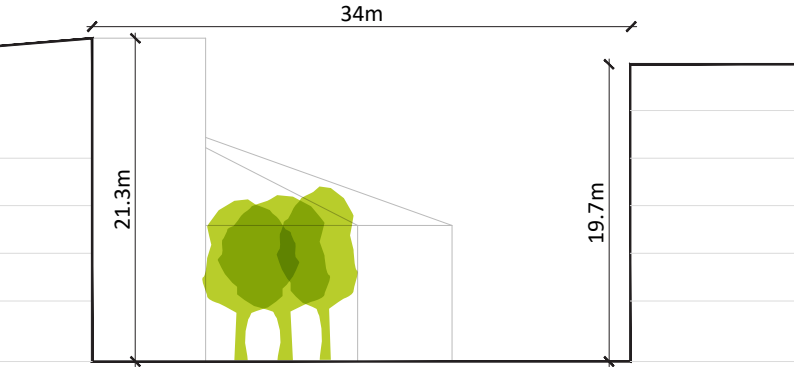


Distances to Neighbouring Green Infrastructure

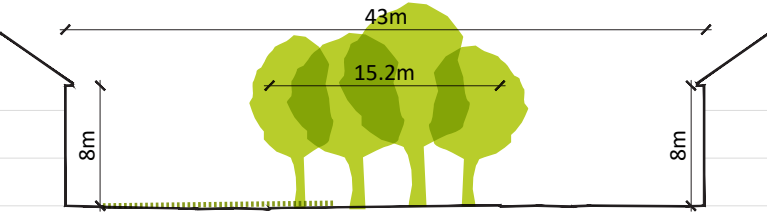
2.10 Green Axis // Scale and Precedent

As part of the design process at Masterplan stage, considerable attention was given to the width and scale of the proposed open spaces. Precedent studies of comparable public open spaces were carried out, so as to gain an understanding of the scale of the spaces proposed that would test and inform their size and position on the site, and their detailed design.

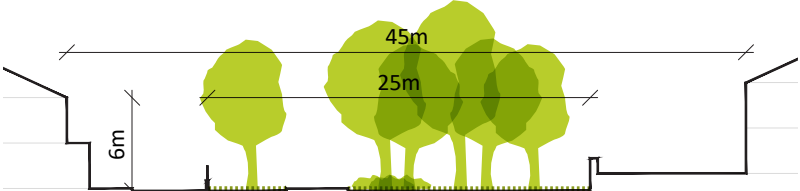
The study on this page compares the proposed Green Axis through the centre of the Woodbrook Masterplan with the linear park that adjoins Blessington Street Basin. The proposed public space is comparable in dimension and character to the Blessington Street Linear Park, particularly where it runs through the northern and southern housing areas.



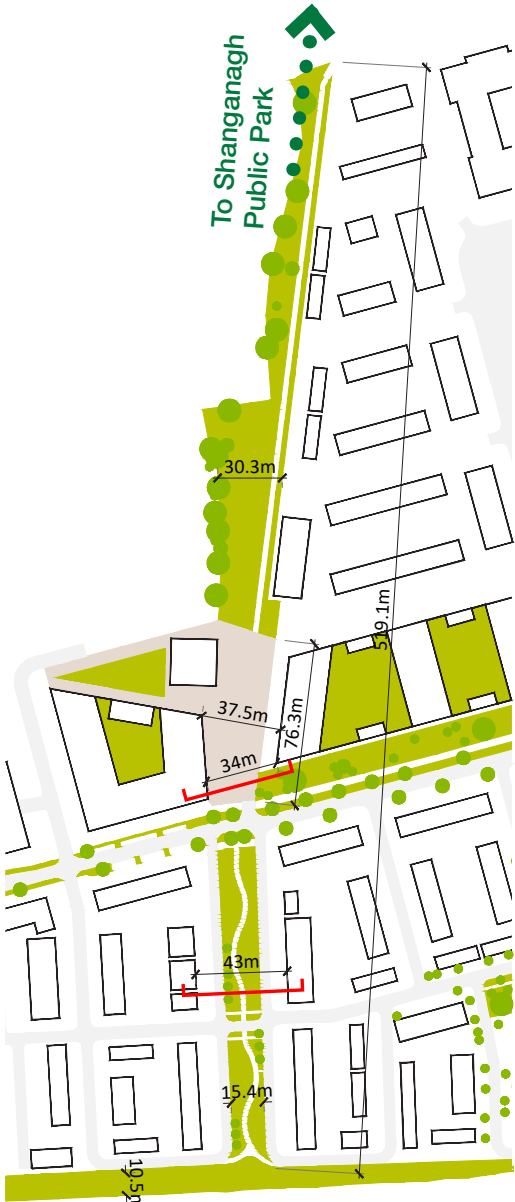
Section through proposed Green Axis, Plaza



Section through proposed Green Axis, South



Blessington Street, Dublin



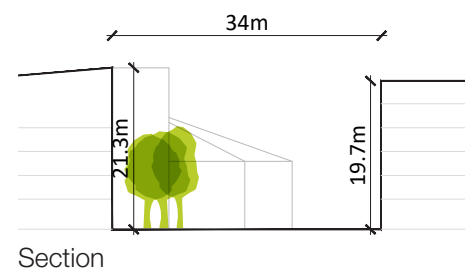
Proposed Green Axis



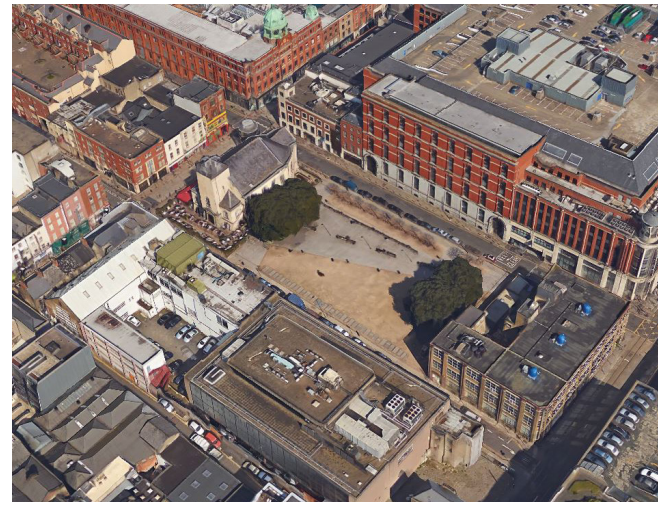
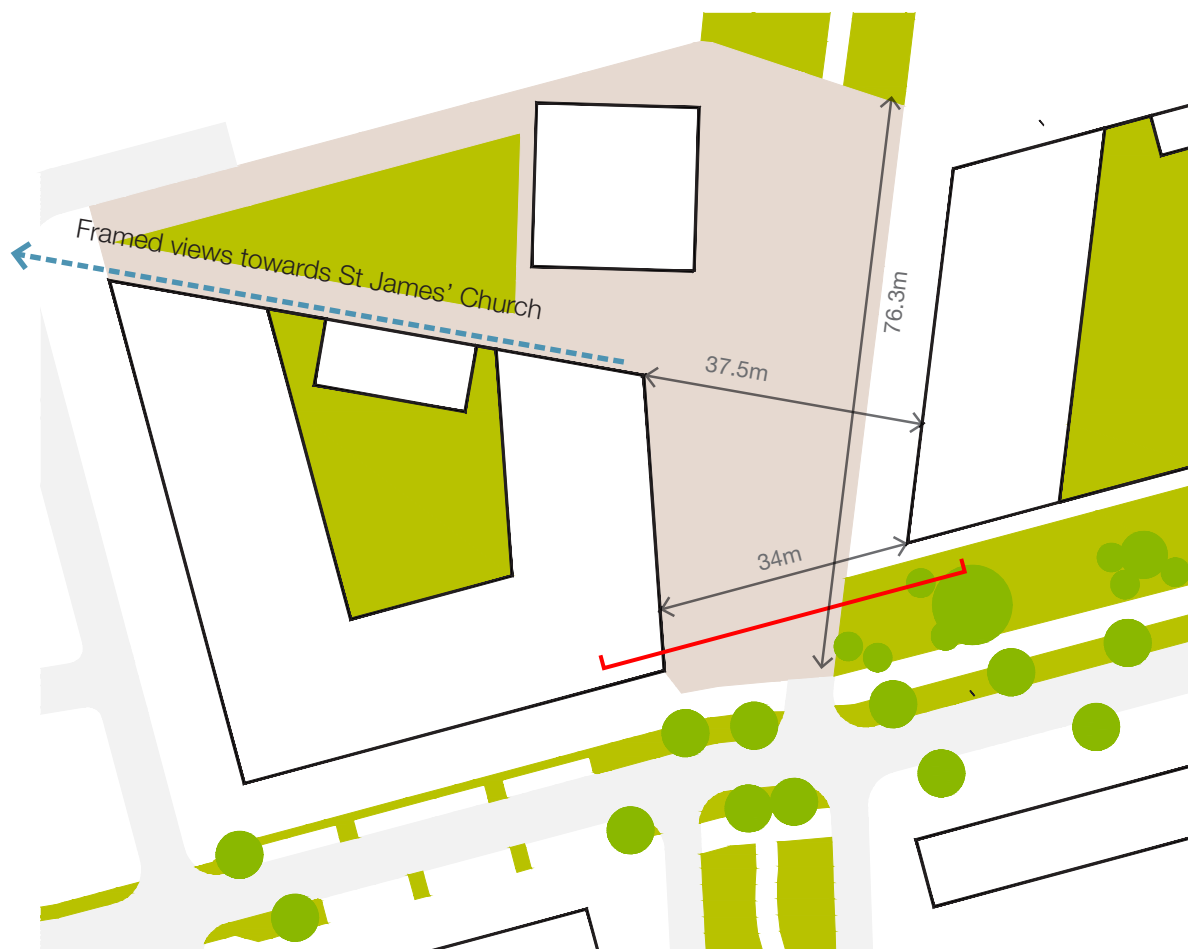
Blessington Street, Dublin



Proposed Phase 2 Green Axis Plaza - indicative ground floor retail animation



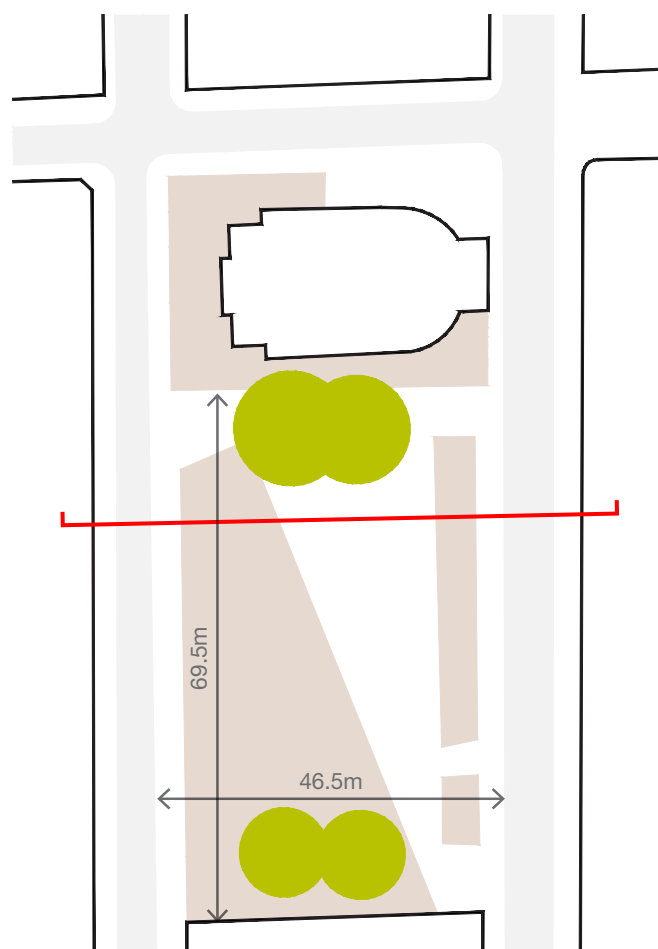
Section



Wolftone Square



Section



2.11 Plaza // Scale and Precedent

The plaza and local centre are situated at the junction of the main north/south pedestrian routes connecting to Shanganagh Public Park, and Woodbrook Avenue. The proposed plaza area, beside the Local Centre, is part of the Green Axis, and will provide a “Town square” for the new settlement.

The Local Centre will comprise a mix of retail and retail services (incl. convenience anchor), a café and the crèche (included in this planning application). The collection of neighbourhood uses will be complementary to the existing church, which adjoins them and the proposed 24 classroom primary school adjoining to the north.

The building forms that define the local centre are organised so as to frame the view of St James’ Church, a protected structure, with a pavilion building acting as a local landmark.

Active frontages will be provided at ground floor, with retail and cafe units having a direct relationship with the proposed plaza. A café will spill out onto a new plaza area with seating arranged to take in the view of the church.

There will also be residential accommodation above these ground floor uses with the main C-shaped block varied in height from 3 to 5 storeys. To the west, there is another mixed-use building containing a crèche and residential accommodation, with outdoor play facilities for crèche. This building is to be built within the first phase, providing childcare facilities to the first phase homes.

As the buildings that directly adjoin the plaza do not form part of this phase 1 planning application, it is proposed that the plaza space be landscaped in a temporary manner, until the design of its surrounding buildings is advanced as part of a future planning application. Please refer to BSM’s documents and drawings for further detail.

This precedent study compares the proposed plaza to Wolftone Square, which is similar in scale and also contains a pavilion building, an historic church repurposed as a bar and restaurant.

Wolftone Square

Area 3232m²

Medium size formal urban square between two light traffic streets. Neighbourhood: shopping district. Good enclosure. Height of surrounding buildings varies from 13 to 28m

2.12 Pocket Park // Scale and Precedent

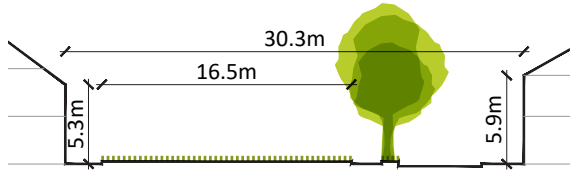


Adamstown Square 3 Pocket Park

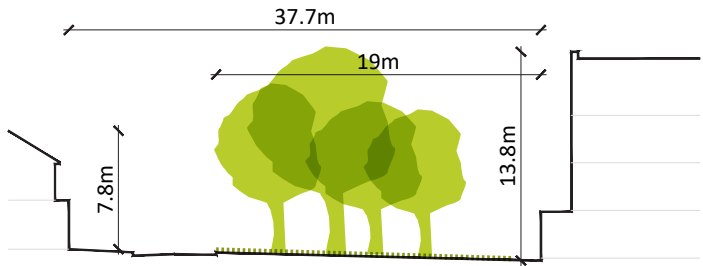


The Pocket Park provides a local amenity space within the Southern Housing Area. The space is located along the local access road that serves this part of the site, thereby providing a visual break along that route. Two existing trees are retained within its landscape design.

The proposed Pocket Park is comparable in scale to a similar space within a recently completed development in Adamstown by O'Mahony Pike Architects and Castlethorn. As with the Adamstown space, the Pocket Park will be landscaped to provide local play opportunities, and will benefit from a high level of passive supervision from the nearby houses and the small apartment block.



Proposed Pocket Park



2.13 Public Open Space Provision

The Woodbrook Shanganagh LAP suggest areas for the open spaces to be provided within the Woodbrook/Shanganagh Masterplan, the total quantum of which is 3.4ha.

The diagram demonstrates that the proposed Masterplan, and subject application, is compliant with the quantum of public space outlined in the LAP.










Please refer to BSM’s documents and drawings for further detail.

Proposed Quantum of Public Open Space

| | |
|------------------------------------|-----------|
| Green Axis: | c. 1.1ha |
| Linear Park: | c. 0.9ha |
| Tree Belts/Boundary Buffers/Other: | c. 1.4ha |
| Total Open Space Provision: | c. 3.4ha |
| Open Space Provision for Phase1: | c. 2.96ha |



2.14 Proposed Height Strategy

| Key | | | |
|-----------------------------------------------------------------------------------|------------|-----------------------------------------------------------------------------------|----------|
|  | 1 Storey |  | 5 Storey |
|  | 2 Storey |  | 6 Storey |
|  | 2.5 Storey |  | 7 Storey |
|  | 3 Storey |  | 8 Storey |
|  | 4 Storey | | |

The height strategy for the Masterplan has been considered at the scale of the settlement, the neighbourhoods and the buildings, in accordance with Section 3.2 of the DOHPLG Urban Development and Building Height Guidelines for Local Authorities.

The settlement is well served by proposed public transport, and as its location adjoins major existing green spaces and benefits from views towards the Irish sea, it offers the opportunity to build at significant heights and density, particularly along its eastern and northern edges where it adjoins Woodbrook Golf Course and Shanganagh Park and Cemetery. The southern and western parts of the site adjoin lands associated with protected structures, and are therefore suited to lower building heights. The settlement is designed so as to provide appropriate heights in response to these varied contextual conditions, which provides meaningful variety in character, scale and form throughout the development.

The Masterplan is divided into several distinct character areas,

each of which makes a positive contribution to the Woodbrook settlement, and is responsive to the sites’ locational attributes.

The buildings along the Old Dublin Road vary in scale from 3 storeys to 5 storeys, providing variety along this public frontage, with the 5 storey element denoting the entrance to the scheme.

Along the Avenue, care is taken to provide buildings of contrasting character and different heights on either side of the street. The apartment buildings along its frontage vary in scale from 4 storeys to 8 storeys, with the 8 storey element acting as a landmark at the end of the vista as one enters the site.

The buildings that are located in between the Avenue and the southern site boundary are lower in scale, with two and three storey houses predominant. This is appropriate as one moves further from the DART Station, it is important to provide a sustainable overall mix of typologies at Woodbrook and assists in the creation of distinct character areas within a coherent overall urban structure. The lower scale here is appropriate also given the location of a collection of protected structures to the south of the subject site. A 4 storey apartment building is located in this area, acting as a local landmark onto a pocket park.

Along the Coastal Park edge, the apartment buildings vary in height from 5 to 7 storeys, making the most of the sea views that the upper floors will enjoy. The buildings have been designed so as to provide variety in form, height, mass and materiality so as to create attractive streetscapes, and to optimise views and light for residents. Please refer to the Daylight and Sunlight Analysis submitted as part of this application.

The Masterplan anticipates that the buildings closest to the DART station and to Shanganagh Park will have not dissimilar scale to those that are proposed along the Coastal Park edge as part of this planning application. Phase 2 will be subject naturally to a subsequent planning application to form the subject of detailed pre-planing negotiations with DLRCC in due course.

Please refer to the Landscape and Visual Assessment submitted as part of this application for further detail.



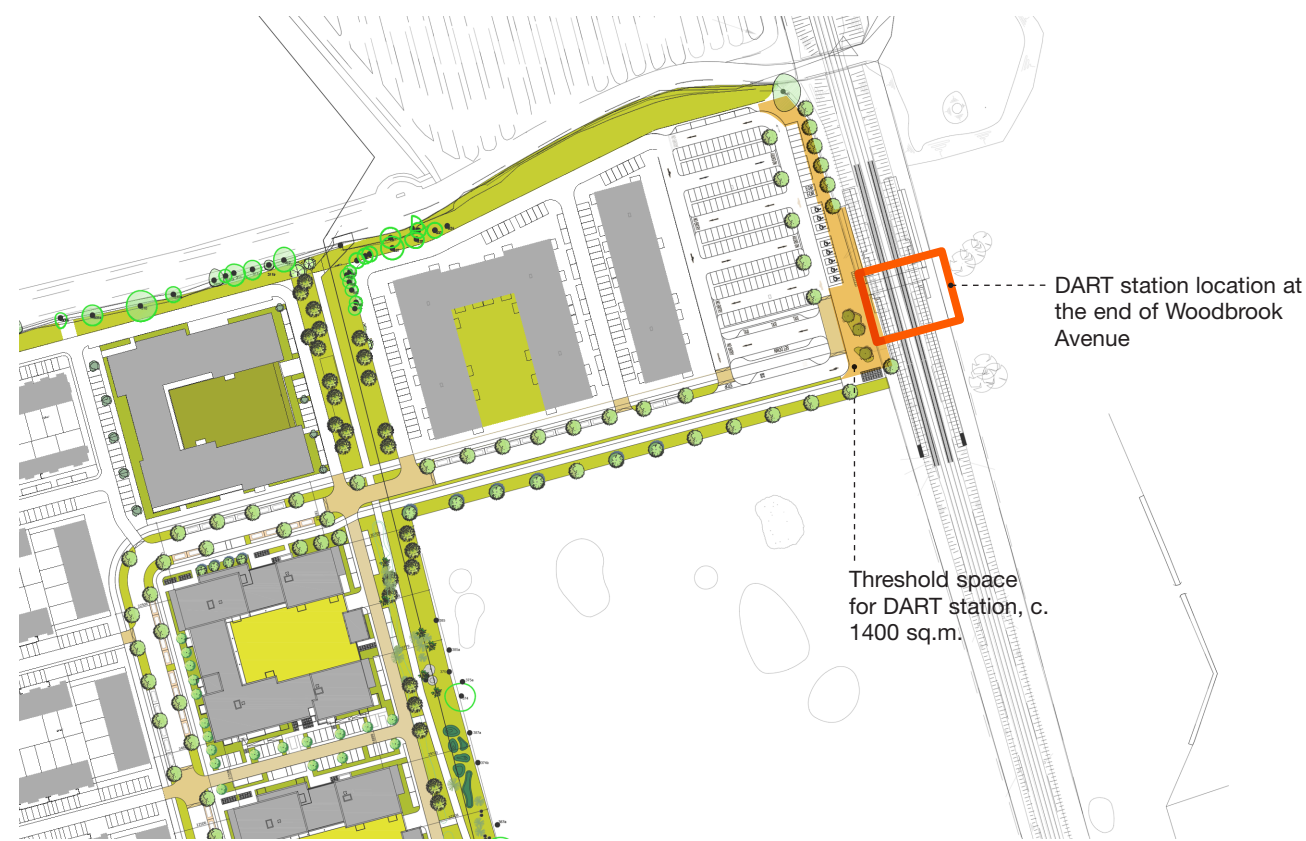
Proposed Phase 1



Proposed Masterplan

2.15 DART Gateway

The Local Area Plan contains an Objective, WB40, that provision be made for a temporary surface car park of c. 150-200 spaces in the vicinity of the DART station, see diagram (i) below. The subject scheme provides this car park in compliance with the LAP. The diagrams below demonstrate how the Masterplan can be adjusted to allow for further residential development beside the DART station on the temporary car park lands, when the temporary car park is removed in due course, see diagram (ii) below.



i: Layout with Temporary Car park

The surface car park is located to the east of the DART gateway area, with Woodbrook avenue extending as far as the shared boundary between the Woodbrook development lands and the railway line. The proposed DART station is located at the south-eastern corner of the DART gateway character area, at the end of the avenue. The car park is bound by linear block to the west, bringing the overall number of units to 1402, with a density of 93 units/ha at Woodbrook overall.

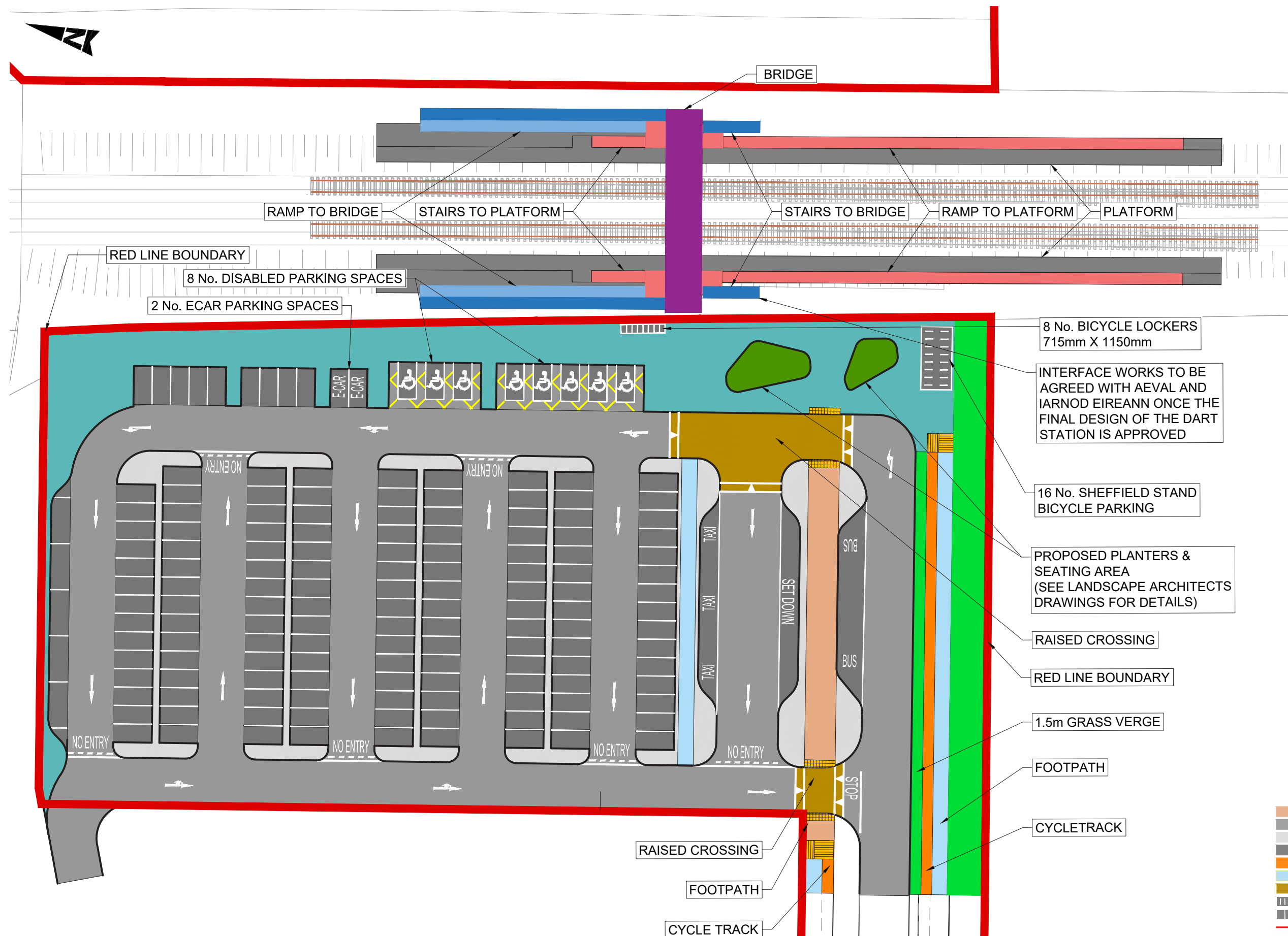
The threshold space for the DART station is shown in beige, and measures c. 1400 sq.m. The width of the space is 12.5m at its southern end, and 9.5m at the northern end. This hard landscaped civic space has been designed to interface successfully with Iarnród Éireann’s proposed station design including access and setdown requirements. The eastern edge of this space may vary slightly to accommodate the final station and platform design.

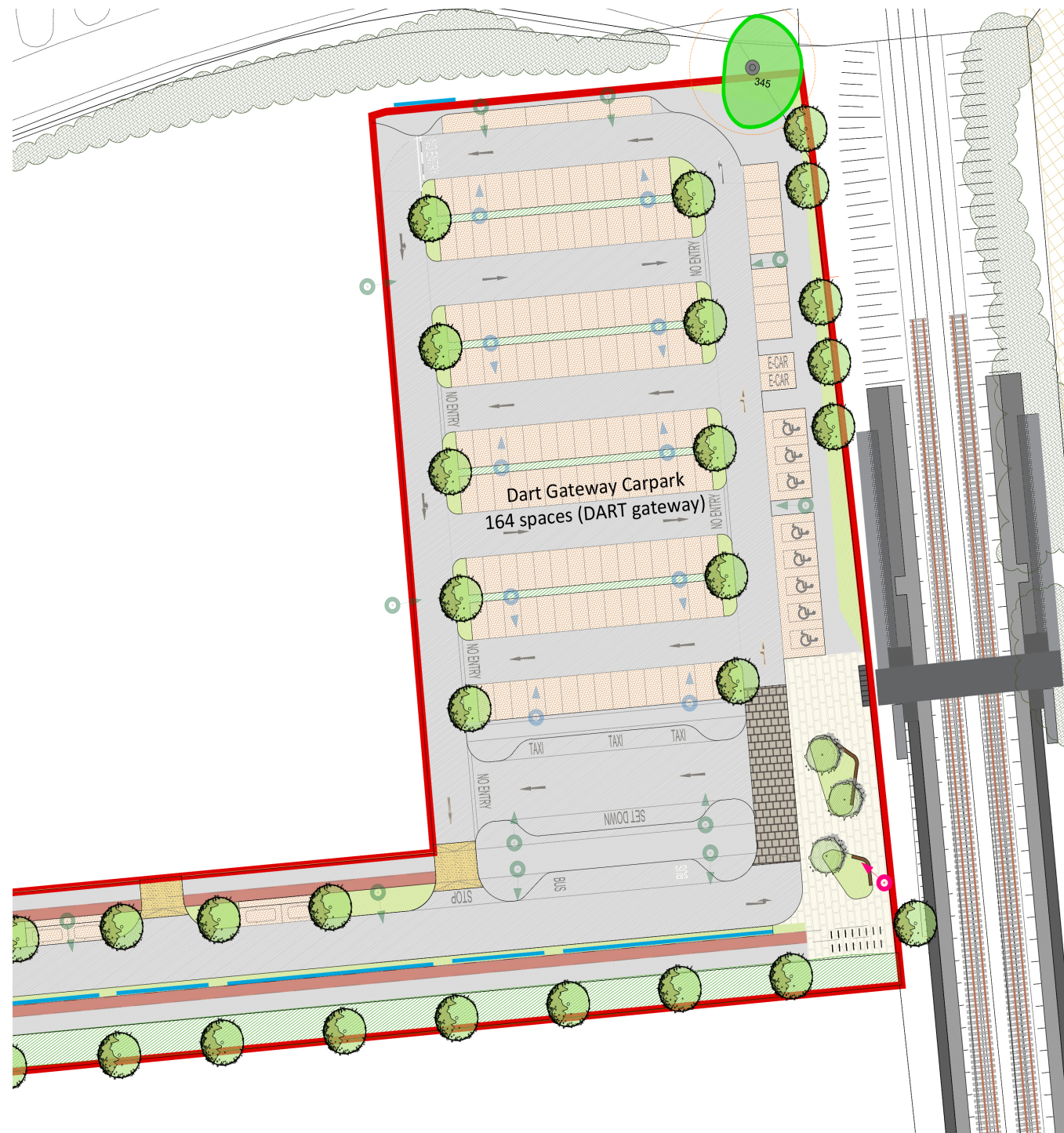


ii: Layout after removal of the Temporary Car park.

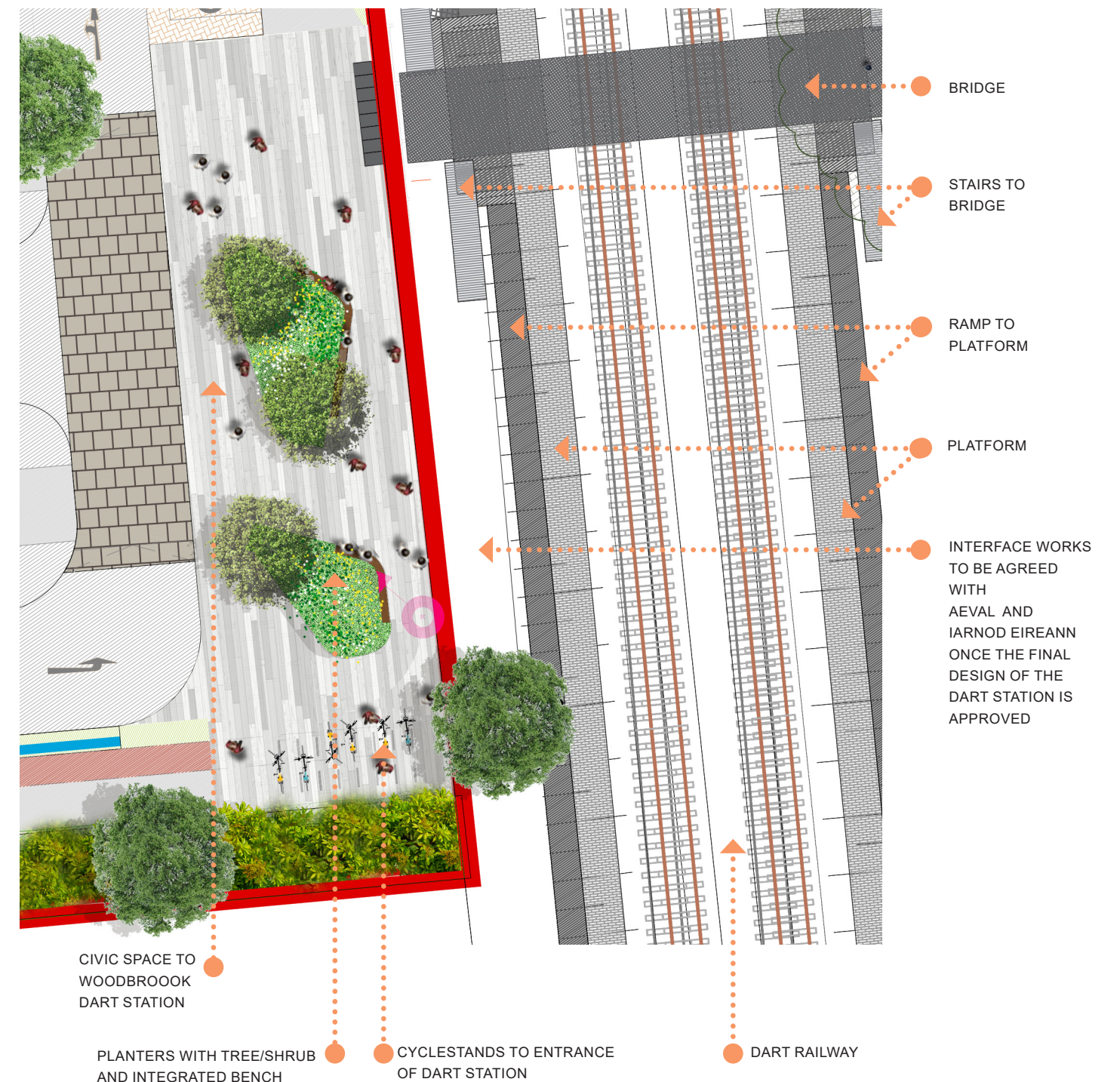
The temporary car park is no longer on site, which will facilitate the optimum development of the DART Gateway. The two u-shaped blocks are organised around south facing courtyards and bring the overall number of units to 1488, at a density of 96 units/ha at Woodbrook overall.

The DART Gateway civic space would remain unchanged at c.1400 sq.m., as would its relationship with the DART Station. Potential bus and taxi setdown would occur on the western side of the looped access road through the DART Gateway Character Area. The detailed design of this area if and when the temporary car park is no longer required would be subject to detailed design and a new planning application.





Overall Plan of Civic Space and Temporary Car Park to Woodbrook Station



Plan of Civic Space to Woodbrook Dart Station

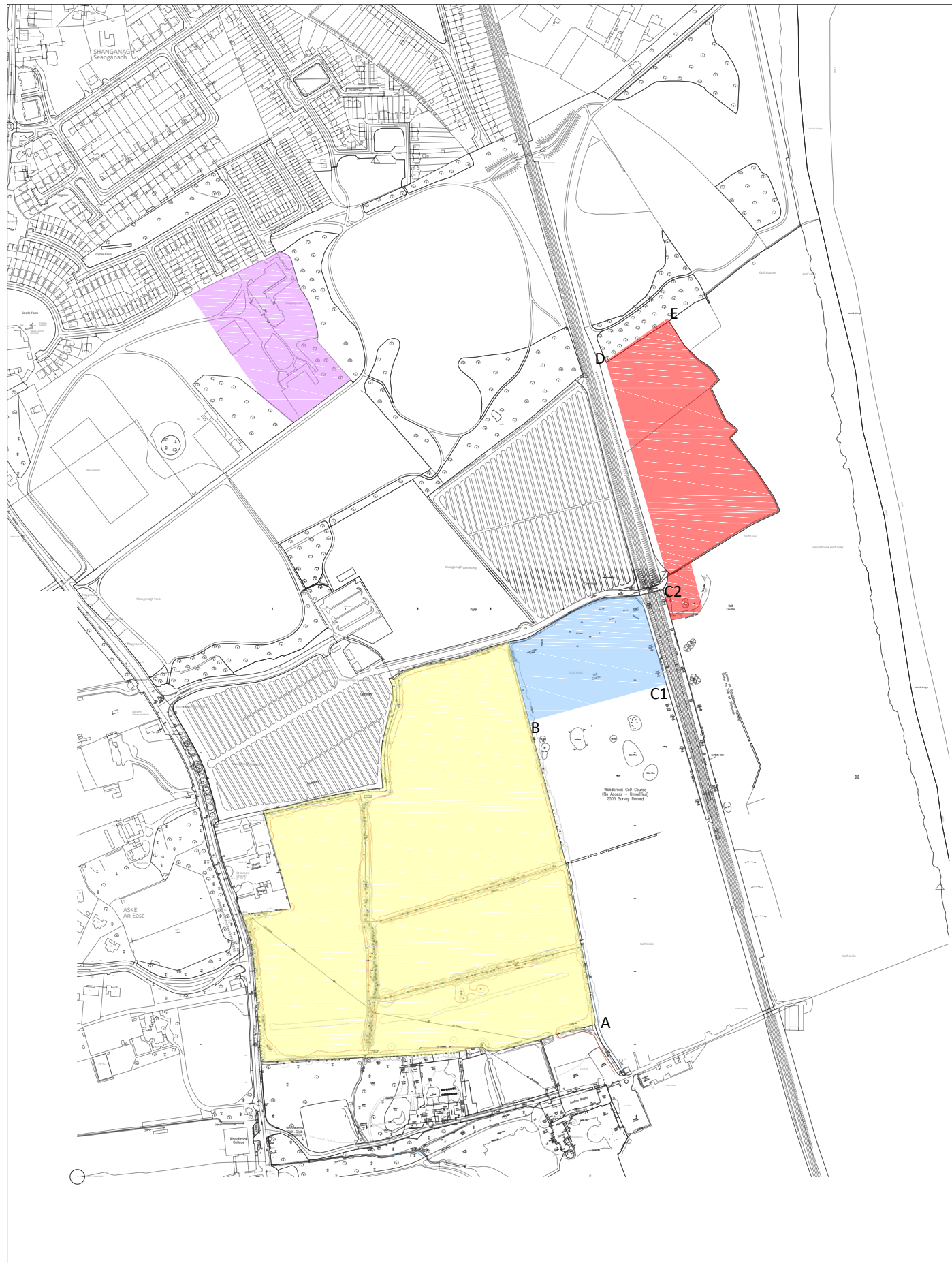
2.16 Engagement with Stakeholders

Overview

Two new golf holes will be developed on an adjacent 11 acre site on the eastern side of the DART line. This site is owned by Dun Laoghaire Rathdown County Council and its development will enable Woodbrook Golf Club to vacate the 6 acre DART Gateway site, which forms part of the zoned Woodbrook LAP lands. As part of this long standing tripartite agreement Aeval will transfer lands at Shanganagh Castle plus some residential land at Woodbrook to Dun Laoghaire Rathdown County Council. The vacation of the DART Gateway site is essential to facilitate construction of and access to the planned Woodbrook DART Station upon which the Woodbrook LAP is predicated. Given the intrinsic nature of these works, they are included as part of this Strategic Housing Development application to An Bord Pleanala.

The formal tripartite agreement between Aeval, Dun Laoghaire Rathdown County Council and Woodbrook Golf Club was signed on 03/09/2019 and a letter of confirmation from the Applicant’s solicitors has been included with this SHD planning application.





Land Transfer - Context Plan



The Woodbrook Tripartite Agreement is a signed and executed legal agreement between Aeval (the Applicant), DLRCC and Woodbrook Golf Club. It contains an associated and signed legal agreement with the original owner of the Woodbrook lands who continues to own the freehold of the bulk of the golf course lands. The tripartite agreement follows on from an original Heads of Agreement between the parties dating back to 2006 when Aeval originally acquired the Woodbrook lands. Aeval owns the freehold of the 52 Acre residential zoned Woodbrook lands as well as c. 6.3 Acres of residential zoned land at Shanganagh Castle. Upon the receipt of a successful determination of this SHD planning application the tripartite agreement will automatically trigger land exchanges between the parties comprising of:

1. The transfer of the '11 Acre' red lands (actually 10.97 Acres) from DLRCC to WGC
2. The transfer of an equivalent '11 Acres' area from Aeval to DLRCC comprising of 6.29 Acres at Shanganagh Castle and 2 no. lots of zoned residential lands at Woodbrook with a combined area of 4.68 Acres
3. The assignment by WGC of their sporting lease on the 6 Acre DART Gateway blue lands.

3.0 Compliance with Statutory Context



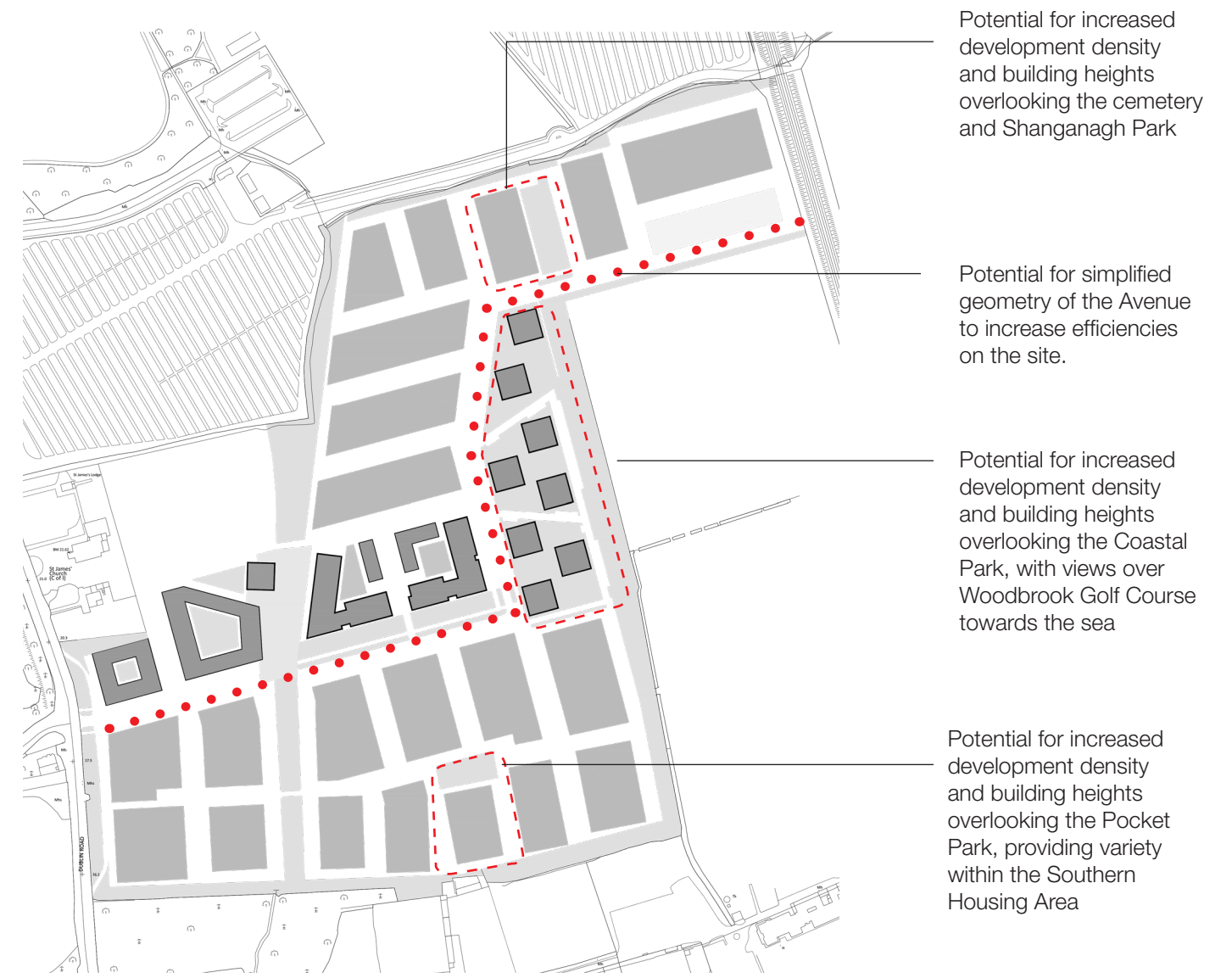
| | |
|--------------------------------------------------------------------|----|
| 3.1 Masterplan: Changes in Response to Opinion of An Bord Pleanala | 34 |
| 3.2 Woodbrook Shanganagh Local Area Plan | 36 |

The Masterplan for the subject site has been developed and amended over the course of the design process, in response to site analysis and the statutory context. In particular, significant changes were made to the Masterplan, and to the subject planning application following the tripartite meeting and the issuing of the Opinion of An Bord Pleanála. The following pages demonstrate the extent of those changes in relation to the key design moves, density, urban framework, and building heights. Land uses have remained unchanged.

3.1 Masterplan: Changes in Response to Opinion of An Bord Pleanála



Masterplan - Tripartite Stage



Masterplan - Areas of the subject site where locational attributes could suggest densification of development

The Masterplan for the subject site was developed within the landscape based framework, with the emerging urban structure defining character areas and circulation patterns within the site.

Following the receipt of the Opinion of An Bord Pleanála following the Tripartite meeting, further consideration was given to the heights, density and unit mix proposed, having regard to both local and national policy, and the sites' context and locational attributes. The development zones adjoining major open spaces, such as Shanganagh Park and Woodbrook Golf Club, are highlighted as having significant potential for densification.

We note that the client and the design team also considered further densification of the Southern Housing Area, particularly along Woodbrook Avenue. However, it was considered that the retention of a reasonable quantum of family housing within the subject development was important to provide a meaningful variety of unit types, and to create distinct character areas within the site, and that the identified zones for densification beside Shanganagh Park and Woodbrook Golf Club offered sufficient opportunity to increase density within the subject application lands.



Current Masterplan

The Masterplan, and the subject planning application, have benefited from the changes made as a result of the Opinion of An Bord Pleanála, particularly with regard to density, height, and utilisation of the sites' locational attributes:

- The density of the subject application has been increased from 52 units/ha at Tripartite stage, to 78 units/ha as part of this planning application, in line with national policy.
- The number of residential units within the subject application lands has increased from 428 at Tripartite stage, to 685 as part of this application.
- The Masterplan, for both the subject application and for future development phases that may form separate applications, show increased building heights and density in those parts of the site that have the benefit of views over significant open spaces, i.e. Shanganagh Park and Woodbrook Golf Club.
- The Masterplan show increased building heights and density adjacent to the proposed Woodbrook DART station, to make effective use of lands beside public transport infrastructure.
- The alignment of Woodbrook Avenue is simplified, to avoid a kink at its northern end, as orthogonal street patterns maximise efficiency of land use.
- Building designs, for areas of both the subject application and for future development, are re-examined so as to maximise their efficiency and to make the most of their locational attributes; In this regard, the local centre buildings have been amended, and the configuration of the apartment buildings at Woodbrook Place, which overlook the Avenue and an adjoining green space, have been amended to maximise efficiencies, optimise unit numbers and provide south facing courtyards for improved residential amenity.
- An apartment building has been integrated into the Southern Housing Area, overlooking the Pocket Park, so as to act as a local landmark and provide variety of typology within this character area.
- The Masterplan retains areas of significant character within the subject site, thereby providing meaningful variety within the scheme, and creating a development which can provide for a broad and sustainable profile of residents catering as a place to the full life cycle requirements of its prospective residents.

With a minimum 1400 homes delivered over the 15.6 ha site the resulting average density across both phases will be c.95 dph.

The LAP calls for between 1000 and 1380 units at Woodbrook. Our Masterplan and Phase 1 planning application is thus very much at the upper end of this density range. This is in response to recent national policy guidance and our pre-planning engagement with An Bord Pleanala.

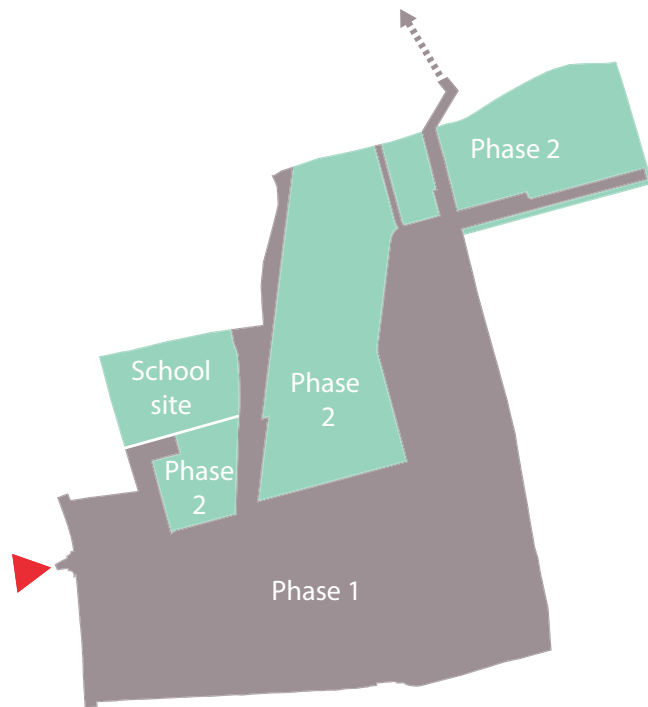


LAP Requirements

15.5 ha
total buildable
residential area

1000-1200
homes to be delivered in total

minimum density
60 dph



Masterplan before Tripartite meeting

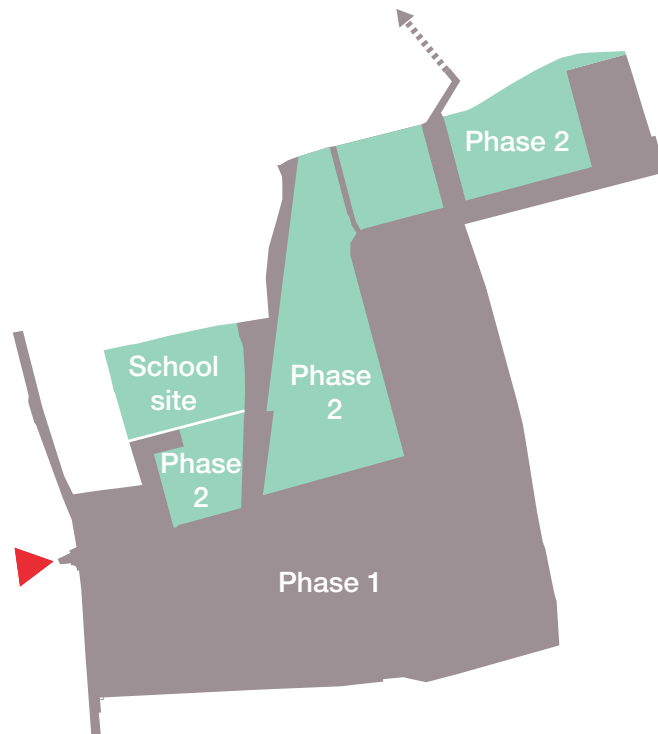
Phase 1:
428 units
52% houses
48% apartments/duplexes

Phase 2:
the remaining 580 dwellings in order
to meet required density and mix.

Mix:
minimum of 35% houses and 65%
apartments/duplexes across the
entire site

3.2 Woodbrook Shanganagh Local Area Plan

The subject lands are a key component of the Woodbrook Shanganagh Local Area Plan. Although we note that An Bord Pleanala was critical of some aspects of the LAP at the Tripartite stage of this application, such as height and density, the LAP remains a useful and still important guidance document for the site in respect of other organisational attributes. The following pages will demonstrate the compliance of the subject scheme with the LAP, or with other policy documents if appropriate. These pages also demonstrate the previous Masterplan, as it was at the tripartite stage, for information.



Current Masterplan

Phase 1:
685 units
30% houses
70% apartments/duplexes

Phase 2:
(with temporary car park)
717 units
7% houses
93% apartments/duplexes

Mix:
(with temporary car park)
1402 units
19% houses
81% apartments/duplexes

Phase 2:
(without temporary car park)
803 units
7% houses
93% apartments/duplexes

Mix:
(without temporary car park)
1488 units
17% houses
83% apartments/duplexes

KEY:

- LAP boundary
- Key avenue frontage
- Key park frontage
- Walkway
- Indicative treeline
- Existing trees
- Green areas
- ▶ Site Entrance



LAP Indicative frontages and block structure



Masterplan before Tripartite meeting

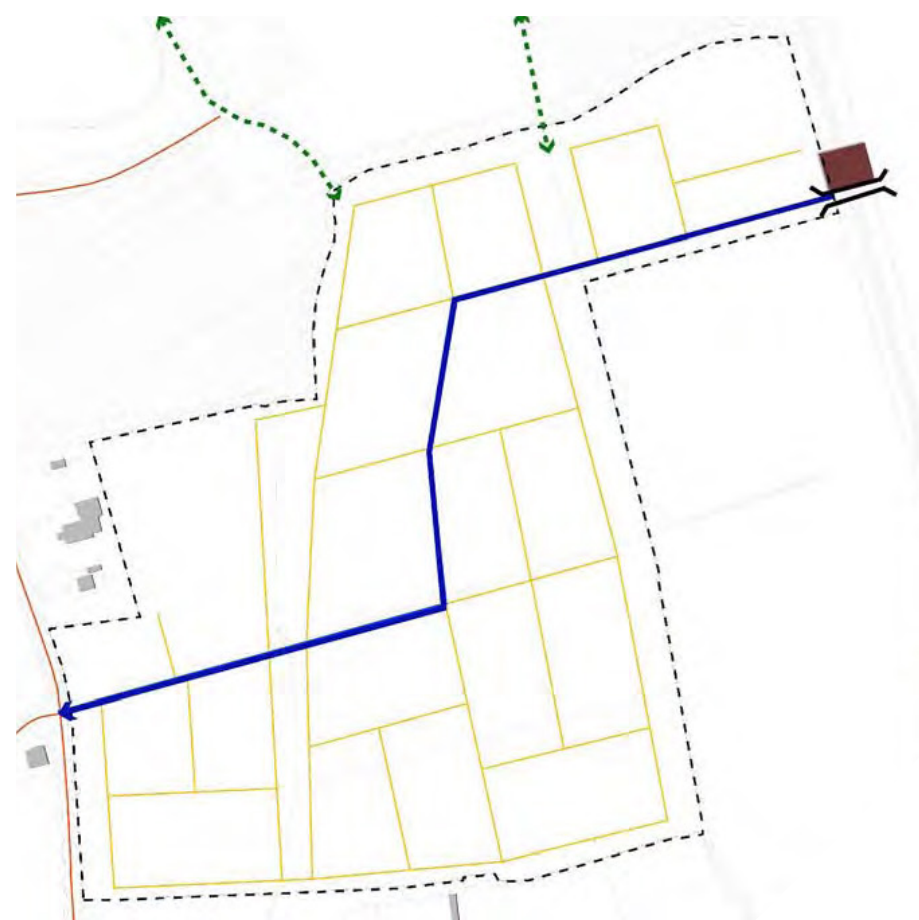


Current Masterplan

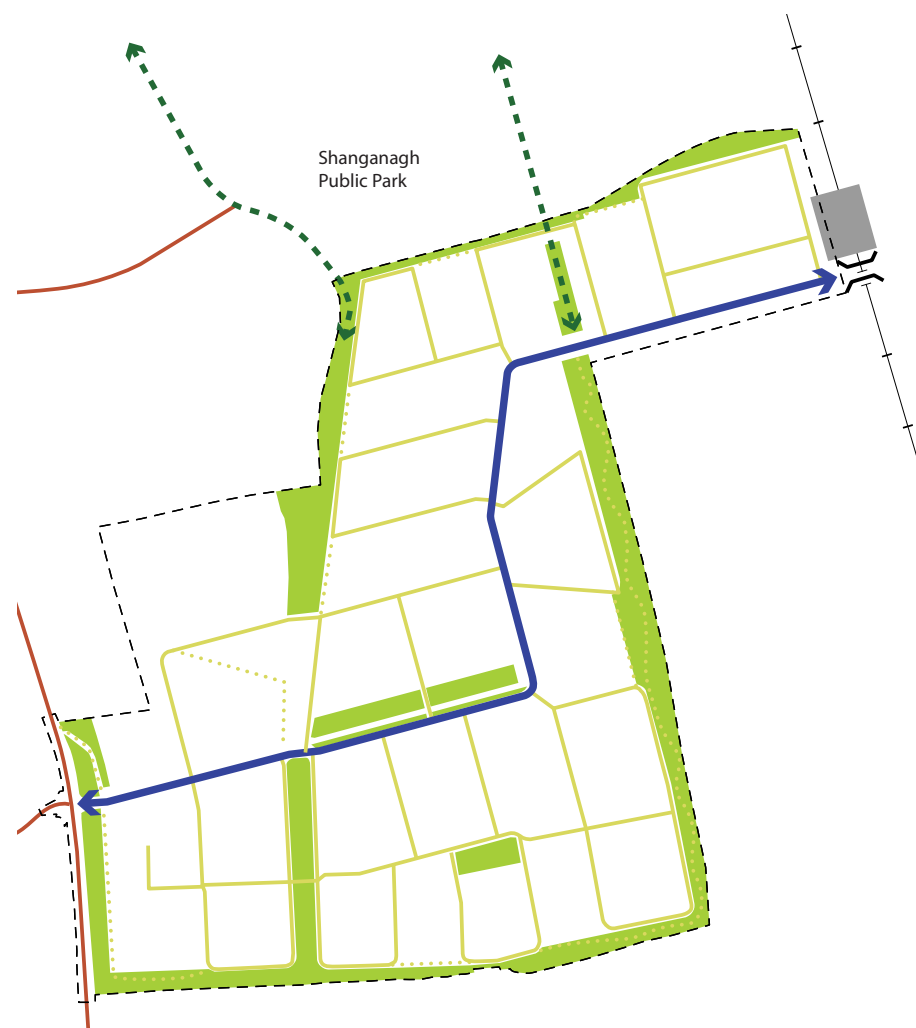
The Urban Framework

The diagrams demonstrate that the subject proposal provides strong, active frontage onto the public realm throughout the Masterplan area, which is consistent in terms of layout and quantity with the provisions of the Local Area Plan.

- KEY:**
- Avenue
 - Local street
 - Foot/cycle path
 - Green route
 - Existing route
 - Proposed bridge



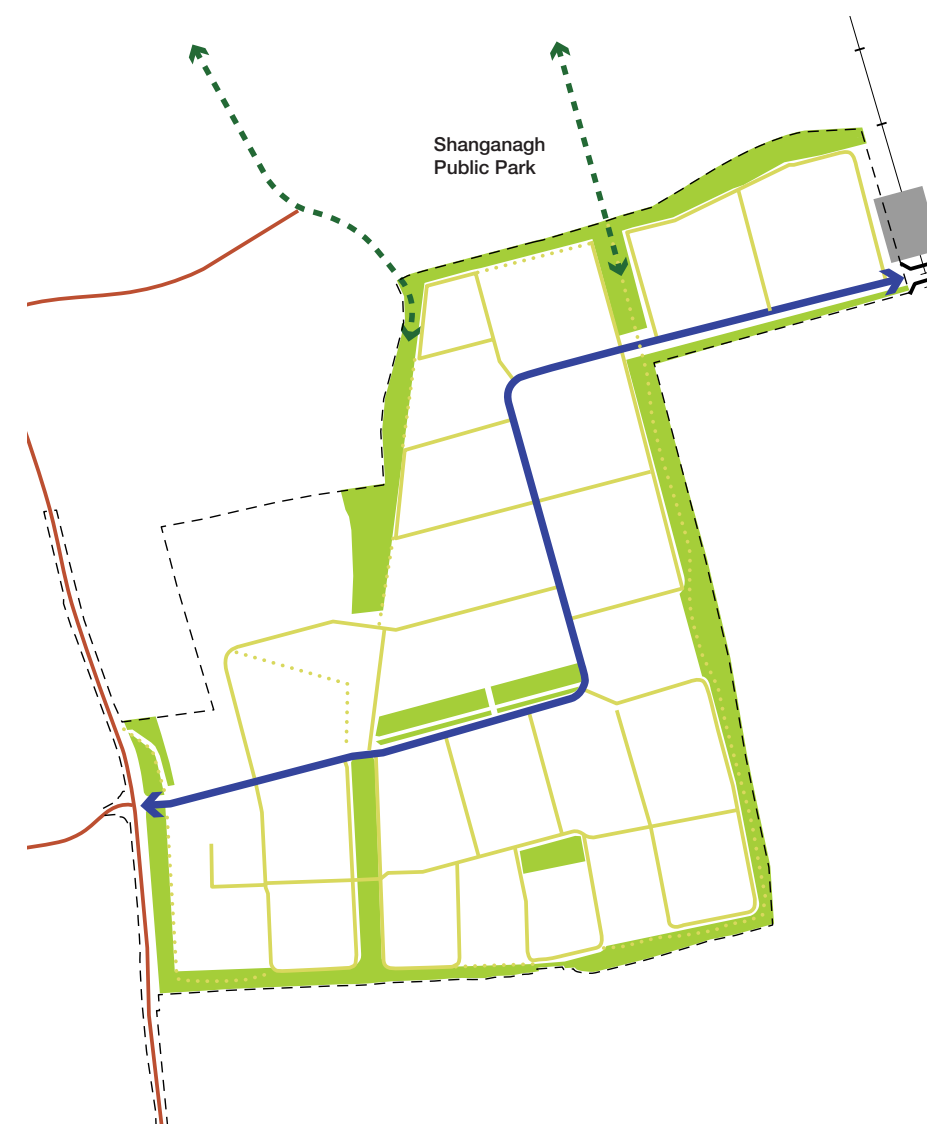
LAP Requirements



Masterplan before Tripartite meeting

Route concept

The Masterplan maintains the Distributor Road, known as Woodbrook Avenue, proposed in the LAP as the key circulation element on the site, linking the Old Dublin Road to the proposed DART station.



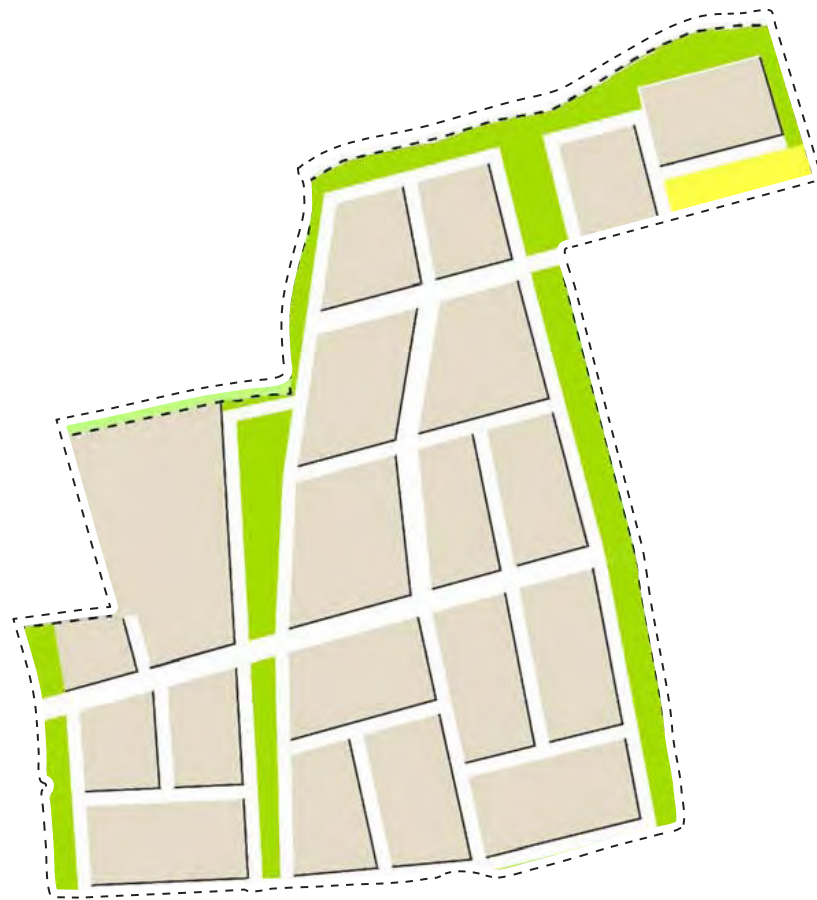
Current Masterplan

KEY:

- LAP Boundary
- New urban block
- Proposed open area
- Temporary car park
- Site Entrance

Urban blocks

The urban block pattern creates active street frontages throughout the site, and plenty of options for pedestrian, cycle and vehicular movements



LAP Requirements



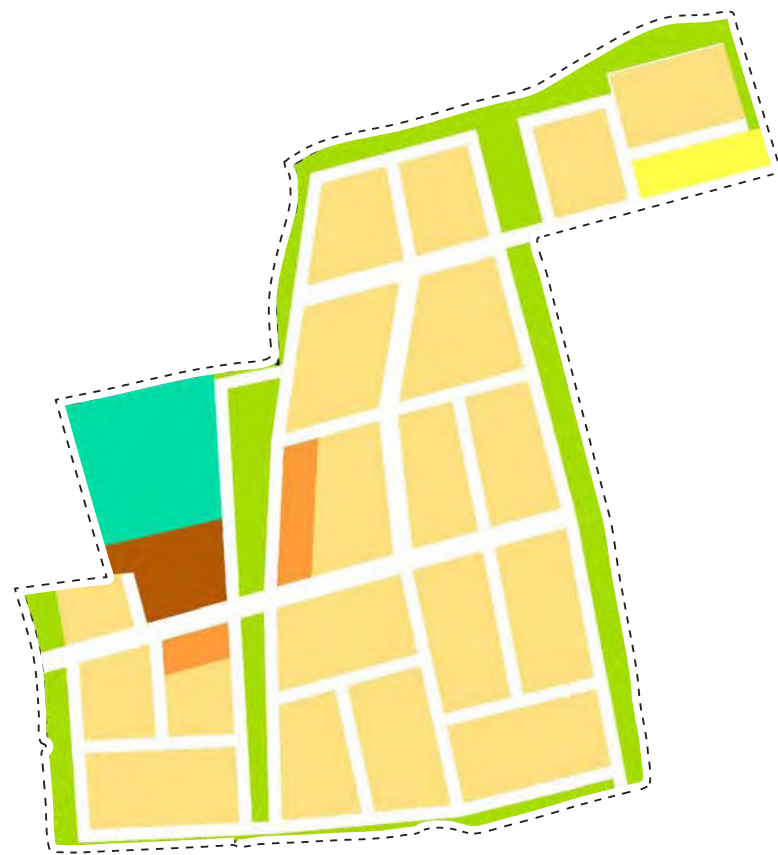
Masterplan before Tripartite meeting



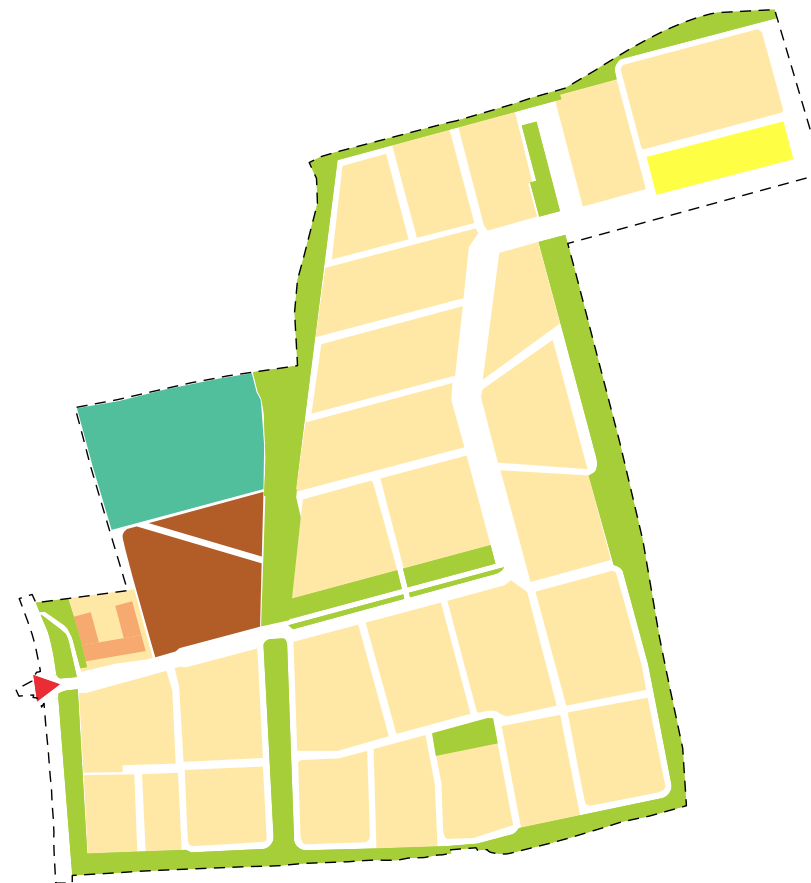
Current Masterplan

KEY:

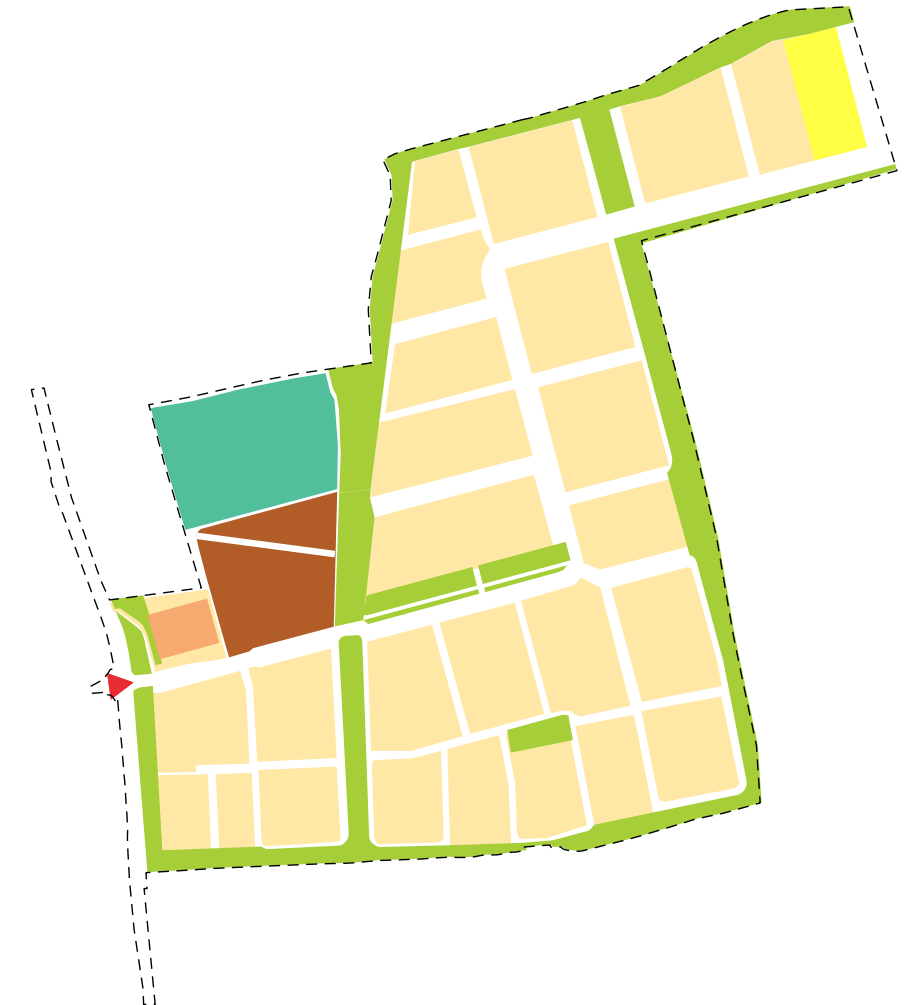
- LAP boundary
- Residential
- Educational
- Temporary car park
- Proposed open area
- Commercial
- Mixed use
- Site entrance



LAP Requirements



Masterplan before Tripartite meeting

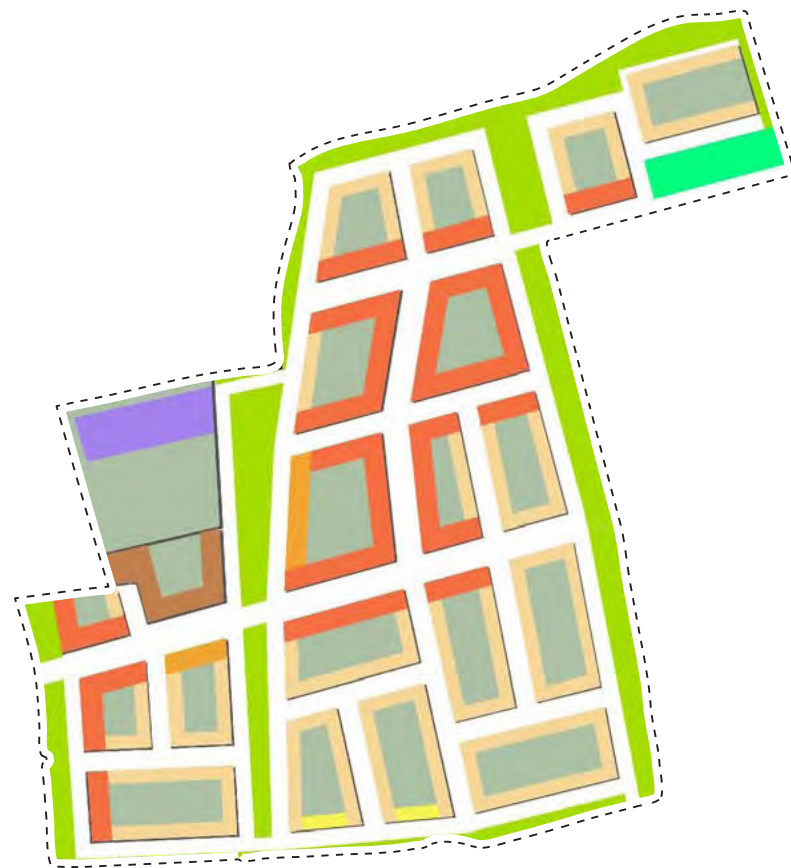


Current Masterplan

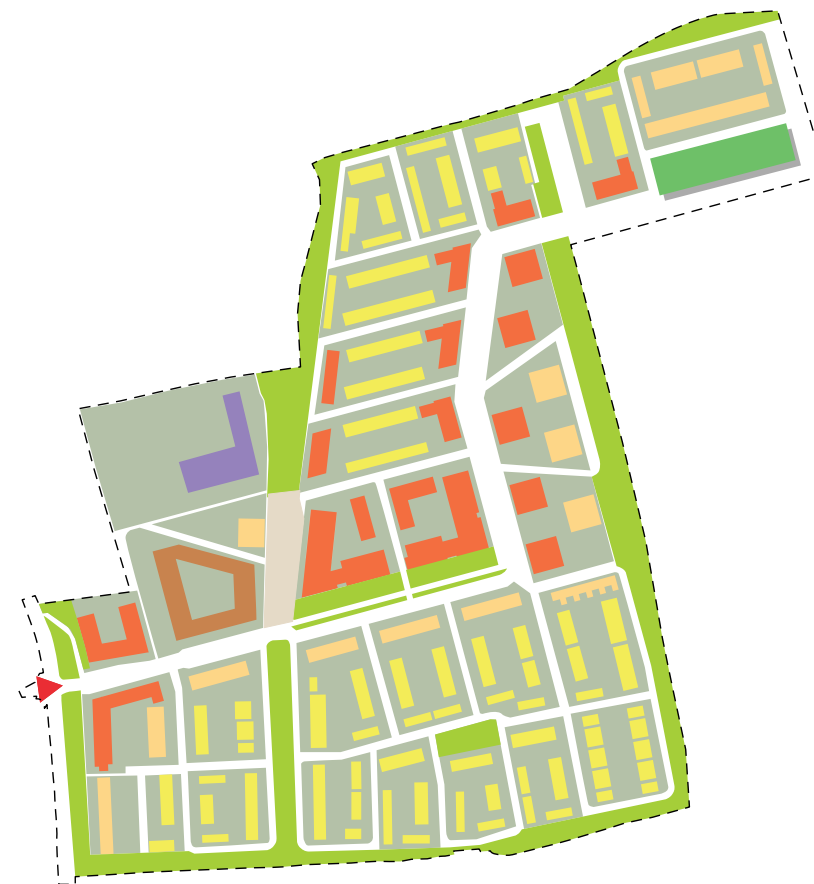
Landuse objectives

The majority of the development will be residential, in compliance with national and local policy. A Local Centre will be created beside the existing church, with retail spaces, a crèche and a school.

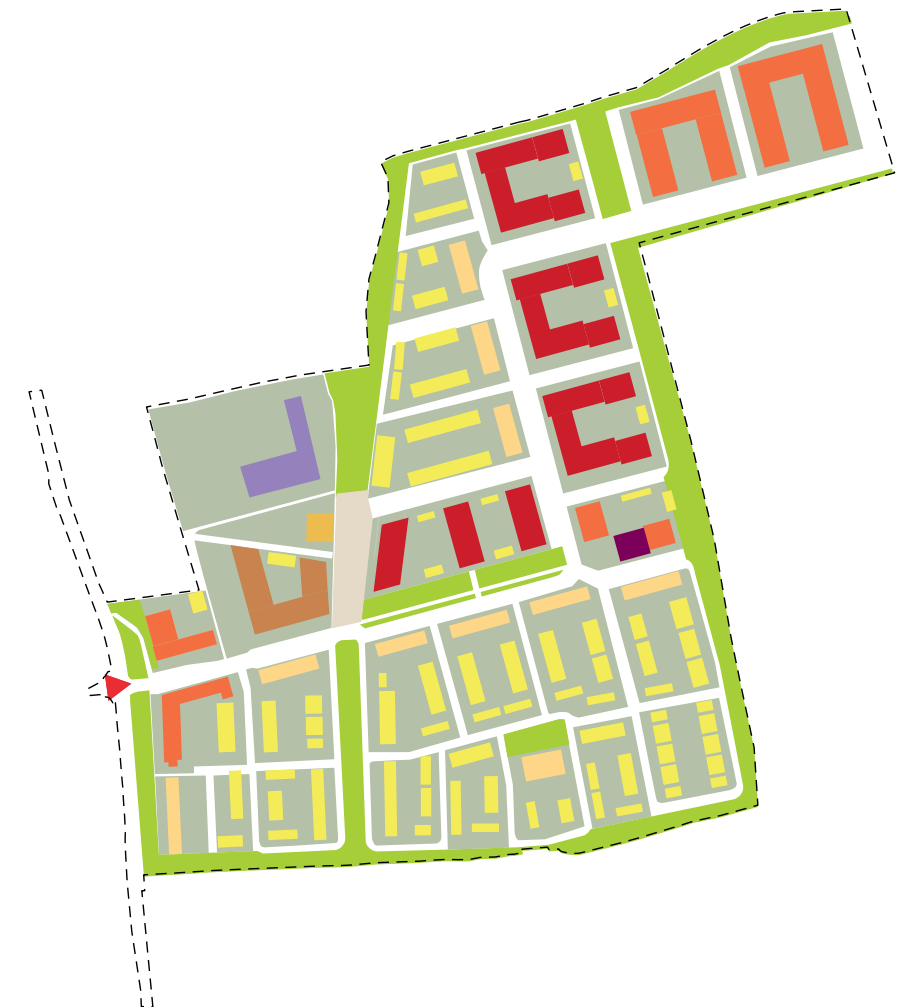
- KEY:**
- LAP boundary
 - 2-3 storey
 - 3-4 storey
 - 4-6 storey
 - 6-7 storey
 - 8 storey
 - Mixed use (4-6 storey)
 - New block area
 - Proposed open area
 - Hard landscaped area
 - Education (2 storey)
 - Site entrance



LAP Requirements



Masterplan before Tripartite meeting



Current Masterplan

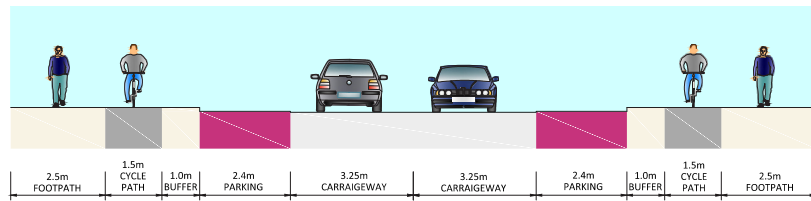
Building Heights Strategy

The height strategy for the subject scheme is respectful of the appropriateness of lower building heights in the southern portion of the site, adjoining sensitive neighbouring protected structures, while also utilising increased building heights along those parts of the site that overlook significant open spaces, such as Shanganagh Park and Woodbrook Golf Club, as suggested by the Opinion of An Bord Pleanala.

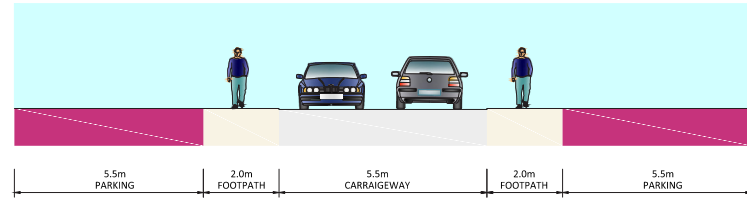
4. Landscape and Infrastructure



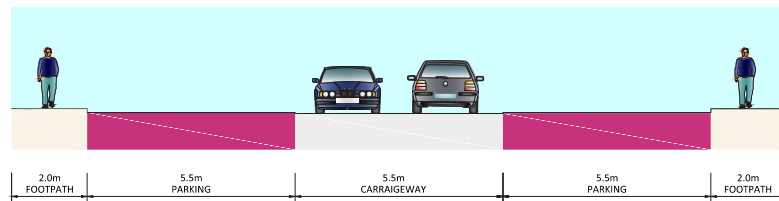
| | |
|-------------------------------|----|
| 4.1 Street Hierarchy | 43 |
| 4.2 Street Typology // Avenue | 44 |
| 4.3 Permeability | 49 |
| 4.4 Old Dublin Road | 50 |



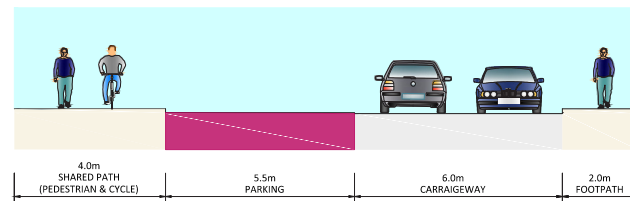
Link Street
Woodbrook Avenue
Scale at A1 1:100
Scale at A3 1:200



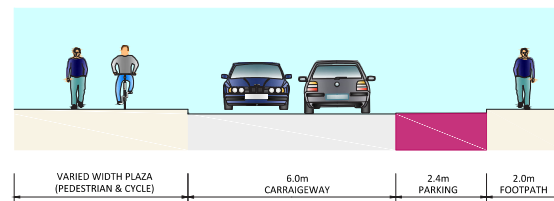
Local Street Type 1A
Scale at A1 1:100
Scale at A3 1:200



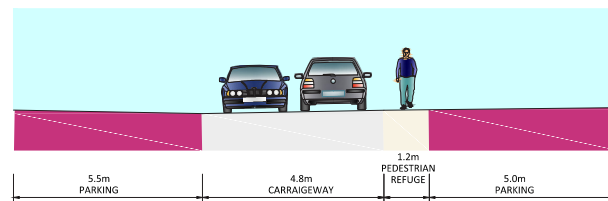
Local Street Type 1B
Scale at A1 1:100
Scale at A3 1:200



Local Street Type 2A
Scale at A1 1:100
Scale at A3 1:200



Local Street Type 2B
Scale at A1 1:100
Scale at A3 1:200



Homezone Street Type
Scale at A1 1:100
Scale at A3 1:200

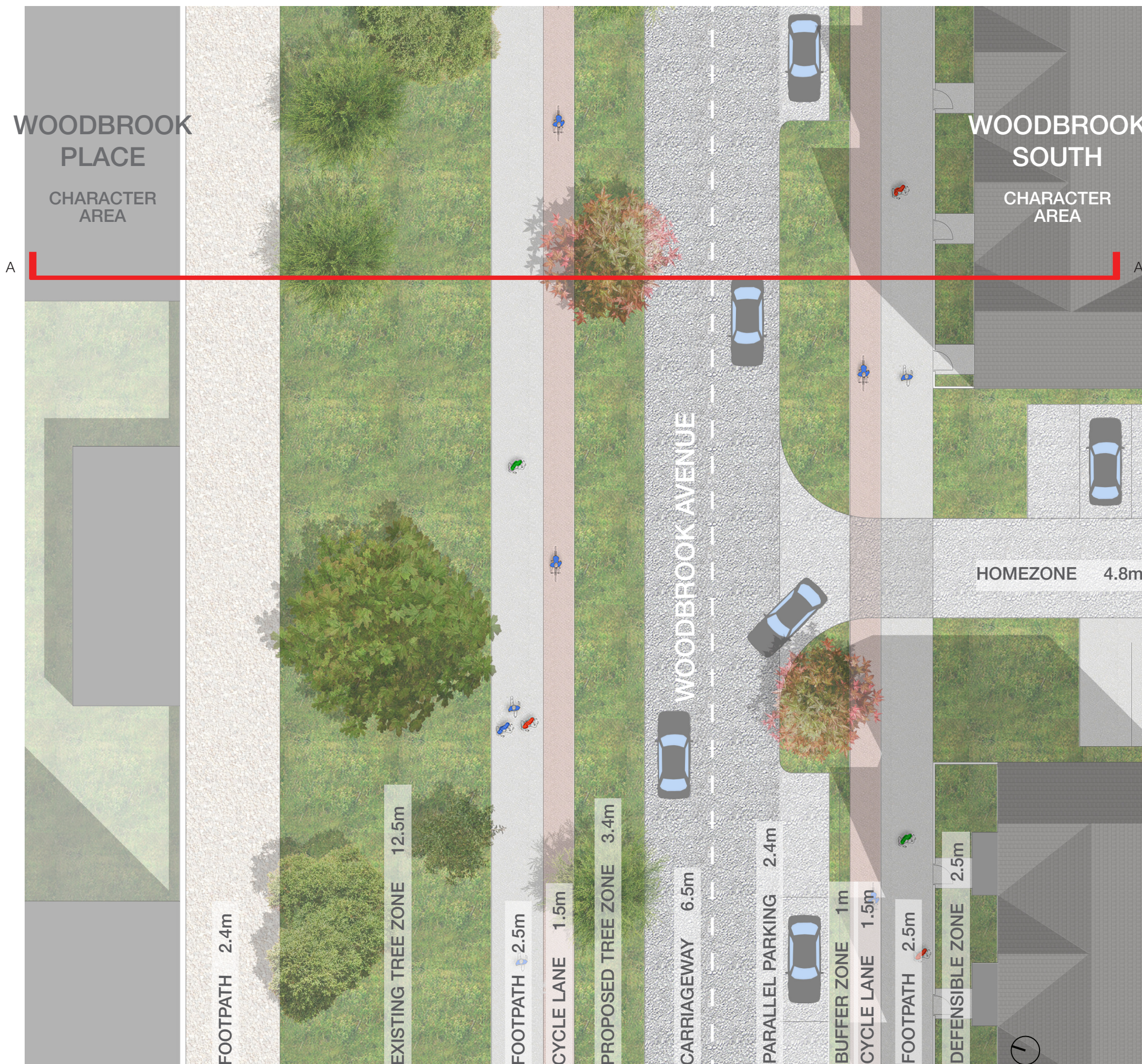
- LINK STREET - WOODBROOK AVENUE
- LOCAL STREET TYPE 1
- LOCAL STREET TYPE 2
- HOME ZONE STREET



Proposed School Loop

4.1 Street Hierarchy

The Masterplan and the subject planning application are organised by a clear hierarchy of street typologies, which are fully DMURS compliant, and have an important placemaking role within the scheme. Please refer to Atkins documents and drawings for further information.



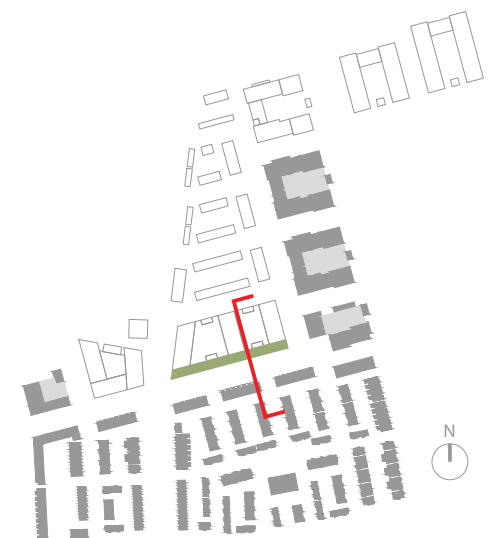
4.2 Street Typology // Avenue

Woodbrook Avenue is the main link street through the site, connecting the Old Dublin Road to the new DART station.

The street provides dedicated vehicular, pedestrian + cycle and landscape zones along its length, and is designed to create a generous tree lined avenue throughout the scheme.

The character of the Avenue varies along its length, informed by variety in its adjoining context, such as the plaza beside the local centre and the retained green trees to the south of Woodbrook Place.

Lighting, parking and tree planting have been carefully considered in its design. Please refer to BSM and Atkins drawings for further information





Looking east along Woodbrook Avenue



Woodbrook Avenue Section

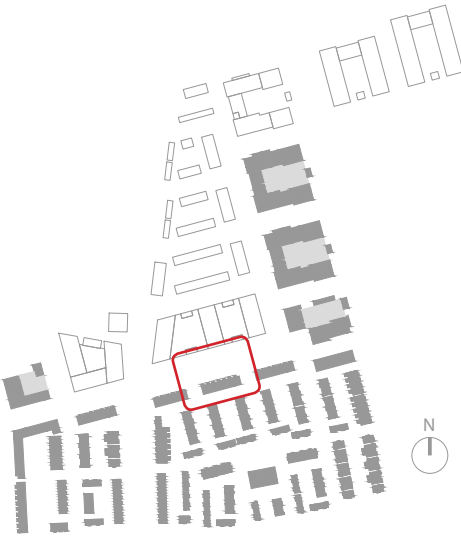
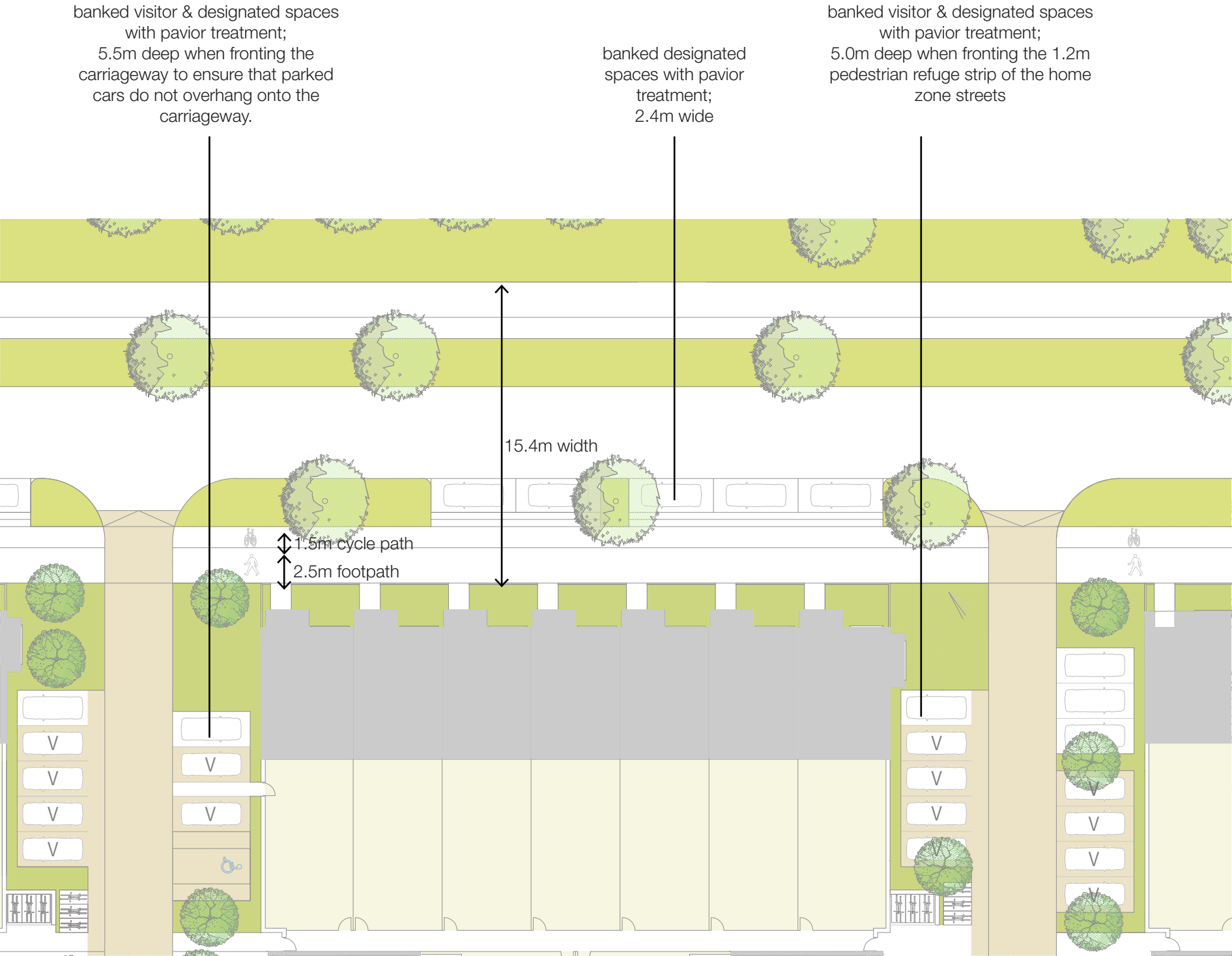
Woodbrook Avenue is key to the first impression of people arriving in Woodbrook.

The street is lined by buildings of contrasting character and scale, with 3 storey gable fronted houses to its south, and apartment buildings to its north.

The street engages with the plaza as it passes the Local Centre, and then widens to accommodate a linear band of retained trees. Behind these trees, to the north, lie a series of higher density apartment buildings, rising to six storeys. The retained trees are naturally more organic in their arrangement, contrasting with the ordered structure of trees lining the avenue, either side of the carriageway.

This increased setback accommodates the retention of some mature trees, provides an important east/west green axis between the two north/south linear parks and assists with the transition in scale and built form from opposite sides of the Avenue.

Woodbrook Avenue



Note:
Refer to Site Layout and Bicycle Parking drawings for overall distribution

Car parking Provision:

- 1no allocated car space per 4 bedroom house
- 1no unallocated/visitor car space per 4 bedroom house

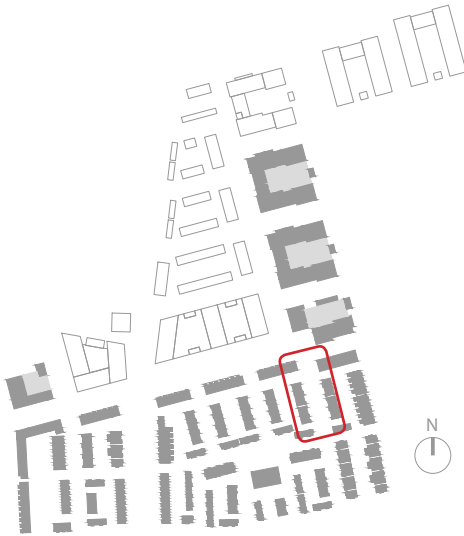
c. 2.00 spaces/dwelling

Bicycle Provision:

- 1no. visitor bicycle space per 5 houses
- All houses accommodate bicycles within rear gardens served by gated rear access lane

Three storey gable fronted houses define a large part of the southern side of the Avenue. These houses are provided with parallel parking on the Avenue, as well as perpendicular parking at the gable ends of the terraces.

Local Street Type 1



Note:
Refer to Site Layout and Bicycle Parking drawings for overall distribution

Car parking Provision:

- 2no allocated on-curtilage car spaces per 4 bedroom house
- 2no allocated on-curtilage car space per 3 bedroom house (West facing garden)
- 1no allocated banked car space per 3 bedroom house (East facing garden)
- 1no visitor/unallocated car spaces per 2 units in banked arrangement

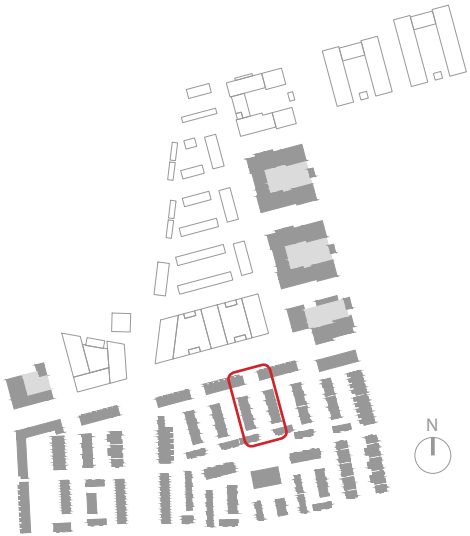
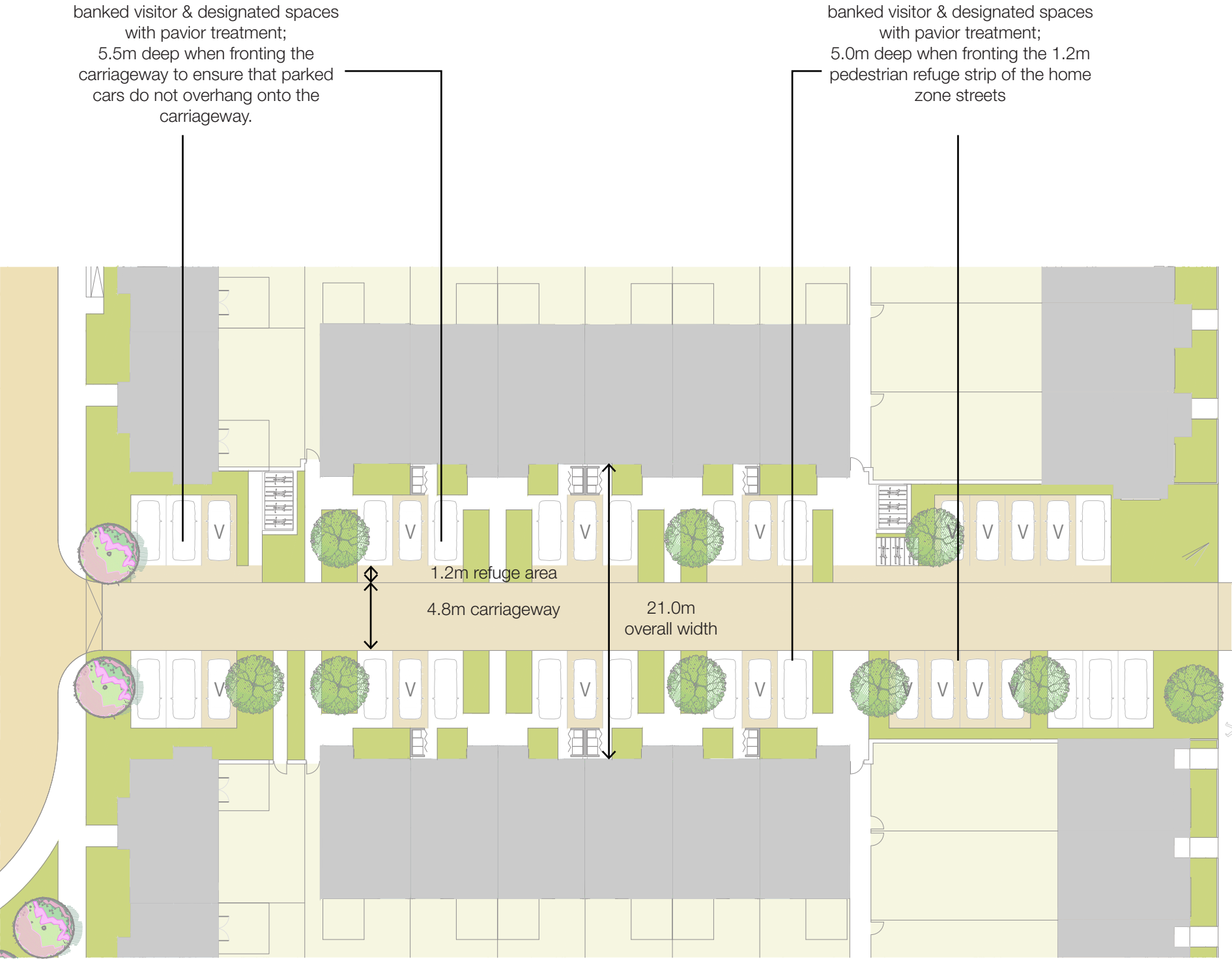
c. 1.8 spaces/dwelling

Bicycle Provision:

- 1no. visitor bicycle space per 5 houses
- All end of terrace houses can accommodate bicycles within rear gardens
- 1no sheltered bicycle space for mid-terrace houses

Local Street Type 1 is the main circulation route through the Old Dublin Road and Southern Housing Area Character Areas. The street has dedicated footpaths on both sides. It provides both parallel and perpendicular parking for both visitors and residents at various points along its length.

Homezone Street Type



Note:

Refer to Site Layout and Bicycle Parking drawings for overall distribution

Car parking Provision:

- 2 allocated car spaces per 4 bedroom house
- 1 allocated car space per 3 bedroom house
- 1no visitor/unallocated car spaces per 2 units

c. 1.80 spaces/dwelling

Bicycle Provision:

- 1no. visitor bicycle space per 5 houses
- All end of terrace houses with bicycles within rear gardens
- 1no sheltered bicycle space for mid-terrace house

The homezone street creates a safe and attractive environment for a small number of houses. The carriageway in these homezones is reduced to 4.8m in order to slow down traffic. A 1.2m pedestrian refuge is provided, to allow pedestrians to step aside for two passing vehicles. Lighting and tree planting are carefully considered.

Parking outside terraced dwellings is generally arranged in groups of 3 spaces, centred along the party line of the houses, so that each house has one dedicated parking space, and the middle parking space is an unallocated/visitor space.

4.3 Permeability

Cyclist & Pedestrian

The Masterplan and subject planning application facilitate a high degree of pedestrian and cycle permeability through out the site, and between the site and neighbouring lands.

Dedicated cycle facilities are provided along Woodbrook Avenue, linking the Old Dublin Road with the new DART station.

Shared cycle and pedestrian paths run through the Coastal Park and the Green Axis, linking the new settlement to Shanganagh Park, and providing potential for future links to lands to the south should that become appropriate at a future date. Please refer to BSMs drawings for details of the proposed links to Shanganagh Park.

A shared cycle and pedestrian path provides circulation between the site entrance, the local centre and the primary school.

Homezone streets have been designed to prioritise pedestrian and cycle movement.

Please refer to Atkins drawings for further detail.

- SHARED PATH (PEDESTRIAN & CYCLE 3m)
- SHARED PATH (PEDESTRIAN & CYCLE 4m)
- SHARED STREET (LOCAL)
- SHARED STREET (HOME ZONE)
- LINKAGES
- FUTURE POTENTIAL LINKAGES

4.4 Old Dublin Road

Proposed Layout

Access to the subject site is via the Old Dublin Road, which is currently characterised by a belt of mature trees and a stone wall.

The design of the junction of Woodbrook Avenue with the Old Dublin Road has been carefully considered, so as to retain as many trees as possible, and to provide a safe and efficient junction for all road users including accommodation of a right turning lane into the Woodbrook development.

The preferred design is as shown in the above extract from the site plan. In order to maintain as many mature trees as possible, the proposed southbound cycle and pedestrian route along the Old Dublin Road is separated from the vehicular carriageway, and effectively enters the subject site, where it forms the edge to the tree lined buffer space.

The proposed buildings are set back a minimum of 20m from the site boundary, to preserve the trees, and to create a zone at the front of the site which may allow for alternative configurations of the Old Dublin Road in the future, should these be required by the evolving transport context, such as Bus Connects.

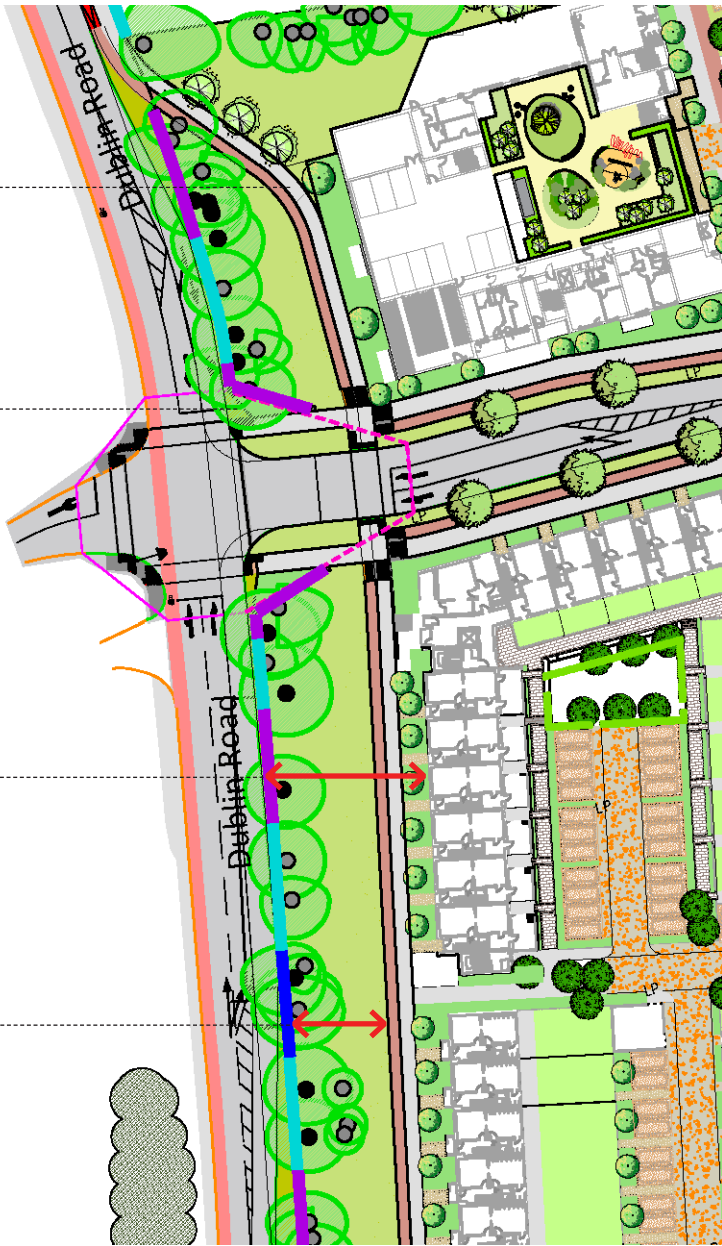
Please refer to Atkins drawings for further detail.

2m public cycleway and 2m public footpath provided within Woodbrook development

Majority of existing trees retained; Some trees will be removed to facilitate new access points

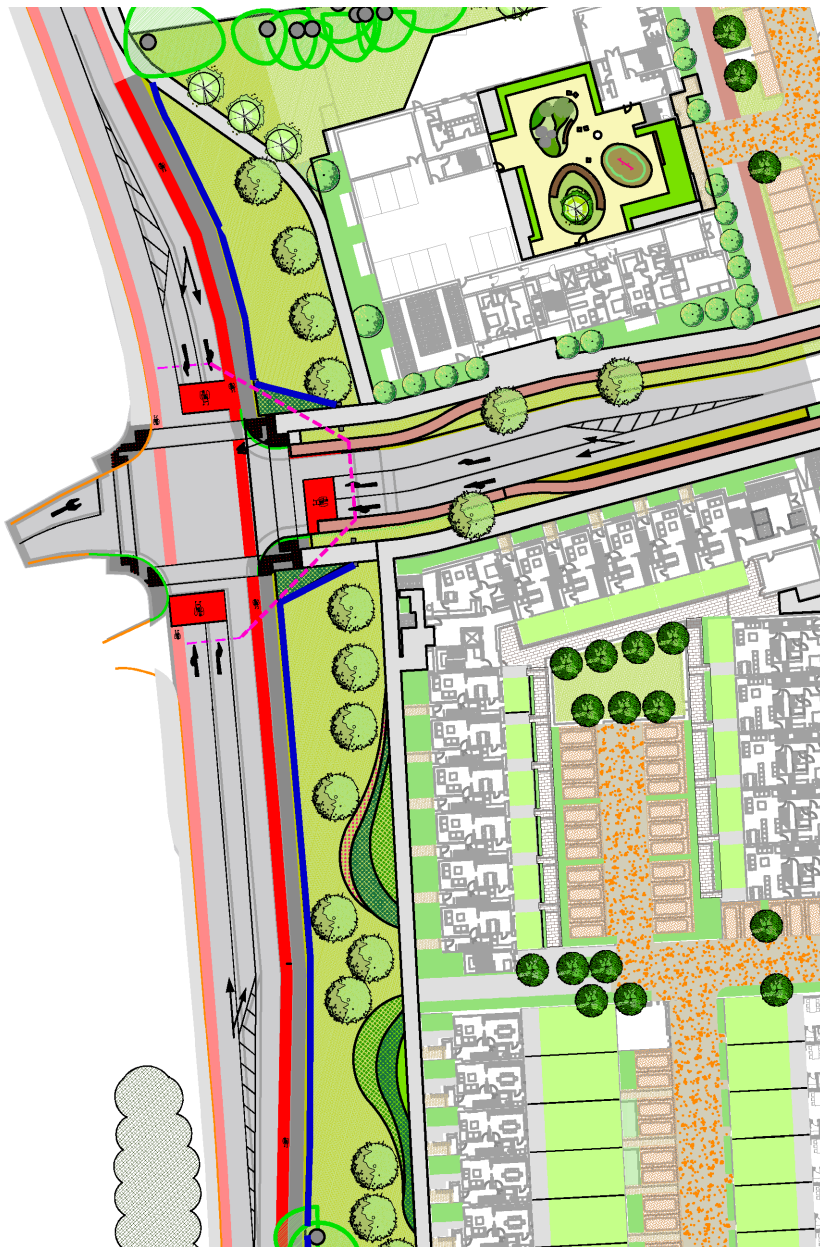
20m minimum setback to buildings

Public Open Space, c. 14m wide



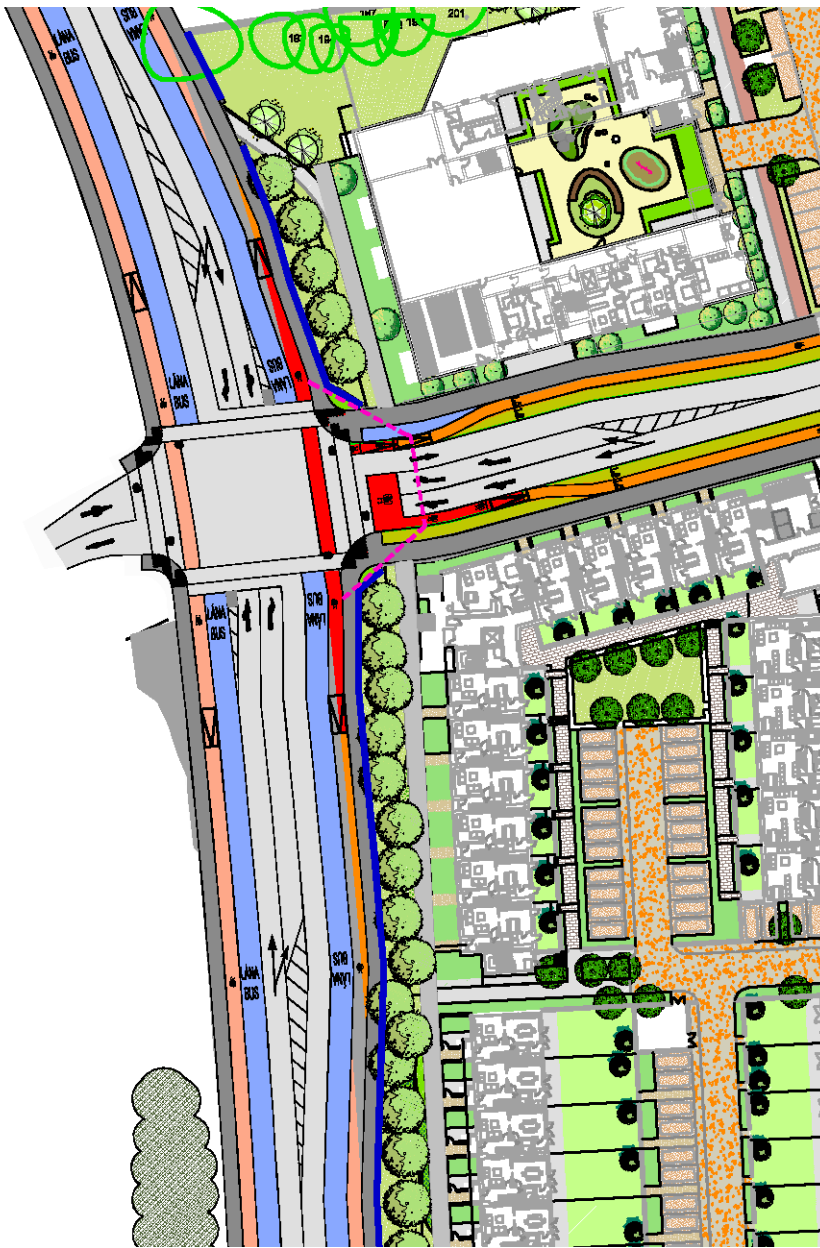
Development Access Junction - Proposed Design

Cycle tracks are incorporated on both sides of Dublin Road. In order to maintain the maximum number of trees along Dublin Road, the cycle track and footpath on the eastern side of the road are indented behind the existing boundary wall and adjacent the building line and residential frontages of the proposed development. Cyclists are accommodated on segregated cycle tracks on both sides of the road as opposed to the current integrated cycle land provision.



Development Access Junction - NTA Interim Option

This option incorporated the cycle and footpath provision adjacent the road edge of Dublin Road. In order to facilitate this option, only 8no. trees would be retained along the site frontage along Dublin Road. The majority of the boundary wall would be removed and replaced with a new wall constructed from material salvaged from the existing wall.



Development Access Junction - Bus Connects Option

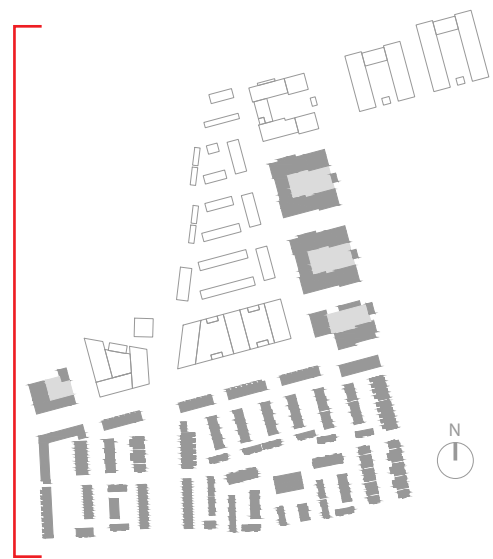
This option was developed in order to demonstrate that the junction was future-proofed to accommodate the development of the Bus Connects bus corridor along Dublin Road. The layout was developed based on the proposed layout for the bus corridor that was presented during the recent public consultation on this bus corridor. Therein the proposed development access was indicated and assumes a worst-case scenario in that the corridor has been accommodated entirely on the eastern side of the existing Old Dublin Road on the Applicant's lands. The bus connect layout is presented purely for illustrative purposes and without prejudice to the ongoing consultation and design process for the bus corridor. However, DLR and the NTA have confirmed that the illustrated layout is appropriate in terms of the general layout and bus priority that would be afforded.

5. Architectural Design and Character Areas



| | |
|------------------------------------------------|----|
| 5.1 Proposed Design | 54 |
| 5.2 Architectural Strategy | 56 |
| 5.3 Material Strategy | 57 |
| 5.4 Local Centre (Block D) & Old Dublin Road | 58 |
| 5.5 Southern Housing Area and Woodbrook Avenue | 65 |
| 5.6 Park Edge | 74 |
| 5.7 Communal Open Space | 82 |

5.1 Proposed Design



Phase 2 development
at DART Gateway



High density apartment blocks along
Woodbrook Avenue and
Coastal Park



8 storey focal point at the end of
Woodbrook Avenue



Entrance to Woodbrook from
Old Dublin Road



St James church
(protected structure)



Old Dublin Road units
framing view towards St.
James' church

Shanganagh
Cemetery





Southern Housing Area



High density courtyard blocks along Coastal Park



Pocket park and Block E within the South Housing Area



Proposed Phase 2 Local Centre Plaza with St. James' church in the background

Phase 2 - DART Gateway

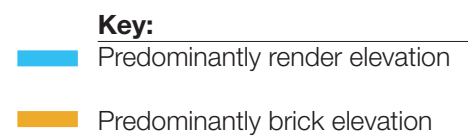


5.2 Architectural Strategy

The Masterplan and subject planning application define distinct character areas within Woodbrook, which are evident in terms of scale, density, building typology and materiality.

This section of the design statement will review the overall material strategy followed by each character area, starting at the entrance to the site with the Local Centre and The Old Dublin Road, and working eastwards towards the Southern Housing Area and the Park Edge.





5.3 Material Strategy

The materials strategy for the subject application is demonstrated by the diagram, which shows the primary material of each facade that faces the public realm.

In general, brick façades are used onto the primary public spaces, including the Avenue, the Green Axis and the Coastal Park, with rendered façades being used within secondary spaces.

It is proposed to use a variety of brick types to create variety within the scheme, and occasionally render is also used in façades that address primary public spaces in order to introduce variation and contrast.



Brick Type A



Brick Type B



Brick Type C



Brick Type D



5.4 Local Centre (Block D) & Old Dublin Road

The entrance to Woodbrook is defined by Block D (Local Centre part of Phase 1), and the Old Dublin Road Character Area.

Overview



View along ODR looking north

The entrance to Woodbrook is defined by the Local Centre (Phase 1) building, and the Old Dublin Road Character Area.

The scheme proposes a green buffer space along the edge of the Old Dublin Road, which preserves the existing mature trees, and frames a view of St. James Church.

Behind this tree belt are three buildings, each a different typology, which define this frontage and are broadly reflective of the mix of dwelling typologies accommodated within Woodbrook as a whole. The three buildings vary in height from 3 storeys to 5 storeys, with the 5 storey element demarcating the entrance.

As shown in the diagram below, the building heights are cognisant of the height of the adjoining St. James’ Church.

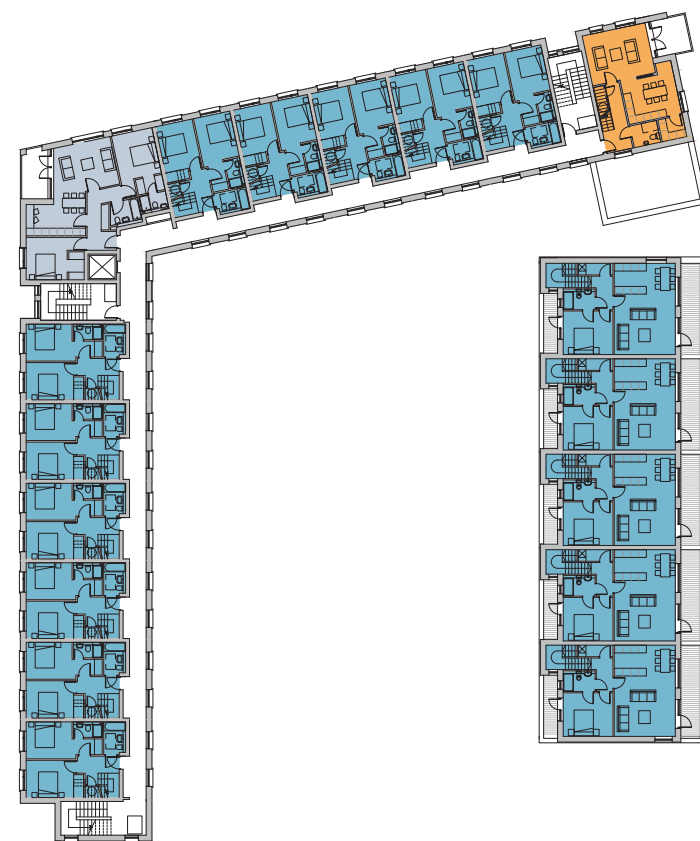




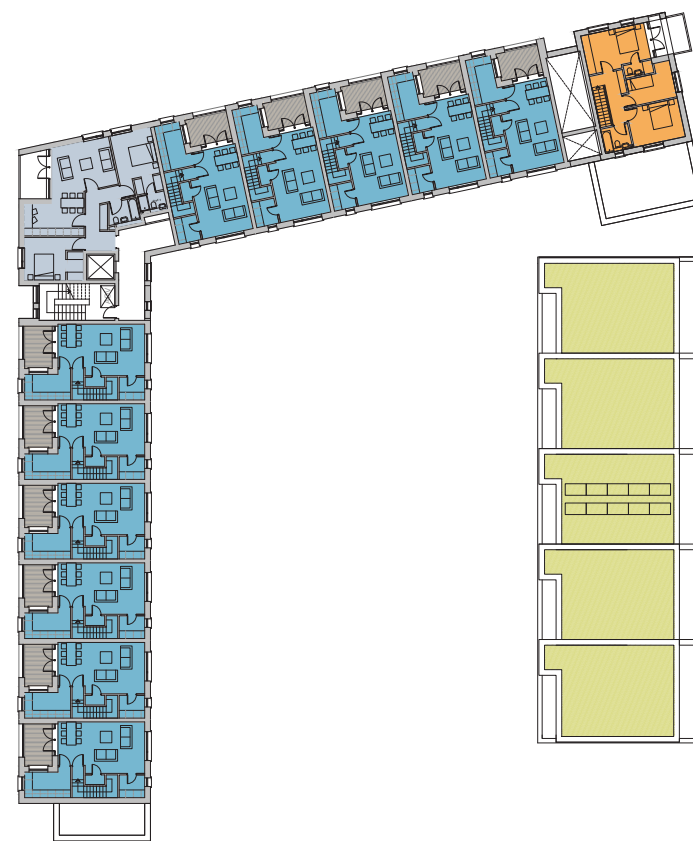
Level 00



Level 01



Level 02



Level 03

Old Dublin Road Duplex Units

The Old Dublin Road duplex block comprises an L-shaped 4 storey building, and a rectangular 3 storey building, arranged around a courtyard which contains a communal amenity space and some car parking.

The four storey element is primarily an arrangement of a 2 bedroom, 2 storey duplex on top of a 3 bedroom, 2 storey duplex. A small number of apartments are located on the corners of the block, and all upper level units are provided with lift access to their front door. Ground floor units have individual own-door access from the street.

The 3 bedroom duplexes are provided with generous patio areas which adjoin the communal courtyard, and the 2 bedroom duplexes have the benefit of roof terraces.

The three storey rectangular building uses an interlocking duplex typology, so that each unit has a front door onto the street.

All apartments are designed to be compliant with the national standards, please refer to OMP drawings and schedules for further detail.



Typical Section

Old Dublin Road Duplex Units

The arrangement of private outdoor space and communal outdoor space is as follows:

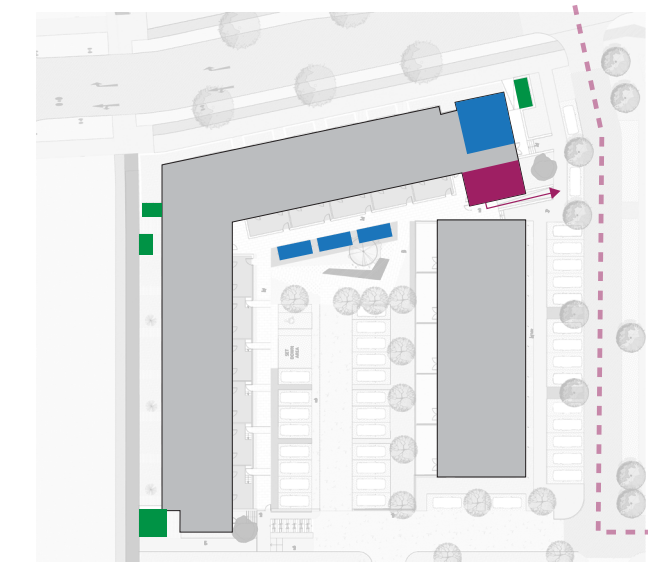
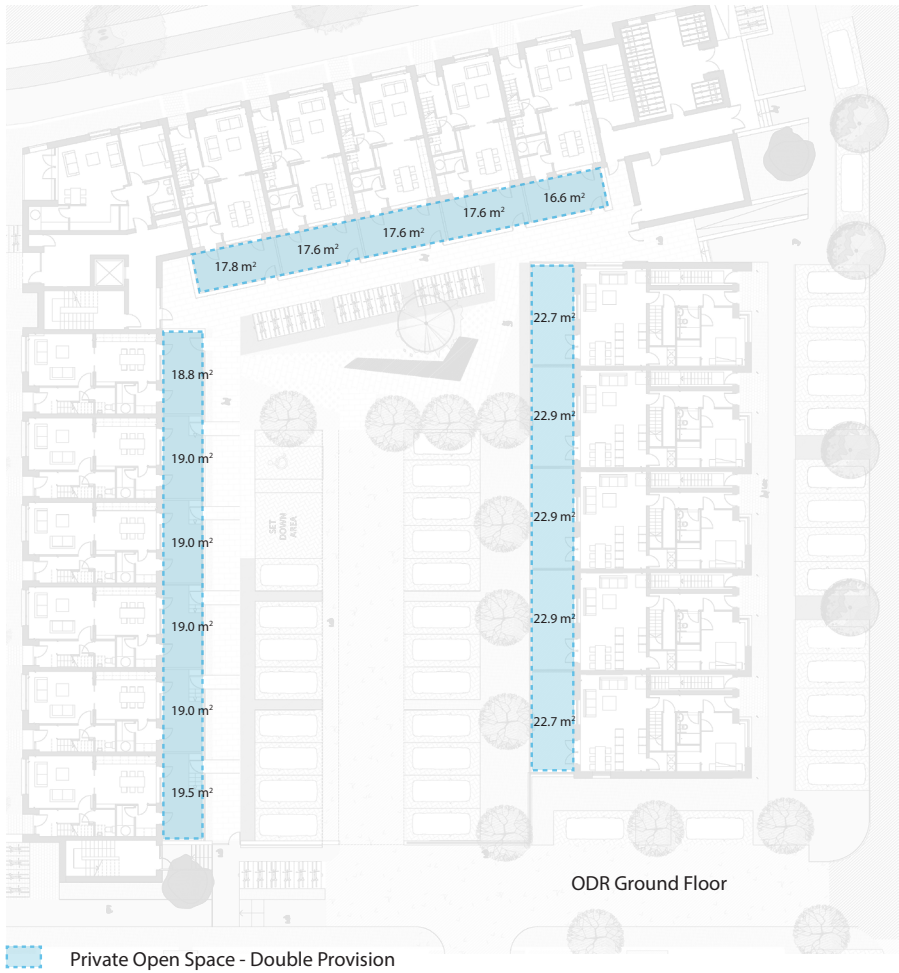
The 3 bedroom duplexes throughout are provided with generous patio areas which adjoin the communal courtyard; These patios measure between 16.6 sqm and 22.7 sqm, thereby providing these units with a patio space that is equal to their required private open space plus additional space that is the equivalent of their communal space requirement. Units in the L-Shaped block also have access to a small private open space area.

The 2 bedroom interlocking duplexes within the 3 storey building have 2 roof terraces, which, when combined, provide each unit with 15.8 sqm of private open space, which is equal to or in excess of, the sum of their requirements for both private and communal space

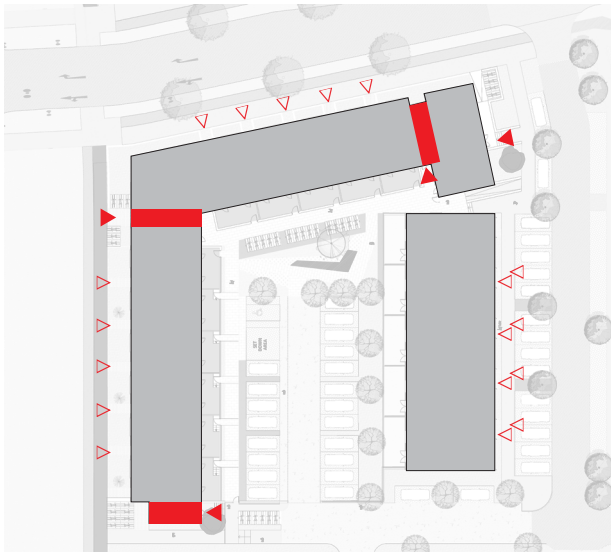
This arrangement ensures that each unit is fully compliant with the national standards with regard to the provision of both private and communal space. Please refer to OMP drawings and schedules for further detail.

The 2 bedroom 2 storey duplexes have the benefit of roof terraces.

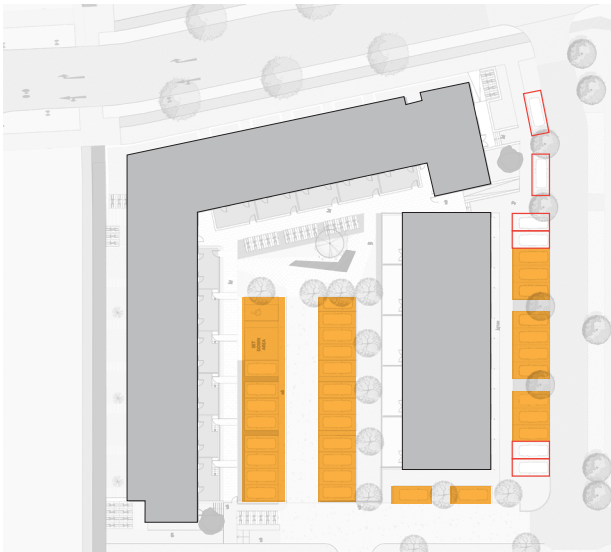
The analytical block drawings demonstrate access, parking, bicycle storage, bin storage and collection, and buildings heights.



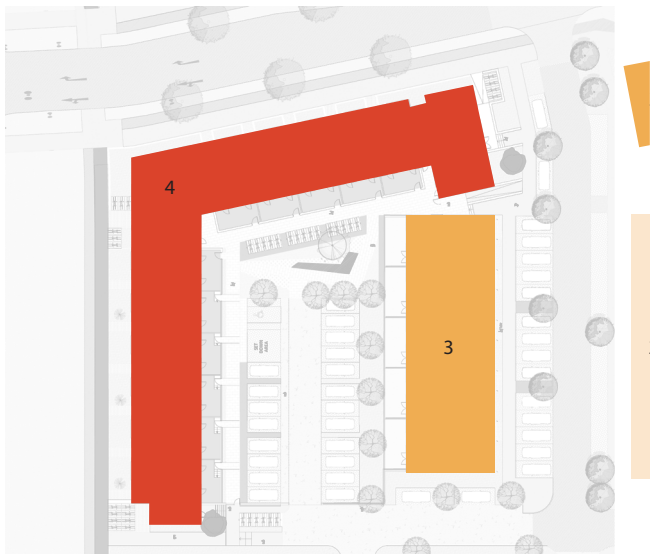
- Long Stay Bike Parking
- Short Stay Bike Parking
- Bin Storage
- Collection Route



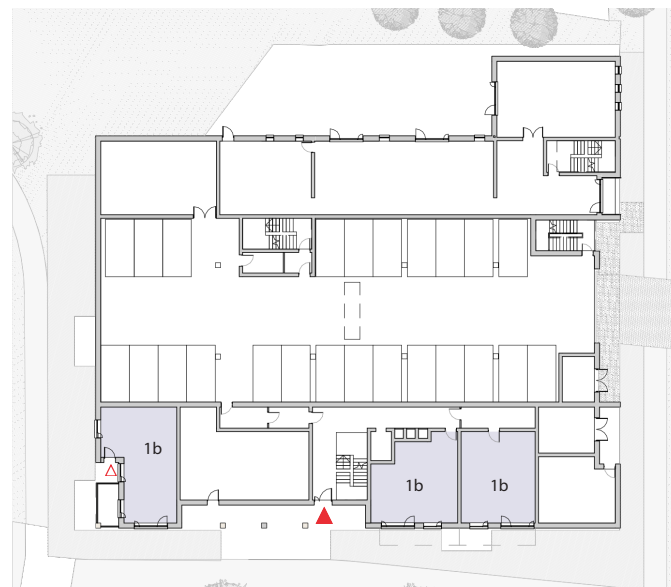
- Core
- Own Door Accessed Unit
- Access to Core



- Allocated Duplex Car Parking (min. 1 per unit)
- Visitor Parking

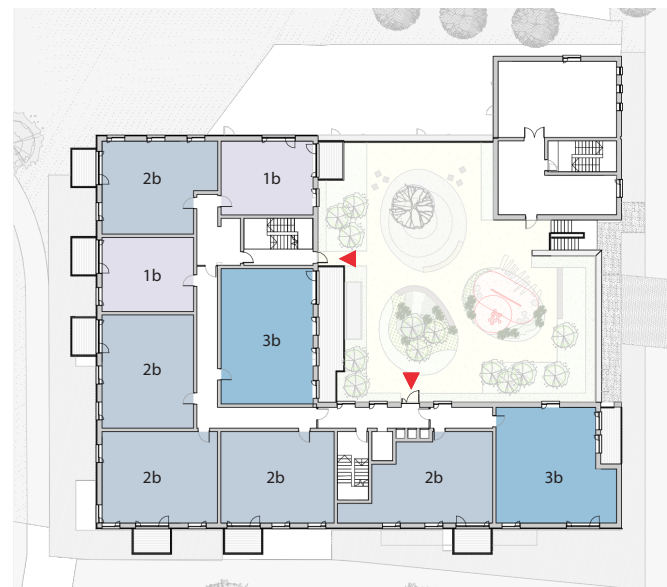


- Height Strategy
- 3
- 4



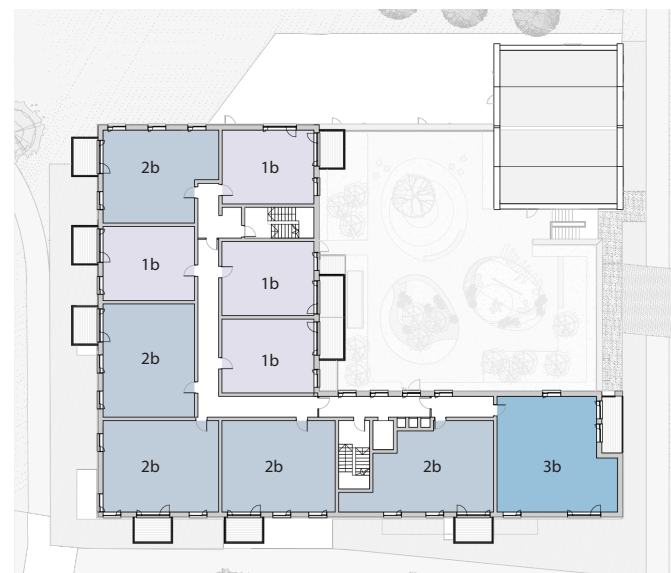
Ground Floor / Level 00

- ▶ Access to Core
- ▶ Own Door Accessed Unit

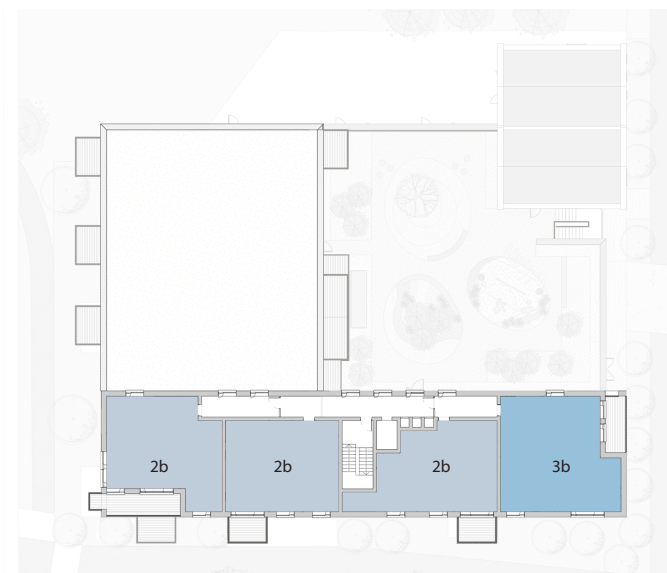


Level 01

- ▶ Access to Core



Level 02 + 03



Level 04

Block D

Block D provides 36 apartments and a crèche, adjacent to the site entrance.

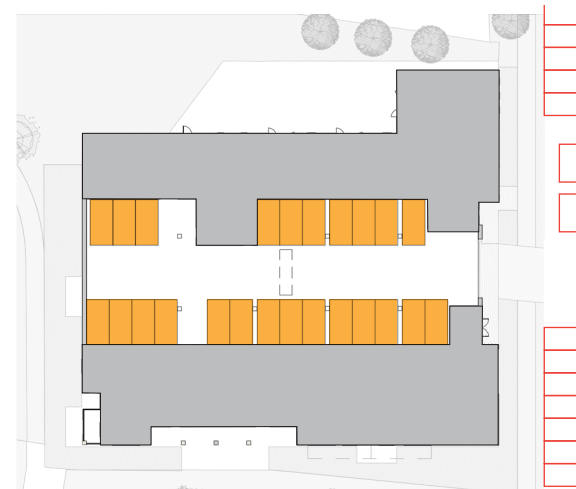
The apartments are arranged in a L-shaped form, which steps in height between 3 and 5 storeys. The 5 storey form demarcates the site entrance, and the 3 storey (over podium) form allows the building to step down in height as it nears St. James Church.

The building design takes advantage of the slope on the site to accommodate a podium car park, which is accessed from its eastern side.

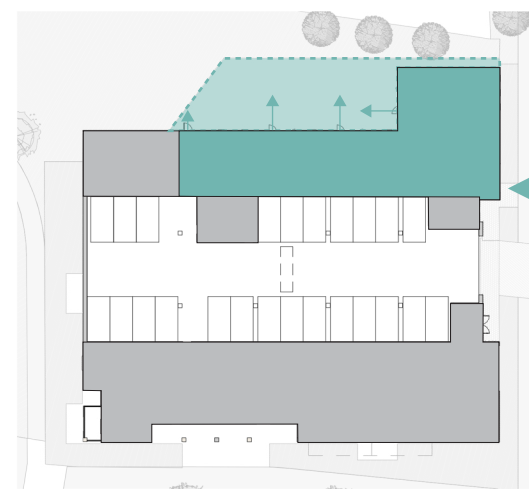
All apartments are designed to be fully compliant with the national guidelines space standards, please refer to OMP drawings and schedules for further detail.



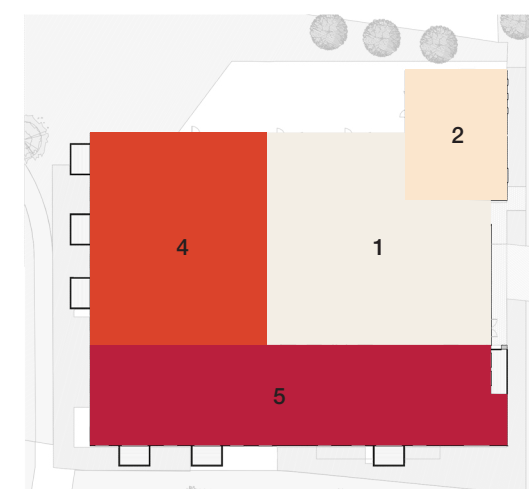
- Bike Parking
- Bin Storage
- Short Stay Bike Parking
- Collection Route



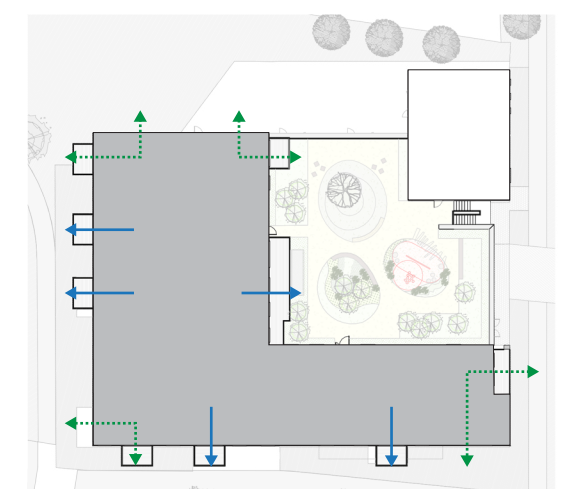
- Allocated Car Parking
- Visitor and Crèche Car Parking



- Crèche
- Play Area
- Access to Play Area
- Crèche Access



- Height Strategy
- 1 2 4 5



- Dual Aspect Units
- Single Aspect Units



View of the entrance to Woodbrook

5.5 Southern Housing Area and Woodbrook Avenue



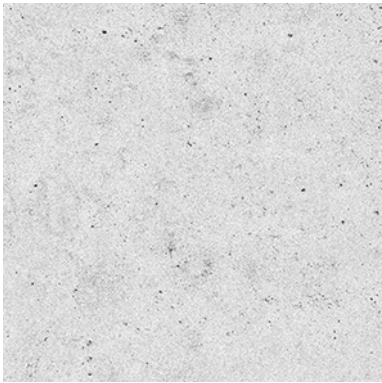
Woodbrook Avenue



Brick Type A



Brick Type D



Selected Light Render



Gable fronted terraces along Woodbrook Avenue.

Woodbrook Avenue is a key component of the Woodbrook settlement, linking the various character areas with the existing community and the new DART station.

The southern side of the avenue is largely defined by tall three storey houses, and some duplexes.

The three storey houses that define the avenue are gable fronted, expressing a strong vertical grain and domestic character. They are terraced dwellings of a generous scale, in reference to the terraced dwellings long associated with sea-side railway settlements in Ireland.

There are two principal types of three storey house, arranged in alternating terraces, so as to provide variety along the street. One type has a recessed entrance, with a frame defining the recess, and the other has a projecting porch, finished in a material that contrasts with the brick of the main house form.

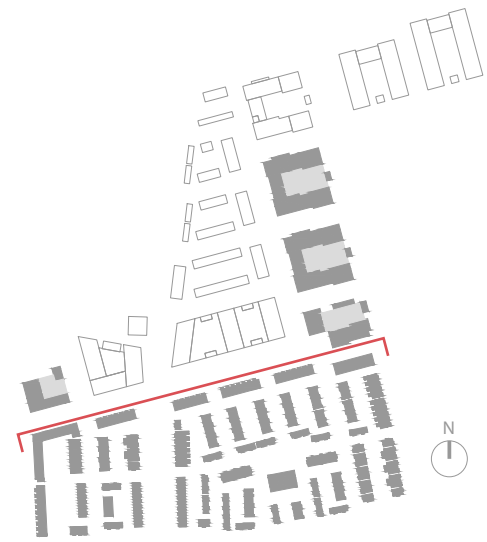
The sawtooth, repeating roof form of the gable fronted houses will provide a strong roofscape element to the Avenue, which will contrast with the character of the future apartment buildings on the northern side of the Avenue, which are shown in the Masterplan and will be subject to a separate planning application.



Park Edge South Duplexes

House Type 4 with porch entrance

House Type 4 with recessed entrance



Gable fronted typology with recessed entrance



Gable fronted typology with porch entrance



House Type 4 with porch entrance

Linear Park

House Type 4 with recessed entrance

ODR Duplexes

Southern Housing Area

Predominantly render elevation



Predominantly brick elevation



The Southern Housing Area is comprised largely of family houses, with a small apartment building located beside the Pocket Park.

A variety of house types are provided throughout the character area, many of which have the potential for attic conversions and/or family room extensions at ground floor to cater to purchasers requirements and to allow the dwellings to adapt and expand to meet the changing needs of their occupants.

Please refer to OMP drawings and schedules for further information.

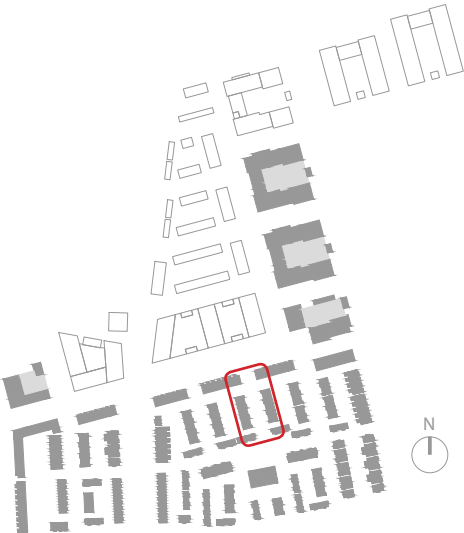
As noted in the section on material strategy, a combination of brick and render are proposed throughout the Southern Housing Area, with brick being the predominant material on the primary public frontages, and render on the more secondary homezone type streets.

The elevations on this page demonstrate the proposed use of these two materials in different streetscape conditions, as well as the potential for attic conversions within those streets.

Key:

Predominantly render elevation

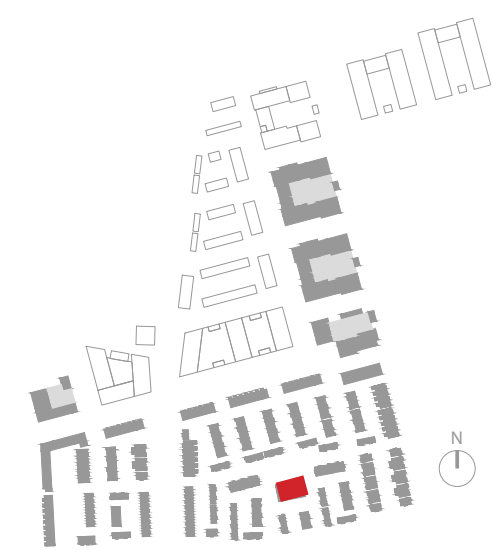
Predominantly brick elevation





Home zone street in the Southern Housing Area

Block E at Pocket Park



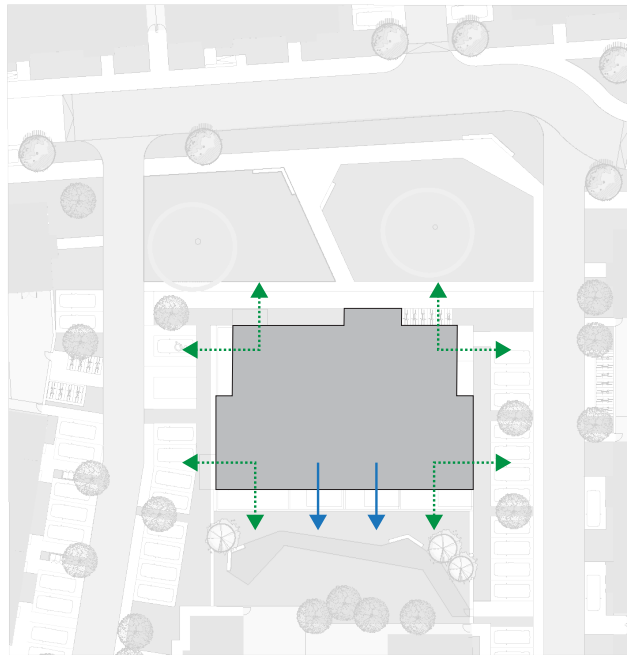
Block E overlooking Pocket Park

The pocket park within the Southern Housing Area provides a local play space within this part of the site. The park is overlooked by a small apartment building, containing 21 units.

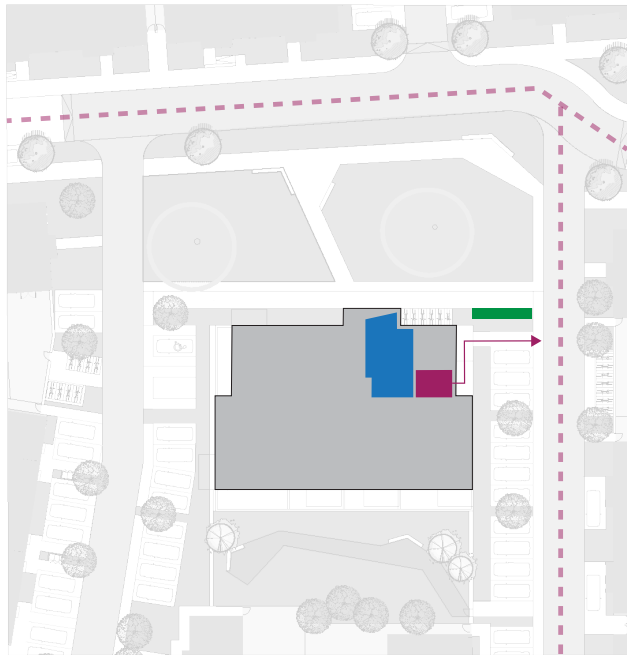
The building is comprised of two forms, a four storey brick element that addresses the park, and a three storey render element that overlooks the communal space to the south of the block.

The building height of four and three storeys is considered to be an appropriate step up in scale from the nearby two and three storey houses, providing some density and variety of unit type at the focal point within this character area.

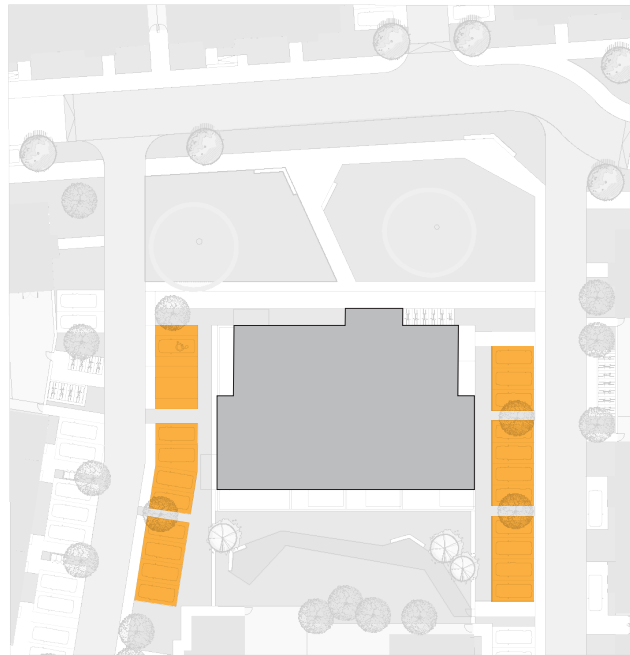
Parking for the building is on street, at the gable ends of the block. Bicycles and bins are discreetly located so as to allow for easy access and bin collections.



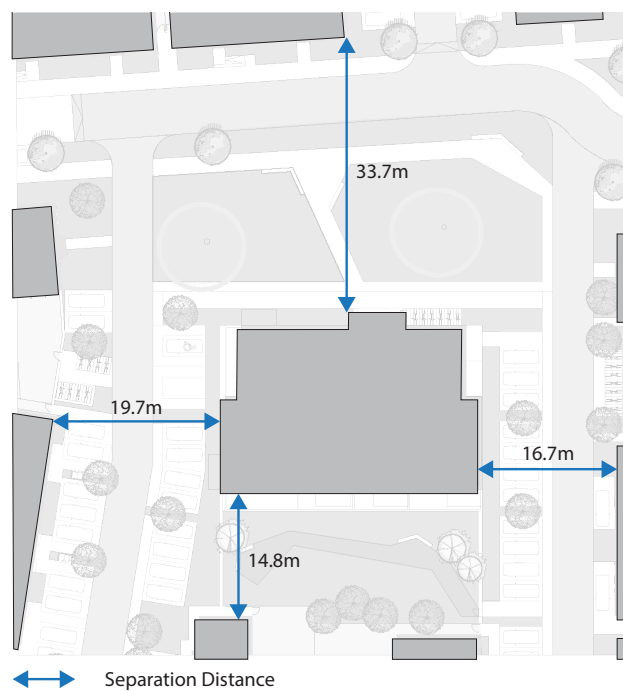
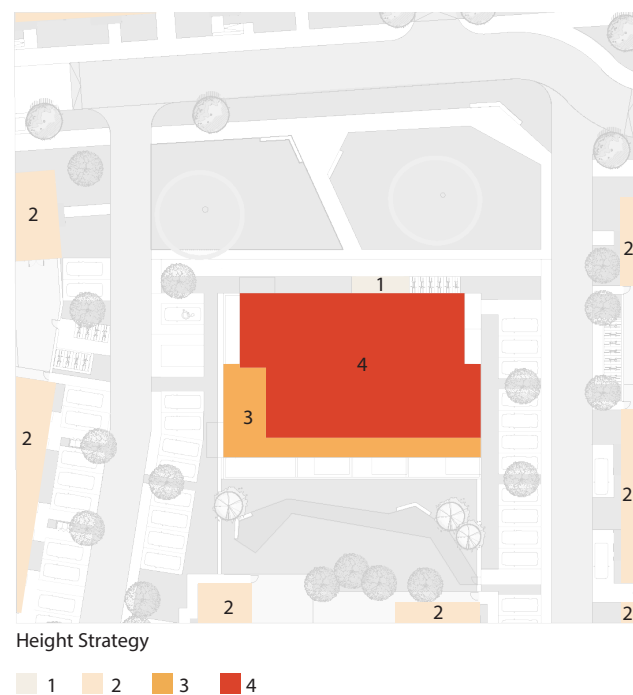
- ↔ Dual Aspect Units
- Single Aspect Units



- Bike Parking
- Short Stay Bike Parking
- Bin Storage
- - - Collection Route



- Allocated Car Parking

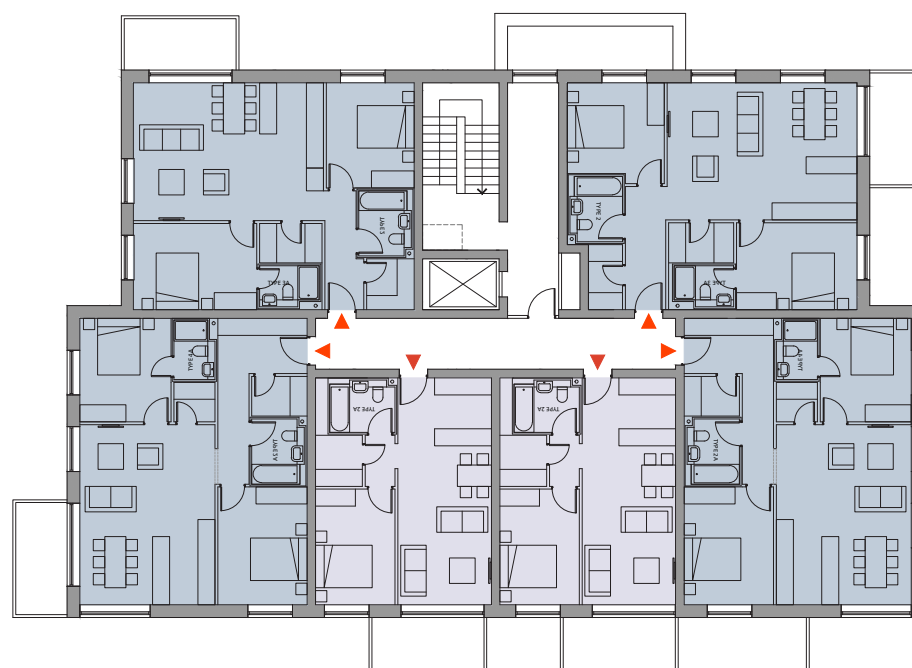


The apartments are arranged with 6 units on a typical floor. All the two bedroom units have the benefit of a corner living room, and the two one bedroom units have a southerly aspect.

All units are designed to comply with the national guidance on apartment designs. Please refer to OMP drawings and schedules for further details.



Level 00

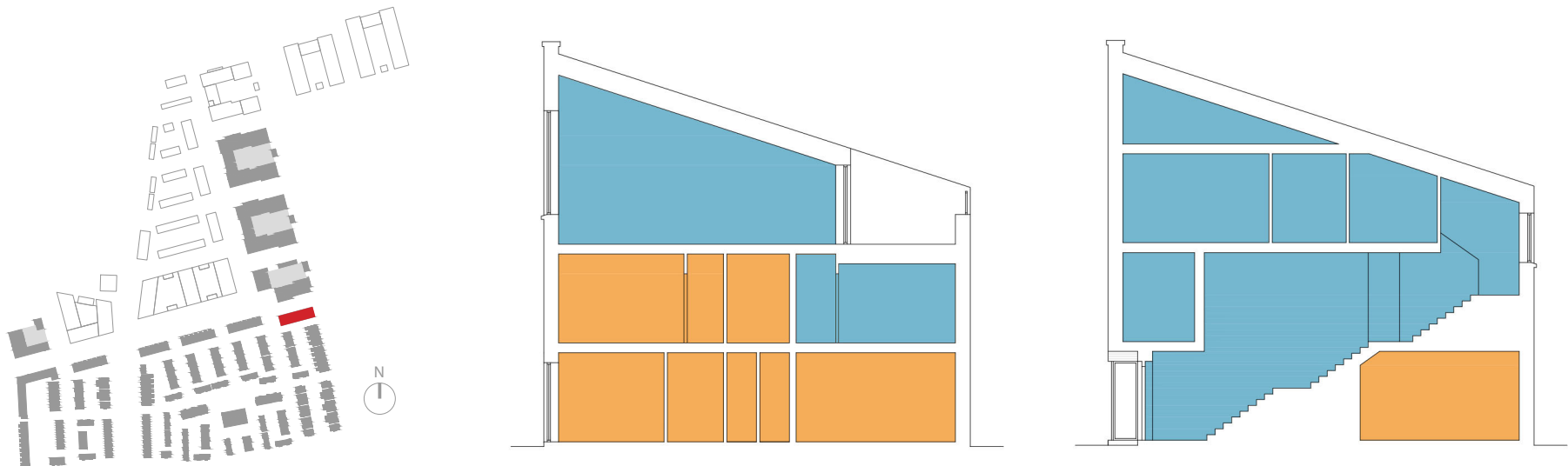


Typical Level



Level 03

Duplex Building, Southern Housing Area



The duplex building at the north-eastern corner of the Southern Housing Area is designed so as to mediate between the scale of the two and three storey houses, and the adjoining apartment buildings in the Park Edge character area.

The monopitch roof of the building provides a parapet level of c. 12m on the buildings northern side, which is appropriate to demarcate the end of the Avenue. The lower side of the duplexes is similar in scale to the adjoining houses.

The unit types are interlocking duplexes, with a three bedroom duplex on the lower levels, and a two bedroom duplex on the upper levels, in a similar arrangement to some of the Old Dublin Road duplexes.

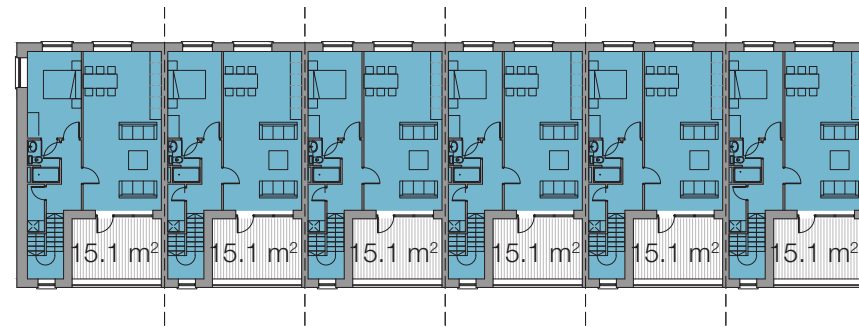
The lower three bedroom units are provided with a patio garden ranging between 58.8 and 76.1 sqm., which is equal to their requirement for both private and communal open space. The upper level units are provided with a south facing roof terrace, which is also equal in area to their requirement for both private and communal open space. This arrangement allows us to avoid the provision of a very small communal space beside these 10 dwellings, with its associated management fee and supervision issues, while still providing units that are fully compliant with the national standards for apartment designs. This block is also situated directly adjacent to the ‘Coastal Park’ linear park on site.

- 2 Bed Duplex
- 3 Bed Duplex

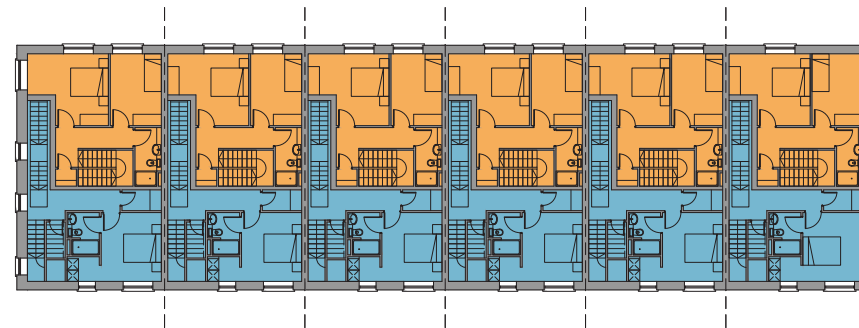


Front elevation of terraced duplexes

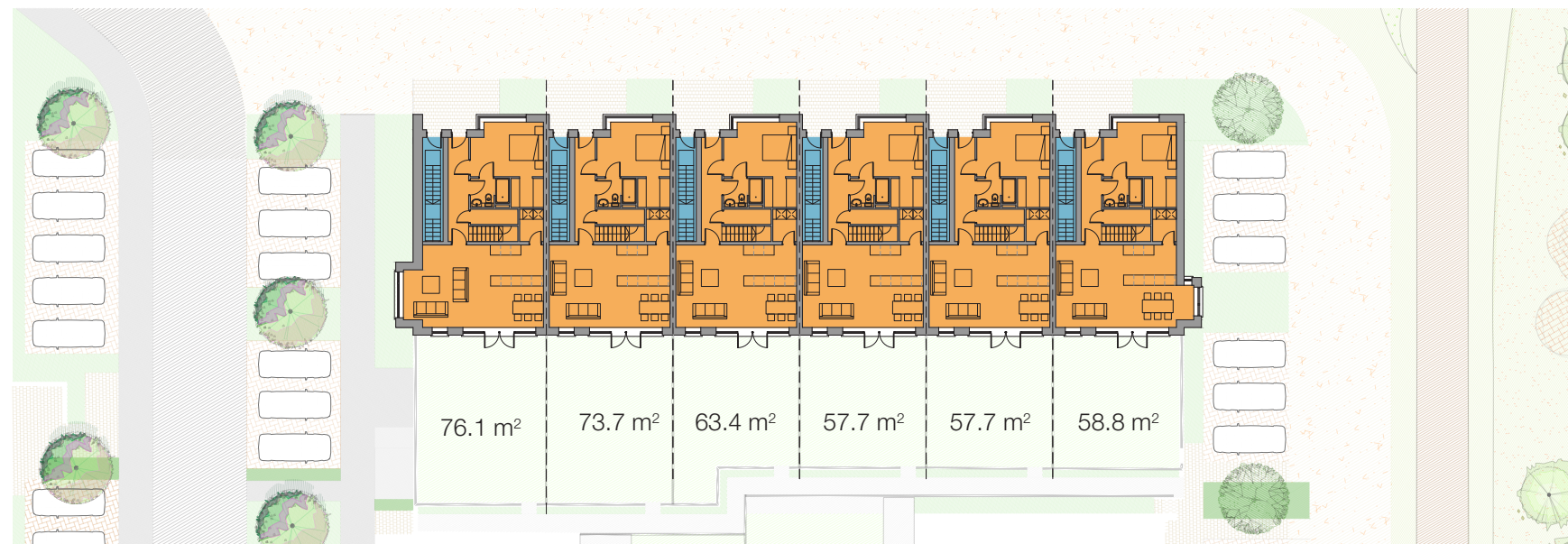




Park Edge South Duplexes
Level 02



Park Edge South Duplexes
Level 01



Park Edge South Duplexes
Level 00

The 3 bedroom duplexes are provided with generous patio areas which adjoin the communal courtyard; These patios measure between 58.8 sqm and 76.1 sqm, thereby providing these units with a patio space that is equal to their required private open space plus additional space that is the equivalent of their communal space requirement.

The 2 bedroom duplexes have a roof terraces, providing each unit with 15.1 sqm of private open space, which is equal to or in excess of, the sum of their requirements for both private and communal space

This arrangement ensures that each unit is fully compliant with the national standards with regard to the provision of both private and communal space. Please refer to OMP drawings and schedules for further detail.



5.6 Park Edge

The Park Edge is the highest density element of this phase of the Woodbrook settlement, comprising three urban blocks arranged between Woodbrook Avenue and the Coastal Park.

The urban blocks are arranged so as to provide residential streets between the avenue and the park, maximising pedestrian permeability, and to provide communal spaces that face eastwards, with views over Woodbrook Golf Course, and beyond towards the sea and to facilitate the more continuous built edge west along the Avenue.

The three urban blocks are called blocks A, B and C, with block A being the tallest block, acting as a focal point at the end of the avenue. Blocks B and C are almost identical, with some minor differences between the two reflecting their different locations within the site.

All three blocks have are provided with a combination of surface car parking within the residential streets, and a podium carpark. The podium carparks are entered at grade with the proposed streets at Level 00, and their roof serves as a landscaped communal courtyard for the residents of each block, located at Level 01.

Each block is provided with resident amenity spaces, which includes a concierge facility and a residents lounge. In block A, the resident amenity space is located adjacent to the pocket park at the end of the avenue, and in blocks B and C two resident amenity spaces are provided, one on the north-west corner at ground floor level, and one on the eastern edge, overlooking both the communal courtyard and the coastal park.

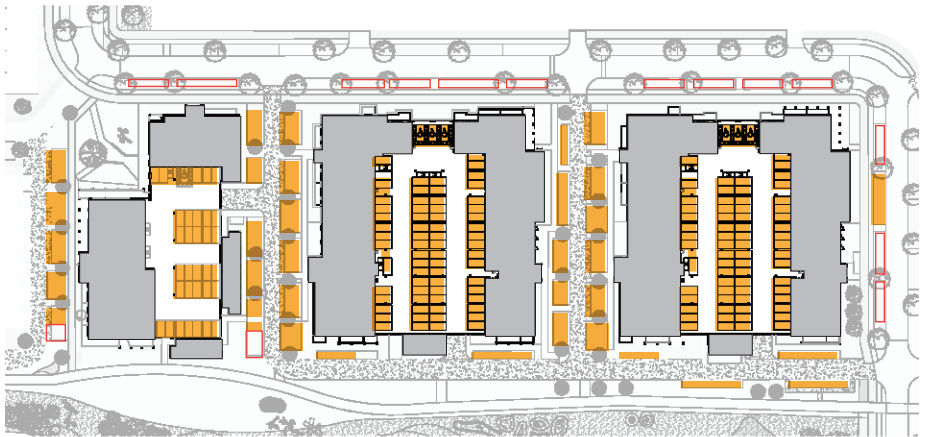
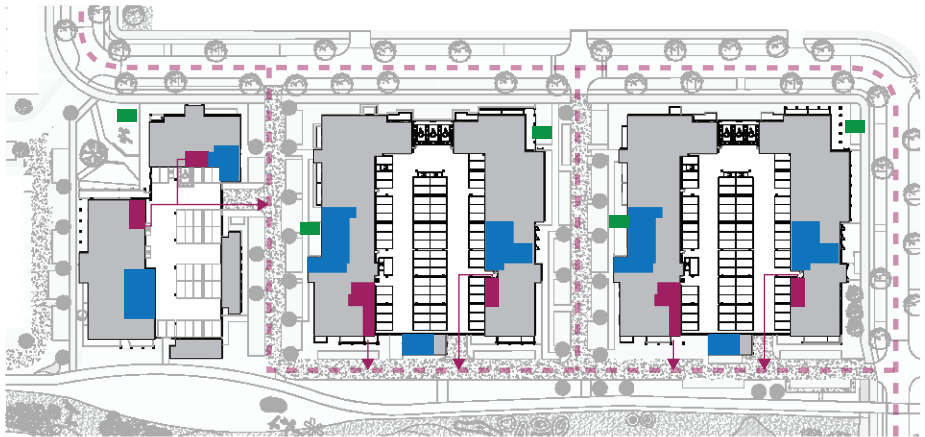
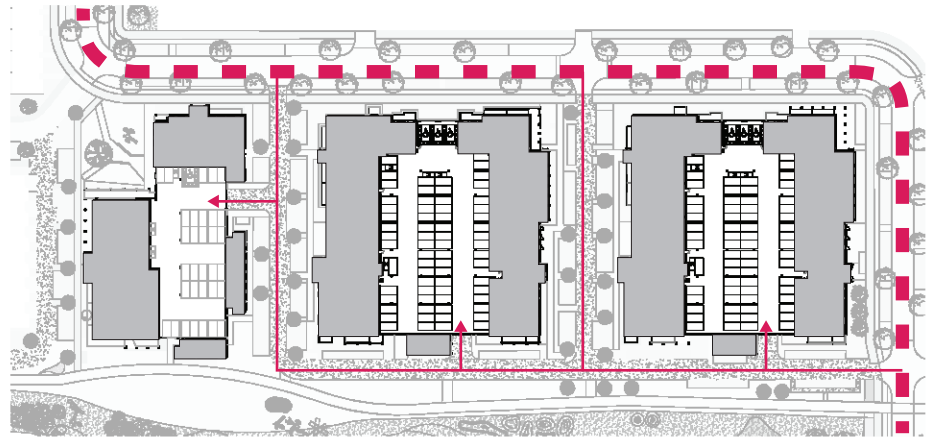
The blocks vary in height between 5 and 8 storeys, which breaks up their massing and provides varied elevations on all street fronts. A variety of brick types, in combination with a rendered facade finish are used, which creates a varied and rich elevational design.

The analytical drawings and diagrams on the following pages describe in detail the organisation of the blocks. All units are designed to be fully compliant with the national standards for apartment design. Please refer to O'Mahony Pike drawings and schedules for further information.

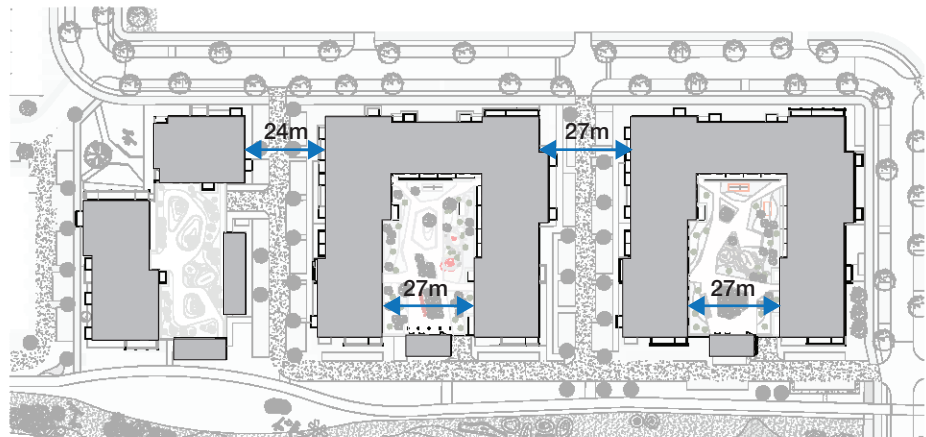


Block A, B and C as seen from the Linear Park

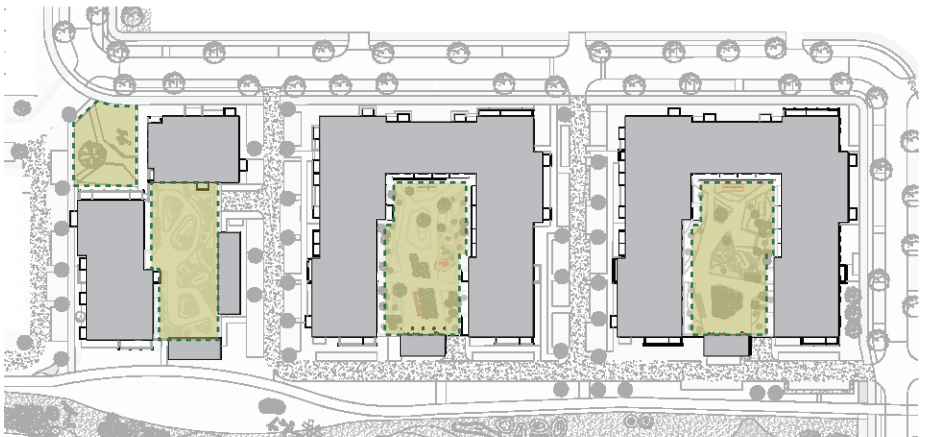
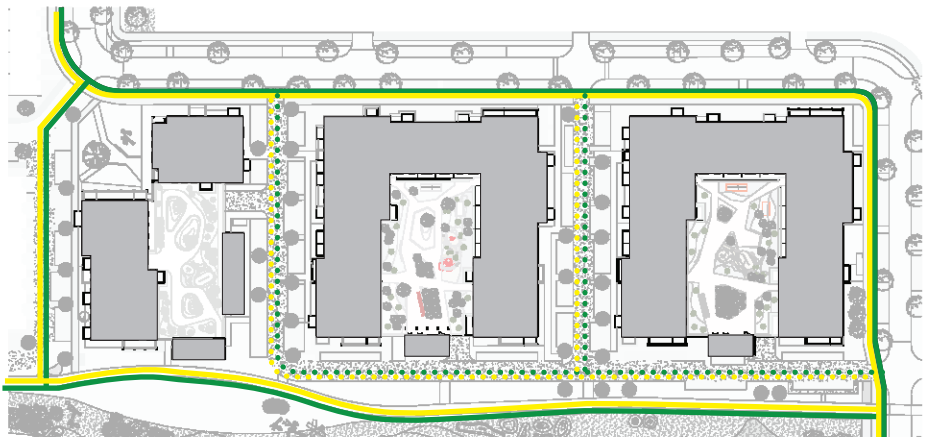
Ground Floor Layout



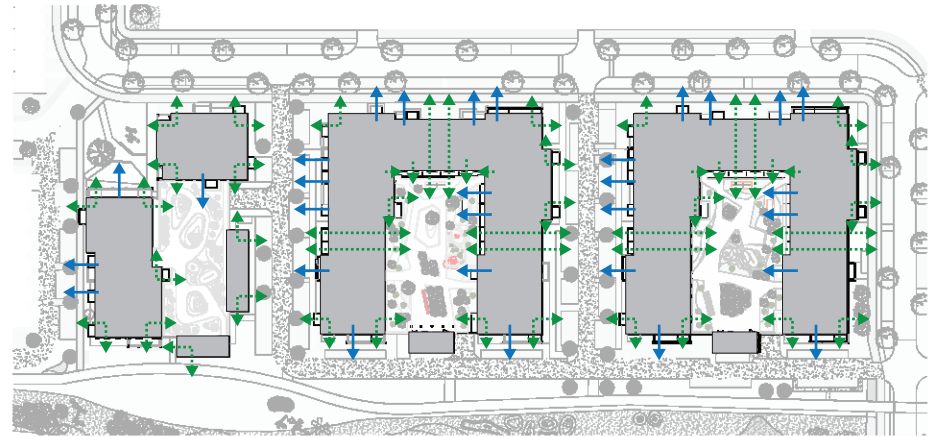
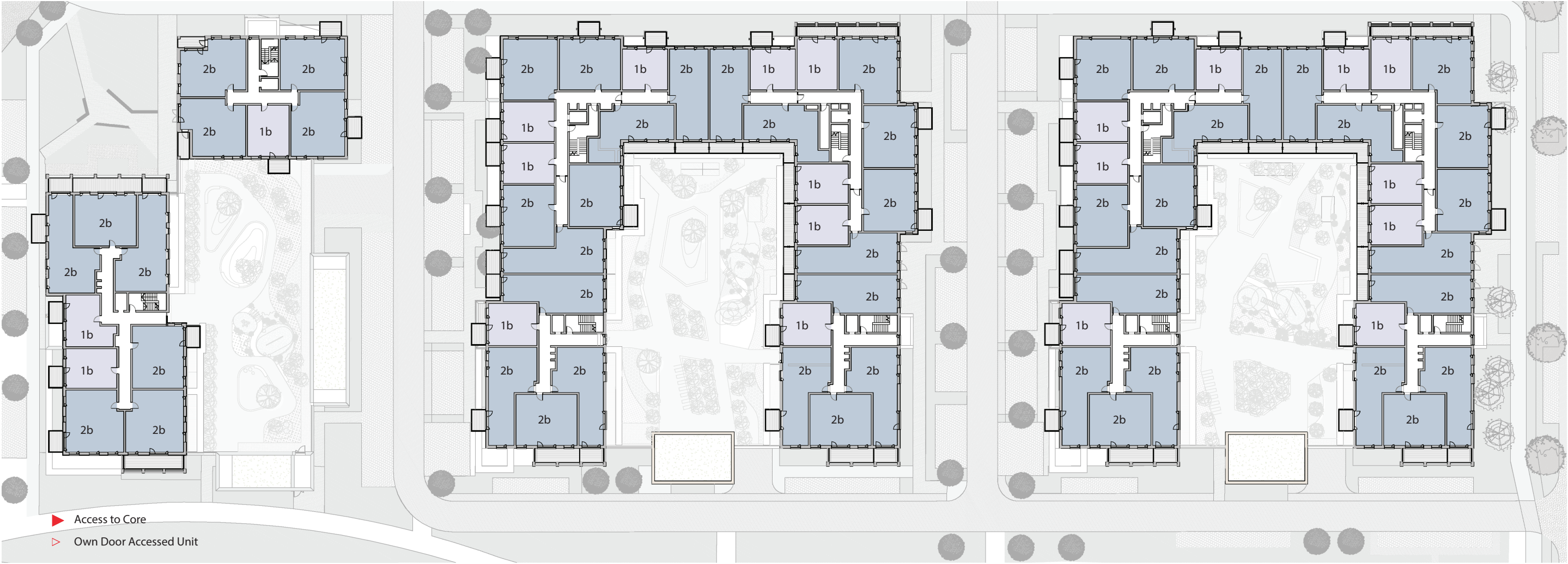
First Floor Layout



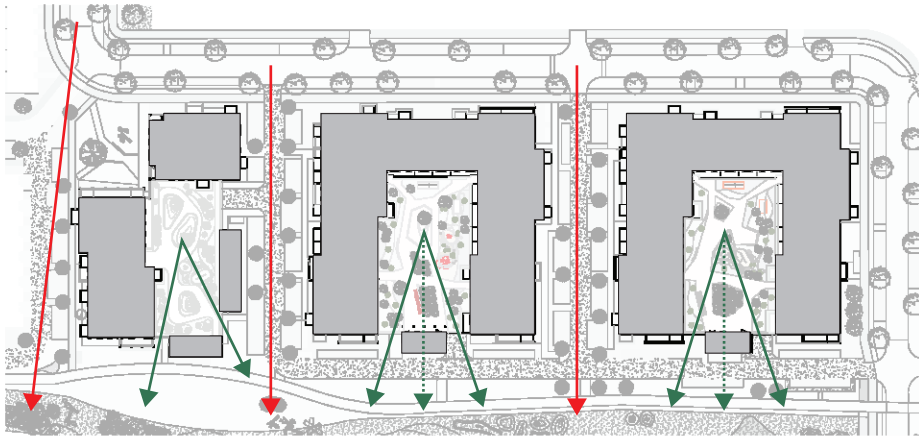
Separation Distance



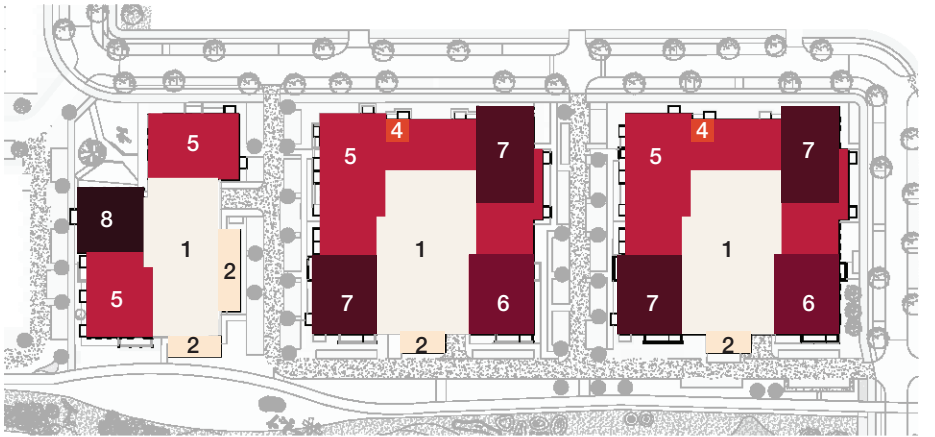
Typical Upper Floor Layout



- Dual Aspect Units
- Single Aspect Units



- Views through from Woodbrook Avenue
- Views from Podium



- Height Strategy
- 1 2 4 5 6 7 8

Materials strategy

The blocks vary in height between 5 and 8 storeys, which breaks up their massing and provides varied elevations on all street fronts. A variety of brick types, in combination with a rendered facade finish are used, which creates a varied and rich elevational design.

Lighter brick and render are prioritised in the courtyards and therefore even during the darker times of the days, the courtyards would benefit from the reflected light.

Light and dark pre-cast balcony frames are used on key locations tall gables along the costal Park and Woodbrook Avenue, providing strong elevational treatment.



Office Winhof //
Loodsen, Amsterdam, NL
Strong geometrical treatment on elevation,



Morris + Company //
Guilford Plaza, UK
Courtyard block organisation



Baumschlager Eberle //
Metropolitans, Zurich, CH
Pre-cast frame balconies



Alison Brooks // **Athena,**
Cambridge, UK
Pre-cast string beam detail



Brick Type A



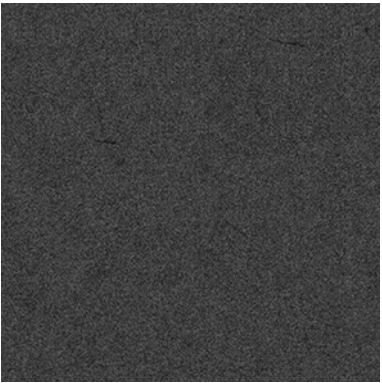
Brick Type B



Brick Type C



Light pre-cast concrete



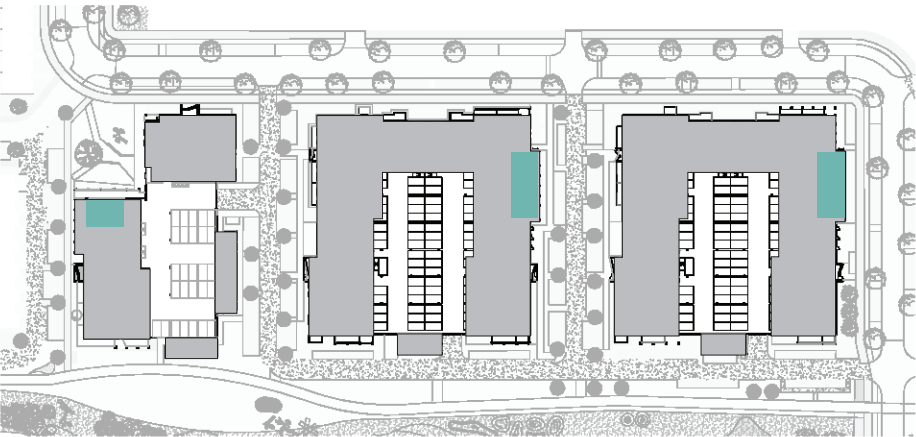
Dark pre-cast concrete

Resident Amenities

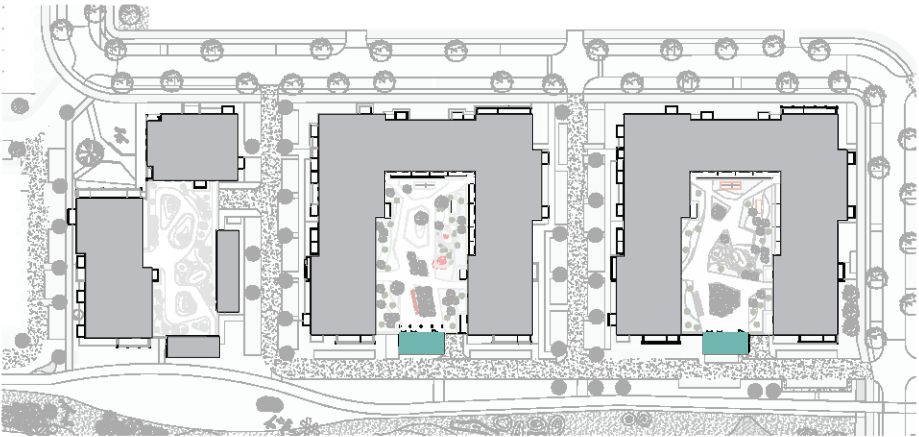
Each block is provided with resident amenity space, which includes a concierge facility and a residents lounge.

In block A, the resident amenity space is located adjacent to the pocket park at the end of the avenue, which encourages social interaction between the indoor and outdoor amenities.

In blocks B and C two resident amenity spaces are provided, one on the north-west corner at ground floor level, and one on their eastern edge, overlooking both their courtyard and the coastal park. The amenity space on the eastern edge is expressed as an independant form. At first floor level, a multi-purpose space is provided, which opens out onto the courtyard area and also enjoys views over the golf course, and towards the sea.



Resident Amenity - Level 00



Resident Amenity - Level 01



1: Pre-cast frame balconies:

Used on key locations tall gables along the costal Park and Woodbrook Avenue, this type provides strong elevational treatment and generous private open spaces, overlooking the park/sea and Wicklow Mountains.



2: Light metal frame balconies:

The light frame balconies contribute to the vertical rhythm where they are used along Woodbrook Avenue.

Private Outdoor space

Balconies are used to provide private open space for each apartment, with the exception of those apartments at Levels 00 and 01 that directly adjoining the street or the courtyard, in which case they are provided with private patio areas.

A variety of balcony types is used throughout the Park Edge Character Area, and these are an intrinsic part of the elevational strategy for these blocks.

Precast concrete framed balconies are used in high profile locations, becoming a key identifying architectural element within Woodbrook. The precast frames have a generous, urban scale, and can be coloured to contrast with the adjoining elevations. They add articulation and depth to these elevations, extend upwards beyond parapet level and provide a degree of enclosure and privacy to those balconies.

The most common balcony type in the Park Edge are is the metal cantilevered balcony, which has a simple handrail and balustrade detail.

Some framed metal balconies are also provided, and on the internal courtyard side of blocks B and C, a gallery of metal balconies overlooks the courtyard.

All units are provided with private outdoor space that meets or exceeds the standards in the national guidance on apartment design. Please refer to OMP drawings and schedule for further detail.



3: Long run of light metal balconies:

This typology offers generous private open spaces overlooking the communal courtyard and the park. The light materials and recessed frame contribute to the degree of privacy and amenity of residents from the users of the courtyards below.



4: Cantilevered metal balconies:

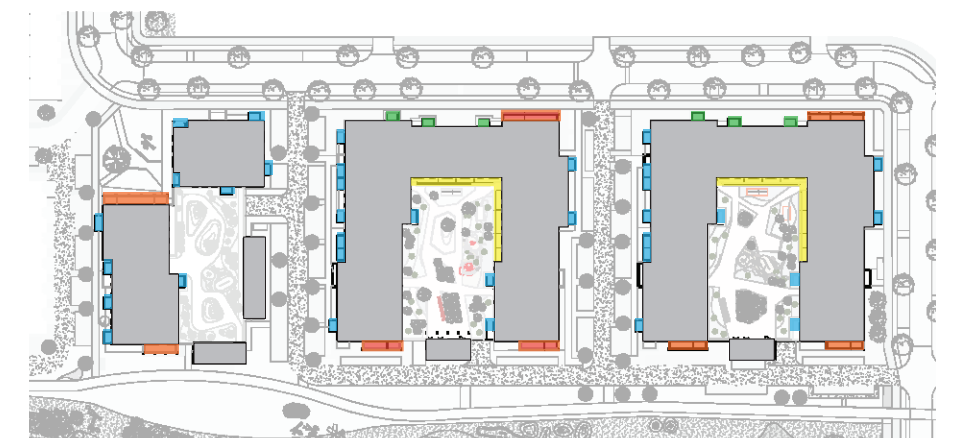
The most common type used throughout the scheme along the secondary street elevations.



5: Podium terraces

Larger private open space for units at podium and ground floor levels.

Key Plan



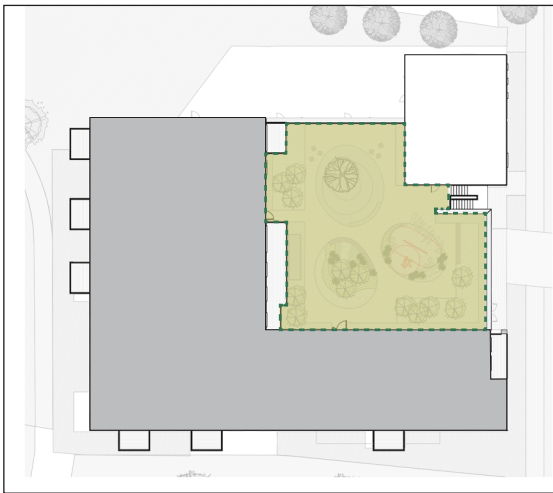
- 1: Pre-cast frame balcony
- 2: Light metal frame balcony
- 3: Long run of light metal balcony
- 4: Cantilevered metal balcony
- 5: Terraces ar provided at Podium and Ground levels

5.7 Communal Open Space

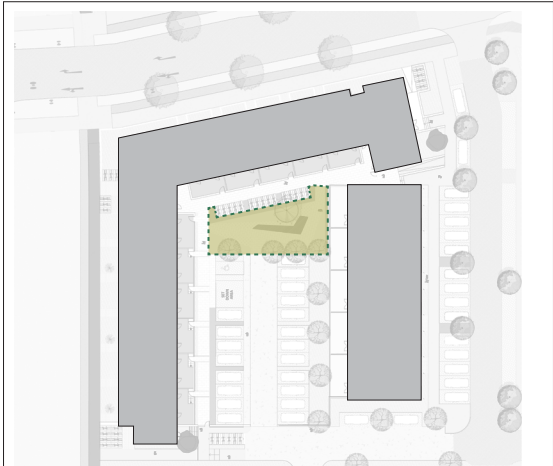
In accordance with the national guidance on apartment design standards, communal open space, is provided for all apartments throughout Woodbrook.

Most of the proposed duplexes are provided with an appropriate communal open space, and for the small number of duplexes that do not have access to a communal space, they are provided with a private external area that is equal to the sum of both the private and communal entitlement.

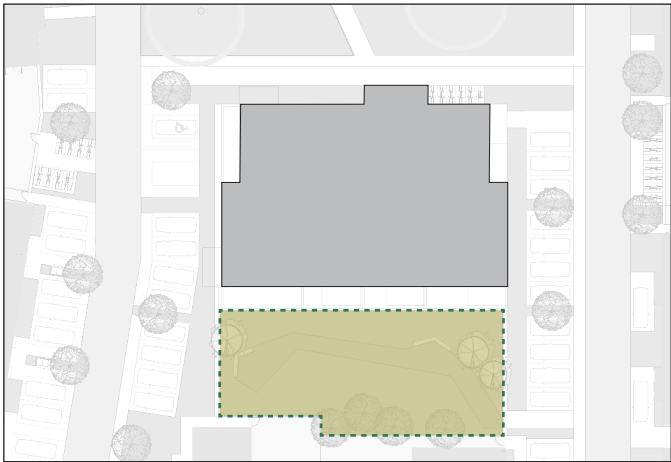
Please refer to OMP drawings and schedules for further details.



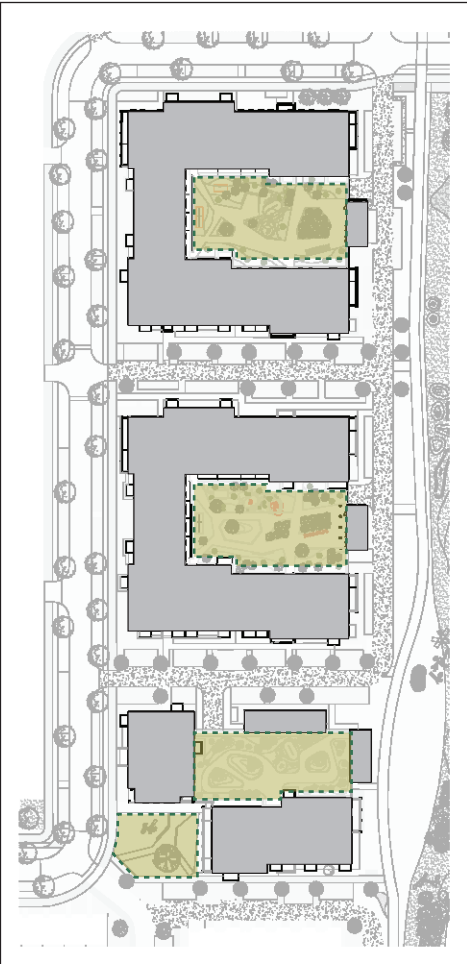
Block D:
Requirement: 236 sqm
Provision: 460 sqm



ODR Duplex Units:
Requirement: 296 sqm
Provision: 188 sqm + additional private open space.
Note: See p.61 for more detail.



Block E:
Requirement: 135 sqm
Provision: 374 sqm



Prak Edge Apartments:
Block A requirement: 450 sqm
Block A provision 938 sqm

Block B requirement: 954 sqm
Block B provision 1201 sqm

Block C requirement: 954 sqm
Block C provision 1201 sqm

The proposed Strategic Housing Development seeks to comply with the principles of Universal Design (to encourage access and use of the development regardless of age, size, ability or disability).

The proposed development must meet the requirements of Part M of the Building Regulations.

Part M 2010 came into operation on the 1st January 2012 and the requirements of Part M 2010 must be followed subject to certain Transitional arrangements. The requirements of Part M 2010 are as follows:

| | | |
|-------------------------|----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Access and Use | M1 | Adequate provision shall be made for people to access and use a building, its facilities and its environs. |
| Application of the Part | M2 | Adequate provision shall be made for people to approach and access an extension to a building. |
| | M3 | If sanitary facilities are provided in a building that is to be extended, adequate sanitary facilities shall be provided for people within the extension. |
| | M4 | Part M does not apply to works in connection with extensions to and material alterations of existing dwellings, provided that such works do not create a new dwelling. |

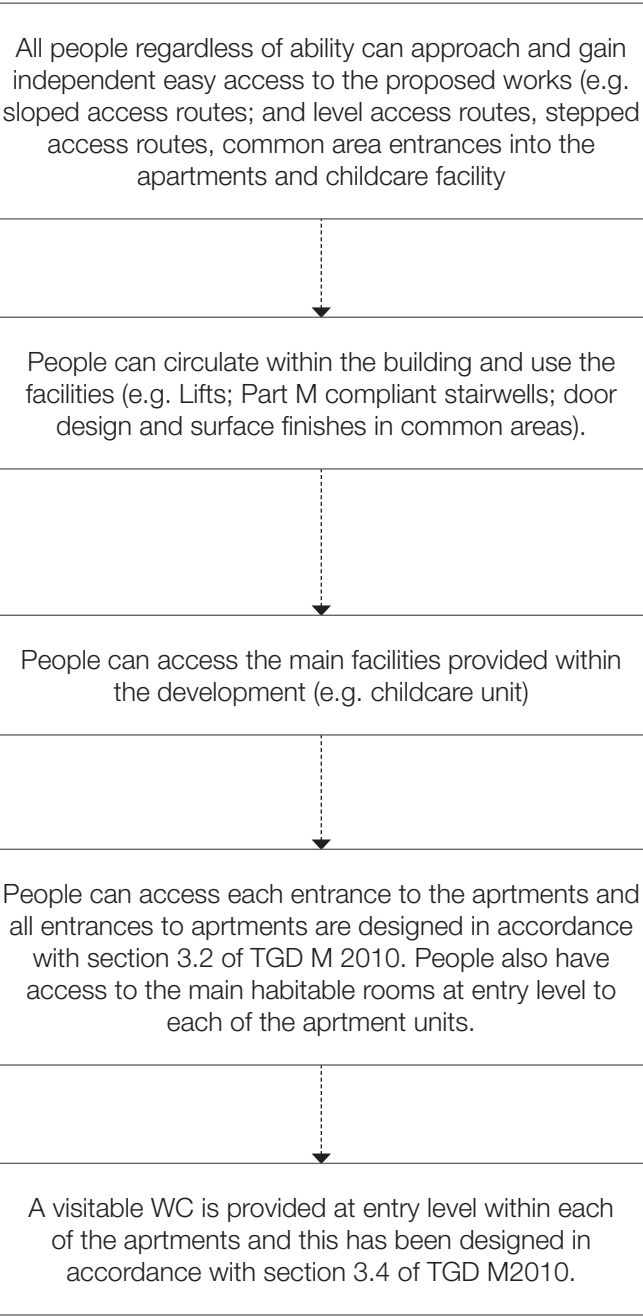
The Design Team recognises that since the introduction of the Disability Act in 2005 Irish Building Regulations (See Figure 1 above) have been revised with Universal Design in mind and a more comprehensive technical guidance document is now in place. This document is known as the Building Regulations 2010 Technical Guidance Document M - Access and Use' or alternatively TGD M 2010.

TGD M 2010 provides guidance in relation to meeting the requirements of Part M of the Second Schedule to the Regulations and focuses on Access and Use. It is important to note that the introduction of TGD M 2010 states:

“The materials, methods of construction, standards and other specifications (including technical specifications) which are referred to in this document are those which are likely to be suitable for the purposes of the Regulations. Where works are carried out in accordance with the guidance in this document, this will, prima facie, indicate compliance with Part M of the Second Schedule to the Building Regulations (as amended). However, the adoption of an approach other than that outlined in the guidance is not precluded provided that the relevant requirements of the Regulations are complied with.

Those involved in the design and construction of a building may be required by the relevant building control authority to provide such evidence as is necessary to establish that the requirements of the Building Regulations are being complied with”.

The Design Team notes that TGD M 2010 is the minimum guidance to show compliance with the requirements of the Part M of the Building Regulations. The Design Team is also firmly committed to achieving universal access in the building and are committed to ensuring that:



The proposals will be subject to a DAC application (Disability Access Certificate) to the local BCA (Building Control Authority). The requirements of the application as well as any additional requirements/conditions raised by the BCA will be implemented in full in the course of construction of the proposal.