

Henry J Lyons

Golf Lane, Residential Development
Architectural Design Report
November 2020
Client: Bowbeck DAC

GOLF LANE RESIDENTIAL



Client

Bowbeck DAC

Architecture

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DBFL

Urban Design & Landscape

Cameo & Partners

Services & Sustainability

JAK

Fire Safety Engineers

FCC

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01

INTRODUCTION

INTRODUCTION

This Design Statement has been prepared in support of this SHD Application submission package, prepared on behalf of Bowbeck DAC.(the applicant) for a new strategic housing development on Golf Lane, Glenamuck Road, Carrickmines, Dublin 18.

The proposed development comprises 482 no. residential units (all apartments), along with ancillary residential amenities, and provision of a childcare facility, gym, and local shop. The proposed development is set out in 7 no. blocks with heights ranging from four to twenty-two storeys.

Two basement levels are proposed, providing car parking spaces, bin stores, bicycle parking ancillary service plantrooms and circulation areas. The proposed development includes landscaping, public, private and communal open space, a new pedestrian and cycle bridge over the stream at the western side of the site with a new pedestrian cycle crossing of Glenamuck Road South, cycle and pedestrian facilities, bicycle parking, play facilities, and lighting. The proposed buildings include the provision of private open space in the form of balconies and winter gardens to all elevations.

The development also includes vehicular, pedestrian, and cycle accesses, drop off areas, boundary treatments, services, and all associated ancillary and site development works.

Sustainable Urban Housing: Design Standards For New Apartments Guidelines For Planning Authorities, March 2018

The Guidelines, are designed to encourage the provision of an increased output of higher density apartment development particularly, in urban areas.

This site meets the criteria identified in the Guidelines in relation to 'Central and/or Accessible Urban Locations' as being suitable for high density apartment development located within walking distance of significant employment locations and within reasonable walking distance of high capacity urban public transport services.

Sustainable Residential Development In Urban Areas Guidelines For Planning Authorities (2009) And Urban Design Manual

The development addresses the relevant provisions of the above Guidelines to ensure that a high quality living environment will be provided for future residents of the scheme.



INTRODUCTION TO HENRY J LYONS

Over the past 100 years, the practice has gained an in-depth working knowledge of many building types and how to deliver them. Workplace, retail, cultural, hospitality, educational and residential buildings, often in mixed-use developments and complex urban contexts, form the cornerstones of our output. Most projects span every aspect of scale from strategic planning and urban regeneration to interior design and detailing.

Henry J Lyons have been engaged in residential projects across Ireland for many years. As such we have an in-depth understanding of the issues and constraints associated with residential developments and has a strong portfolio of both build-to-sell and build-to-rent residential schemes.

We have a rich legacy characterised by our collaborative, aspirational, and evidence-based approach to design. With expertise in architecture, interior design, masterplanning and heritage projects, our design teams create environments that are vibrant, sustainable, and uplifting for both the end user and the public.

We listen carefully, we explore ideas and we deliver strongly formed buildings that respond directly to client needs and the project's particular surroundings.

We believe that buildings should be centered around people. We also believe that collaborating with clients and other design specialists in an open way allows the design process to be enhanced. Architecture should always be particular to its surroundings and carefully considerate of its functions and social context. Thus making a positive contribution to the built environment, to the city, to the landscape, and to the community it serves.

We work openly and collaboratively with client project teams to interrogate and identify opportunities for innovation during all stages of the project cycle. We are an open, flexible organisation, established to realise the ideas and the intentions of our clients, assisting them to navigate through the highly regulated environment in which buildings are created. The quality of our work often exceeds client expectations and has been recognised by multiple awards from both the design and construction communities.

It is within this environment and atmosphere that our architectural, design and support staff can develop to reach their professional potential, hone their skills and become collaborative team members. It is through these shared ambitions that our studios find unity and can function at the level demanded by our clients.



ARCHITECTURAL STATEMENT

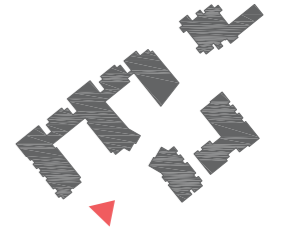
The concept design is closely based on requirements of the DLRCC Development Plan, the Ballyogen & Environs LAP, Urban development & Building Height guidelines and the Sustainable Urban Housing: Design Standards for New Apartments and in particular the Specific Planning Policy Requirements set out in Chapter 5 of the guidelines & the previous board planning refusal on site.

The refusal for the previous SHD application stated: *“Given the location of the site within the built-up area of Carrickmines, proximate to public transport linkages, to the M50 major transport corridor and to both established and emerging social, retail and employment facilities, it is considered that the proposed design strategy as it relates to height and design does not provide a landmark building which it is considered necessary in order to achieve the optimal architectural solution for this strategic gateway site. Furthermore, given its locational context, which has the capacity to accommodate a building of much greater height and architectural significance than that proposed. Accordingly, the proposed development is considered to be contrary to national policy as set out in the National Planning Framework and section 28 Ministerial Guidance and is considered to be inconsistent with the proper planning and sustainable development of the area.”*

An Bord Pleanála ABP-302336-18 15/11/18

The response to context and orientation is fundamental to the scheme massing which is now dynamic and moves away from the monolithic massing previously objected to by the Board. These facilitate both daylight and sunlight penetration to allow the public and residential amenities to be of the highest quality.

In order to create a suitable landmark development, our strategy is to step gradually from the local context of four stories to the upper maximum height of 22 storeys. At the sites perimeter, the use of six storey apartment blocks serves to knit the building scale of Golf Lane road and Glenamuck road, into the Golf lane site. From this perimeter position, the smaller blocks offer a degree of screening to the neighbouring streets from the taller blocks placed within. The increased scale in blocks A3 & B0 gives structure and form to the principal spaces and vistas. The increased height creates a gateway to the city from the M50. For added emphasis, parapets adjacent to street nodes are increased locally, informing the urban realm and creating a smaller scale at the skyline level



CGI view across Courtyards

CLIENT BRIEF

The ambition for the project is to design a class-leading build-to-sell scheme, a scheme that is sustainable and commercially viable that offers long term, high-quality residential accommodation.

The clients' vision is for the project to be set within an attractive, vibrant environment that integrates successfully with its local Dublin Carrickmines setting. In addition to the provision of high-quality apartment accommodation, the brief was to provide exemplary resident's amenities to encourage an active and integrated community.

Key design elements identified by the Applicant and Design Team were as follows:

- Bespoke accommodation to meet a fully integrated demographic need for both young, old, and families alike.
- An environment that is conducive to the needs and encouragement of residents.
- A sustainable and commercially viable scheme, that respects, improves and integrates with the existing built environment of the Carrickmines area.
- Design to best practice standards, creating an exemplary level of residential development in terms of design, architectural quality, and wellness for the occupants.
- High-quality accommodation supported by high-quality facilities and leisure space.
- An active and integrated community.



CGI view of Central Courtyard

RESPONSE TO AN BÓRD PLEANÁLA OPINION

This Design Statement and the accompanying documentation in response to the queries raised in the An Bord Pleanála Notice of Pre Application Consultation Opinion ABP-307010-20.

Item 1 of the Opinion states:

1. Further consideration and/or justification of the documents as they relate to the height and design strategy. In this regard, the prospective applicant should satisfy themselves that the design strategy for the site as it relates to height, in the context of the concerns raised by the PA in relation to the 12-storey element (Block A3), provides the optimal architectural solution for this site and should submit a rationale/justification for the heights/setbacks proposed. Further justification/consideration of the documents as they relate to the overall block structure and the relationship between the blocks (height/scale/massing/proportions) should also be submitted. CGIs, visualisations and cross sections, as necessary, should be submitted which clearly show the relationship between the proposed development and existing development in the immediate and wider area; from strategic viewpoints within the Cherrywood SDZ and from strategic viewpoints along the M50, and which illustrates the topography of the area.

Section 03 of this Design Statement describes the planning context of the site as it relates to Carrickmines and the Cherrywood SDZ planning guidelines.

In addition the Visual Impact assessment includes images from the SDZ lands from an elevated position at Tully Park overlooking Tully and Priorsland village sites and from the Cherrywood Town Centre.

The design rationale as it relates to the site massing and the design strategy for the overall development is described in Chapters 04 and 05 of this document. The scheme is described in full detail through the drawings, visual impact images, CGIs and accompanying reports which form part of this application submission.

The CGIs produced for the Visual Impact Assessment describe sequentially the landmark development proposed for this site as it presents along the M50 corridor.

Item 2

2. Further consideration of documents as they relate to the layout of the proposed development particularly in relation to permeability and the criteria set out in the Urban Design Manual relating to 'Connections' which accompanies the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas and the Design Manual for Urban Roads and Streets. The configuration of the layout particularly as it relates to the creation of a legible pedestrian/cycle pathway from the Glenamuck Road through to Golf Lane should be given further consideration. Proposals for pedestrian access across the Glenamuck Road should also be examined.

Sections 02 and 03 of this Design Statement describes the planning context of the site as it relates to the immediate Carrickmines neighbourhood and the wider South Dublin context.

The engineering drawings reports and documentation produced by DBFL describe the integration of the scheme into the road and cycle infrastructure both existing and proposed adjacent and through the site.

The landscaping scheme by Cameo and Partners describe how the pedestrian and cycle routes are carefully integrated into the overall landscaping design.

An identical pedestrian crossing approved as part of the Carrickmines Q3 development ABP-304396-19 (D18A/0257) is integrated and extended through this Golf Lane scheme to provide a highly legible pedestrian and cycle pathway integrated into the wider radial cycle route between and Sandyford and Cherrywood.

Item 3

3. A Materials Strategy that specifically addresses the proposed materials and finishes for buildings, open spaces, paved areas and boundaries, having regard to the requirement to provide high quality and sustainable finishes and details. This strategy shall include details of the colour, tone and texture of materials and the modelling and profiling of the materials (including any cladding or framework system) on each block. Particular attention is required in the context of the strategic location and visibility of the site and to the long term management and maintenance of the proposed development. A Building Lifecycle report should also be submitted in this regard, which includes an assessment of the long term running and maintenance costs associated with the development in accordance with Section 6.13 of the 2018 Guidelines on Design Standards for New Apartments.

Sections 04 and 06 of this Design Statement describes key principals of the design. The scheme is described in full detail through the drawings, visual impact images, CGIs and accompanying reports which form part of this application submission.

We refer to the Facade Materiality Report by Henry J Lyons and Building Maintenance Report by JAK in particular for additional details relating to the proposed materials.

RESPONSE TO AN BÓRD PLEANÁLA OPINION

This Design Statement and the accompanying documentation in response to the queries raised in the An Bord Pleanála Notice of Pre Application Consultation Opinion ABP-307010-20.

Item 4 of the Opinion states:

4. A report which address existing and future residential amenity and which includes matters such as daylight/sunlight analysis, micro-climate/wind impacts and noise impacts, together with proposals to address any such impacts, if necessary. A Daylight/Sunlight analysis, showing an acceptable level of residential amenity for future occupiers and neighbours of the proposed development, should include details on the standards achieved within the proposed residential units, in private and shared open space, and in public areas within the development and in adjacent properties. A month-by-month assessment of average daylight hours within the public open space should be provided within the Daylight and Sunlight Analysis document to allow for a full understanding of the year round level of overshadowing of the primary outdoor recreation areas for the development should be submitted.

Sections O4 and O6 of this Design Statement describes general design principals

A suite of reports accompany the drawings which describe this application. In particular reference should be made to the Housing Quality Assessment prepared by Henry J Lyons Architects and the Wind Impact Assessment and Daylight and Sunlight Report by JAK which describe the site specific micro-climate impact on residential amenity.

Item 5

5. A housing quality assessment which provides specific information regarding the proposed apartments and which demonstrates compliance with the various requirements of the 2018 Guidelines on Design Standards for New Apartments, including its specific planning policy requirements. This should also include a schedule of floor areas for all proposed units, clearly setting out the aspect (single, dual, triple) of each unit

References should be made to the Housing Quality Assessment prepared by Henry J Lyons Architects. This report describes in detail each of the apartment types utilised in this scheme.

A summary of the Housing Quality Assessment is included in Section 6 of this statement.

Item 6

6. A detailed landscaping plan for the site which clearly differentiates between areas of public, communal and private open pace and which details exact figures for same. Details should also include proposals for hard and soft landscaping including street furniture, where proposed, which ensures that areas of open space are accessible, usable and available for all. Pedestrian permeability through the site should be outlined. Details of the interface between private, public and communal areas should also be detailed. Additional cross sections, CGIs and visualisations should be included in this regard.

We refer to the detail landscaping proposal by Cameo & Partners which forms part of this submission. The landscaping design is fully coordinated with the detailed analysis undertaken in relation to Daylight and Sunlight requirements and the Wind Impact Assessment. Particular attention has been paid to the tree strategy devised by CMK to retain as many trees as appropriate and to replace lost elements with high specification planting.

Item 7

7. Additional details in relation to surface water management for the site, having regard to the requirements of the Drainage Division as indicated in Appendix B of the Planning Authority's Opinion (undated report). Any surface water management proposals should be considered in tandem with a Flood Risk Assessment specifically relating to appropriate flood risk assessment that demonstrates the development proposed will not increase flood risk elsewhere and, if practicable, will reduce overall flood risk.

The drawings and reports compiled by DBFL Consulting Engineers describe in detail the impact of the development on the adjoining watercourses and the flood alleviation methods employed by the designers to reduce flood risk in the immediate environment and further afield.

Item 8

8. Additional details and justification for the proposed development in relation to roads, access and circulation, having regard to the report of the Transportation Division of the planning authority (dated 05th May 2020) as detailed in Appendix B of their Opinion.

The drawings and reports compiled by DBFL Consulting Engineers describe in detail the proposed transport strategy for the scheme. The proposed circulation and access requirements are coordinated with the architectural design by Henry J Lyons and the landscaping design by Cameo and Partners.

Item 9

9. Additional details and justification for the proposed development, having regard to the report of the Parks and Landscape Services Division of the Planning authority (dated 16th April 2020) as detailed in Appendix B of their Opinion.

We refer to the detail landscaping proposal by Cameo & Partners which forms part of this submission which forms the basis of the Parks Department queries. Particular attention has been paid to the tree strategy devised by CMK to retain as many trees as appropriate and to replace lost elements with high specification planting.

EXECUTIVE STATEMENT

The residential proposed development as described in this report engages with all the requirements and recommendations set out in The County Development Plan 2016-2022 adopted by the Council on the 16th March 2016, except where standards are superceded by 2018 Apartment guidelines. The design development of the scheme has been further informed by the advice, comments and recommendations made during consultations with Dun Laoghaire Rathdown Council and several adjustments have been incorporated into the design in response to the issues raised.

The proposed development provides an extensive residential development comprising of a range of residential typologies in an urban environment with associated tenant amenities. The goal of the client is to provide an exemplar scheme, which fully embraces the ethos and provides architecture and environment of quality for its residents.

The residential accommodation is provided within 7 principal building blocks A1, A2, A3, B, BO,C,D that range in height from 4 to 22 storeys with basement accommodation and car-parking..

The Ballyogan & Environs LAP building height rationale sets out “In the larger development sites such as Stepside, Carrickmines, Cherrywood, Sandymount and along the N11 corridor heights greater than six storeys have been permitted” The proposal adheres to this key principle ensuring that the massing and scale of the project relates and enhances the existing Carrickmines neighbourhood.

Furthermore, the proposed massing considers factors such as high levels of daylight and sunlight, access to the scheme, creating a pedestrian priority and friendly environment whilst making the best opportunity to deliver a scheme which maximises the sites' potential.

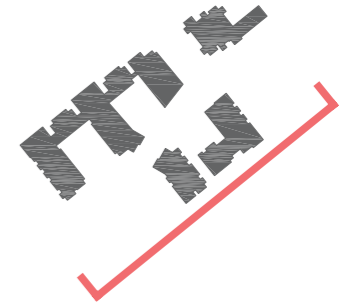


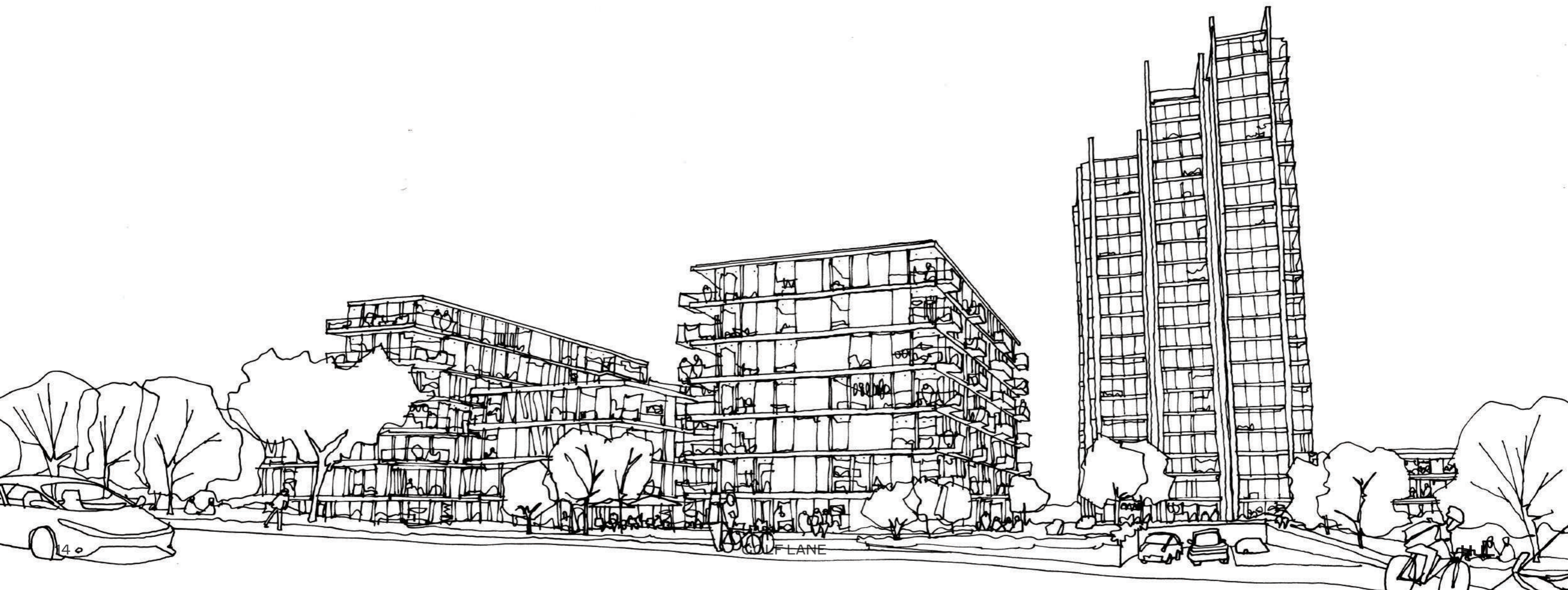
EXECUTIVE STATEMENT

Key Concepts

The key concepts which have informed the development of the Golf Lane residential-led development include the following

- Develop a network of internal courtyards that ensures the physical, social and economic integration of the site with its adjoining neighbourhood.
- Develop a sensitive and appropriate building scale at the interface of the site and its surrounding neighbourhood.
- Create opportunities for increased height where the context allows and arrange the buildings to give structure and form to the principal spaces and vistas, both within the subject site and wider environs
- Create a landmark building onto the M50 orbital route identifying Carrickmines as a significant neighbourhood centre and to announce arrival to South County Dublin as noted previously by ABP decision.
- Modulation of the building forms to take maximum advantage of the views and orientation ensuring access to significant sunlight and daylight.
- Create a sense of place through a range of building sizes, heights, materials and architectural character.
- Provide high-quality accommodation supported by high-quality resident's amenity and facilities
- The promotion of energy efficiency by use of good quality external materials and insulation, efficient heating systems, use of green roofs, and sustainable water use and drainage design.
- A new childcare facility and small-scale commercial unit are proposed to serve the new district and to feed into the existing social and community infrastructure.





FLANE

02

SITE LOCATION AND CONTEXT

SITE DESCRIPTION

The site of the proposed strategic housing development has an area of c. 2.56 hectares and is bound to the North by the M50 motorway, to the East by Golf Lane, to the West by Glenamuck Road, and to the South by several properties comprising residential dwellings set in large sites. The application site includes lands within the ownership of the Local Authority, Dun Laoghaire Rathdown County Council which include landscaping works as part of this application to provide pedestrian and cycle infrastructure and landscaped parklands.

The site itself slopes from south to north, towards the M50 motorway, and accommodates stands of trees and areas of scrub and grassland. The site was previously occupied by former residential properties which were demolished several years ago.

SURROUNDING CHARACTER

Carrickmines today is a suburban region, divided northeast/southwest by the M50 motorway, to the Northeast has more established residential areas, and to the Southwest, including along Glenamuck Road, new retail parks, office buildings, housing schemes and apartments. The built context is evolving quickly and is identified for significant growth under the Ballyogan & Environs LAP and DLRCC County Development Plans.



EXISTING LAND USES

Glenamuck Road and Golf Lane are defined by relatively low to medium density housing with no specific community focal point.













To the east / southeast of the subject site, on the opposite side of Golf Lane, is an area of existing residential development comprising semi-detached, two and three storey dwellings, with an area of existing apartment development located further to the south.

The existing development at Carrickmines and the permitted Q3 development establishes a strong community to the West of Carrickmines

The development of Golf Lane to connect to the new Cherrywood town centre and the reorganisation of Glenamuck Road will establish the Golf Lane site as a pivotal node for pedestrian, bicycle, bus and car movements.

The Golf Lane Development affords an opportunity to develop a local focus for the residential developments to the East of Glenamuck Road.

The proposed development includes a small retail and creche opportunities in addition to the residential amenity facilities.

-  Site Ownership
-  Proposed Site
-  Bus Route (n. 63 to Dún Laoghaire)
-  Bus Stop
-  Cycle Route
-  Luas Route
-  Office
-  Restaurant/Café/Bar
-  Banking Institution
-  Retail
-  Neighbourhood Centre, Residential & Commercial Development Permitted
-  Luas Stop



Existing site conditions

SITE LOCATION

Site Description

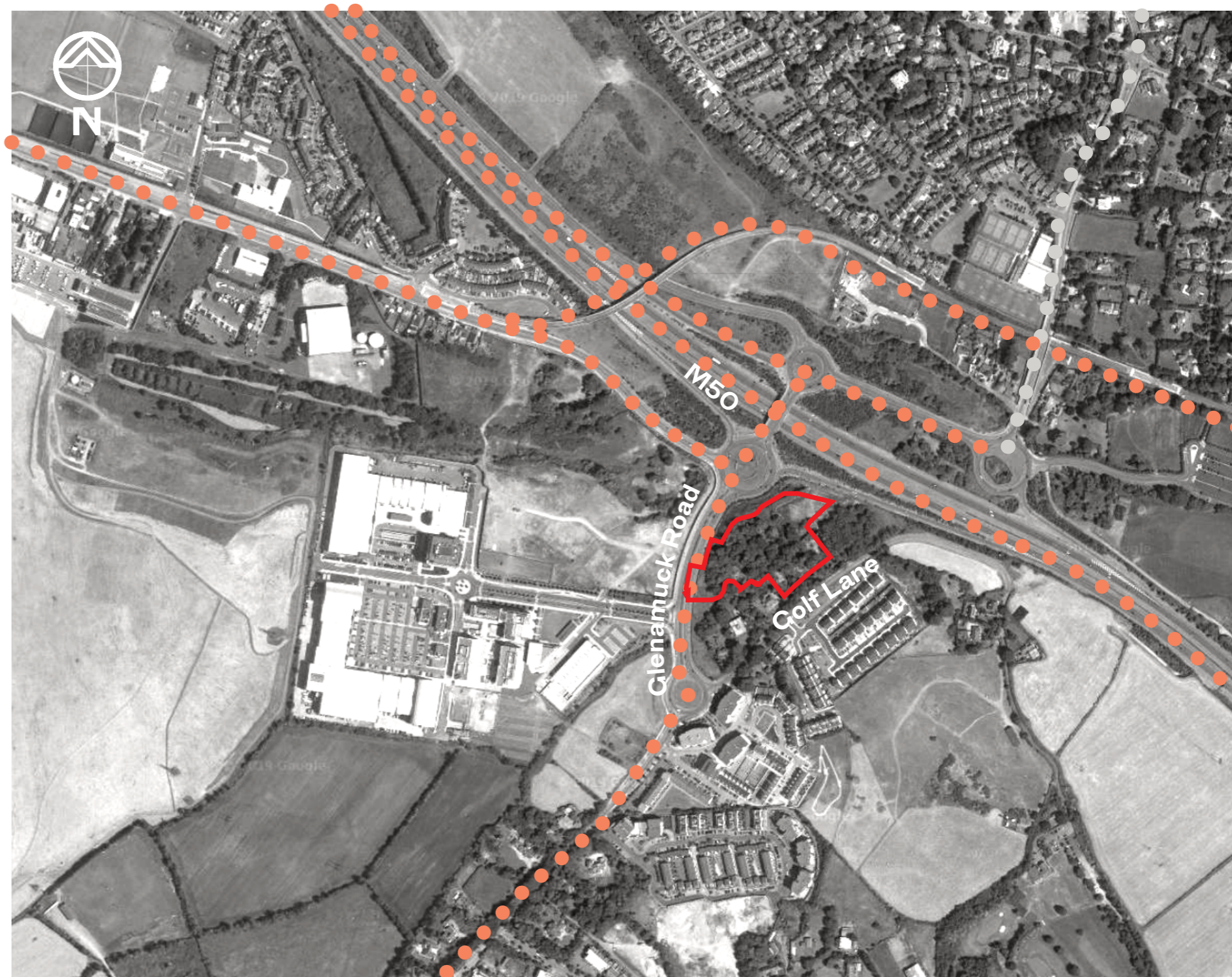
The site of the proposed strategic housing development has an area of c. 2.56 hectares and is bound to the north by the M50 motorway, to the east by Golf Lane, to the west by Glenamuck Road, and to the south by several properties comprising residential dwellings set in large sites. The site itself slopes from south to north, towards the M50 motorway, and accommodates stands of trees and areas of scrub and grassland. The site was previously occupied by low density residential properties.

The lands are less than 500 metres from the Ballyogan Wood Luas Stop (to the west) and opposite The Park Carrickmines, which is a major mixed use area comprising office and commercial uses, retail and retail warehousing uses and restaurant / café facilities. A new mixed use neighbourhood centre, commercial, residential, and leisure scheme has recently been subject to a grant of permission from An Bord Pleanála opposite the subject site at Quadrant 3 in The Park Carrickmines.

In addition to the proximate Luas stop, the site is also located in close proximity to multiple bus routes and is well served by existing pedestrian and cycle facilities, with Ballyogan Road also benefiting from good quality facilities. The nearby Luas stop provides an opportunity to avail of high capacity, high frequency services between Brides Glen to the City Centre and onwards to Broombridge in the north of the city.

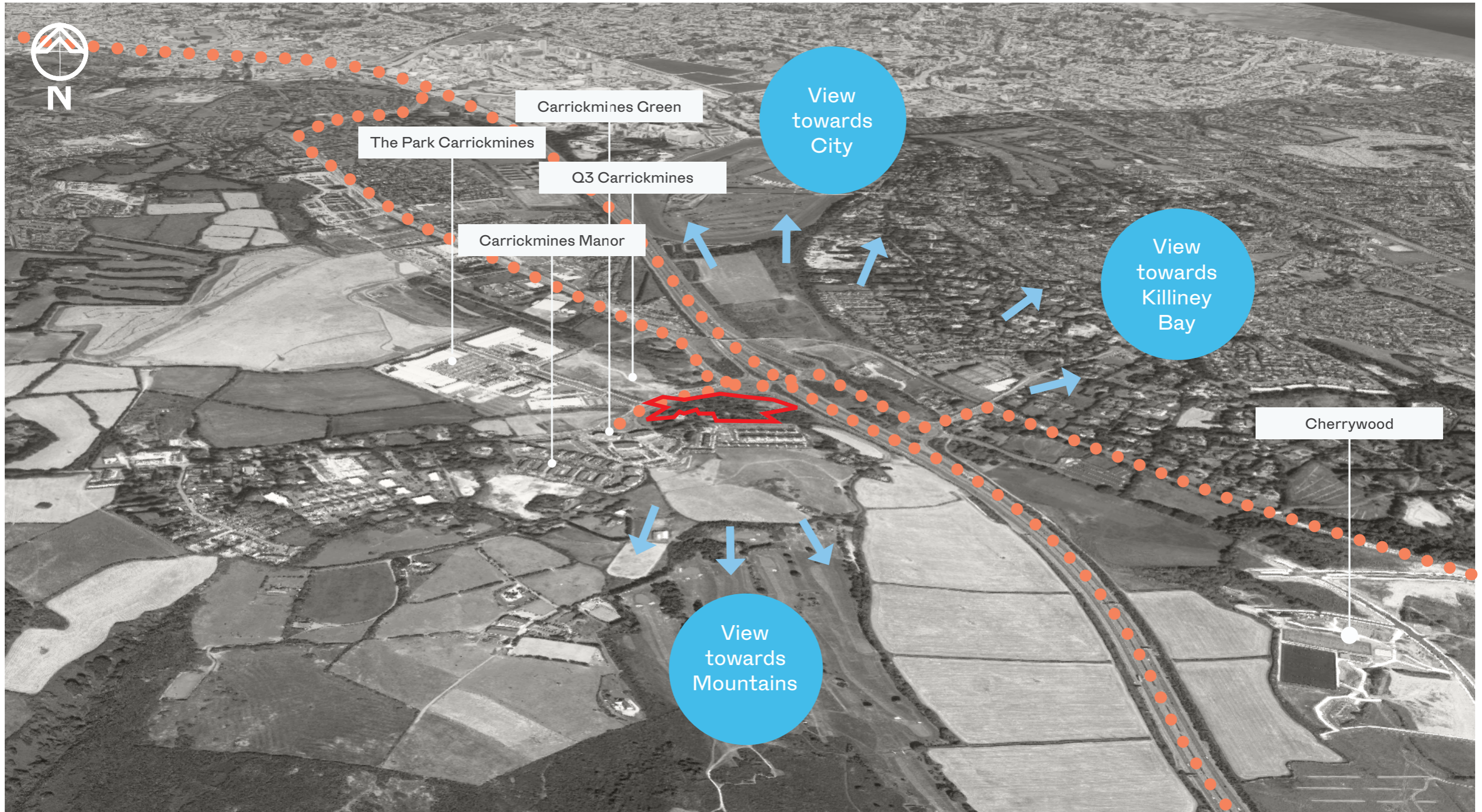
To the east / southeast of the subject site, on the opposite side of Golf Lane, is an area of existing residential development comprising semi-detached, two and three storey dwellings, with an area of existing apartment development located further to the south.

The subject site occupies a prominent location and is considered to constitute a gateway site into the Carrickmines and Ballyogan area

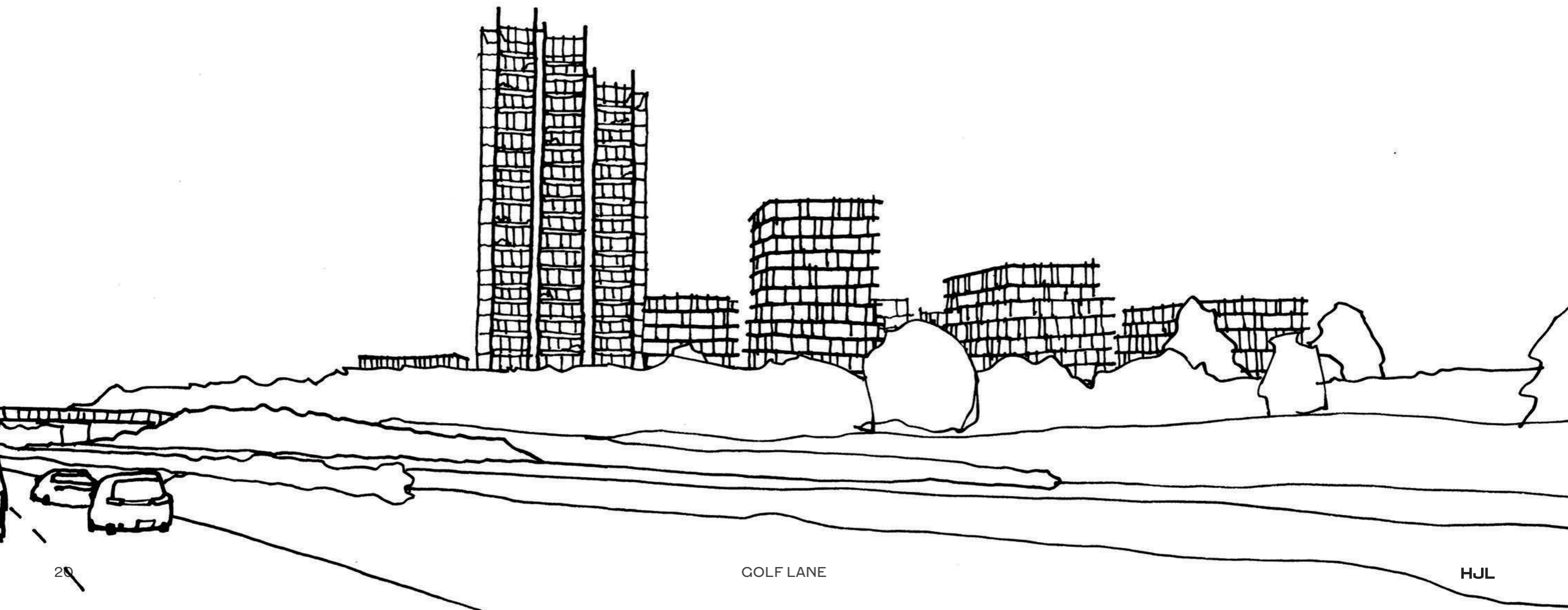


— Site Ownership
●●● Road Access Route

SITE CONTEXT



- Site Ownership
- Road Access Route
- Views



03

URBAN MASTERPLANNING

A detailed analysis of the planning context and planning history has been undertaken by John Spain Associates and is outlined in the planning report accompanying this document

The proposed Strategic Housing Development has been informed by the relevant national, regional and local planning policy framework.

An assessment of how the proposed development is consistent with the relevant planning policy framework is set out in the JSA document.

The following are the relevant national and regional planning policies and documents reviewed as part of the production of this cover letter:

- National Planning Framework, Project Ireland 2040;
- Regional Spatial and Economic Strategy for the Eastern and Midland Regional Authority 2019;
- Urban Development and Building Heights, Guidelines for Planning Authorities (2018, DoHPLG);
- Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2018, DoHPLG) (referred to herein as the Apartment Guidelines);
- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas - Cities, Towns and Villages (2009);
- Childcare Facilities, Guidelines for Planning Authorities, (2001);
- Design Manual for Urban Roads and Streets (2013, DoTIS);
- Urban Design Manual - a Best Practice Guide (2009, DoEHLG);
- Sustainable Residential Development in Urban Areas - Cities, Towns & Villages (2009, DoEHLG);

- The Planning System and Flood Risk Management Guidelines, (2009);

- Department of Environment Guidelines 'Quality Housing for Sustainable Communities, (2007).

Dun Laoghaire Rathdown County Development Plan 2016-2022

The application site is zoned Objective A - 'to protect and-or improve residential amenity' under the Dún Laoghaire-Rathdown Development Plan 2016-2022. The proposed development accords with the zoning objective for the subject site.

The northern portion of the lands are within the zone of archaeological potential associated with Carrickmines Castle (Ref. No. O26-005 on the RMP). There is a site-specific objective associated with Carrickmines Castle under the Development Plan (No. 161), which is to "conserve and protect Carrickmines Castle site and to proceed to implement the Carrickmines Castle Conservation Plan 2015-2025". There are two tree protection objectives identified on the zoning map in the vicinity of the site, however as noted by the Board's Inspector in assessing the previous application on site, these objectives do not pertain to the subject site.

To the east / southeast of the site, along Golf Lane itself, there is a linear stretch of land which falls within the boundary of the Cherrywood Strategic Development Zone (SDZ), which is therefore subject to the Cherrywood Planning Scheme. There is an objective under the Planning Scheme to provide an upgraded link road along Golf Lane adjacent to the subject site (the Kiltiernan Link Road). The proposed scheme accommodates this objective.

Ballyogan Local Area Plan 2019-2025

The subject site is located within the Carrickmines quarter of the Ballyogan and Environs LAP 2019-2025 area, which was adopted on the 1st of July 2019. The land use zoning of the subject lands remains consistent with the County Development Plan, however, a number of specific policies and objectives have been included for the subject lands and have informed the development proposals, which are summarised below.

The site is designated as a suitable location for higher building within the LAP.

Within the Ballyogan and Environs LAP 2019-2025, the subject site falls within the Old Glenamuck Road neighbourhood area of the LAP (Neighbourhood no. 16), as defined within Figure 1.5 of the LAP.

At section 2.5, the BELAP sets out a SWOC analysis of the LAP area. This identifies the strong infrastructure within the LAP area (both physical and social).

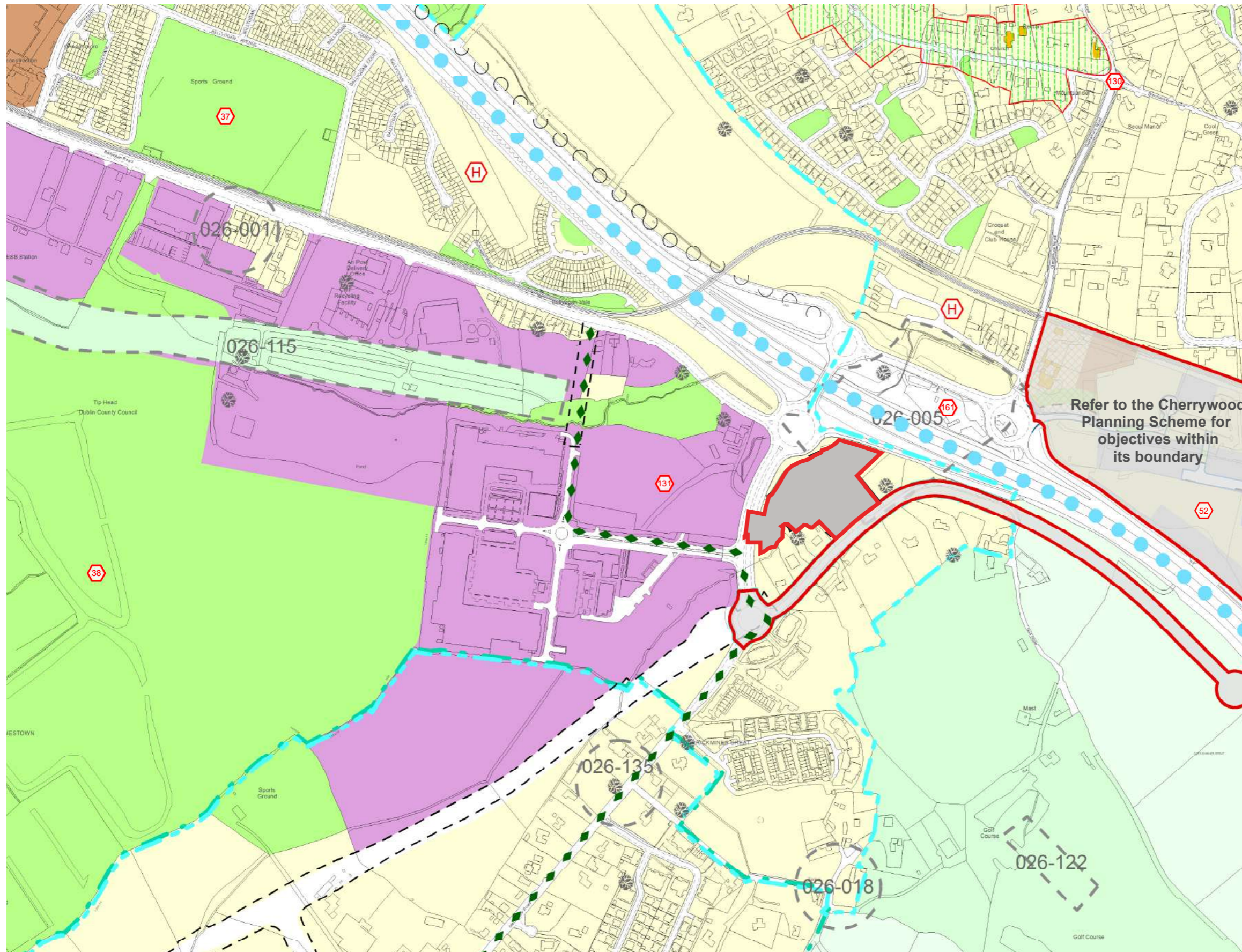
The strengths identified by the LAP are important in the context of the proposed development, which seeks to provide for new residential development in a location which is well served by these strong existing pieces of infrastructure and facilities.

Several opportunities are recognised within the LAP area which are of relevance:

- "Delivery of a significant number of Residential Units to meet housing demand
- Scope to provide Higher Residential Densities near public transport
- Integration of land uses through Improved Permeability • Delivery of Pedestrian and Cycle infrastructure
- Creation of a Greenway Spine and Green Infrastructure Network"

The current proposal actively delivers on several of these opportunities, including the provision of a significant number of high quality residential units at a highly accessible location in close proximity to public transport provision.

PLANNING CONTEXT



USE ZONING OBJECTIVES

- Objective A To protect and/or improve residential amenity. [Yellow Box]
- Objective A1 To provide for new residential communities in accordance with approved local area plans. [Light Yellow Box]
- Objective A2 To provide for the creation of sustainable residential neighbourhoods and preserve and protect residential amenity. [Light Green Box]
- Objective B To protect and improve rural amenity and to provide for the development of agriculture. [Light Blue Box]
- Objective DC To protect, provide for and/or improve mixed-use district centre facilities. [Light Purple Box]
- Objective E To provide for economic development and employment. [Light Green Box]
- Objective F To preserve and provide for open space with ancillary active recreational amenities. [Light Green Box]
- Objective G To protect and improve high amenity areas. [Light Green Box]
- Objective GB To protect and enhance the open nature of lands between urban areas. [Light Green Box]
- Objective LIW To improve and provide for low density warehousing/light industrial warehousing uses. [Light Blue Box]
- Objective MH To improve, encourage and facilitate the provision and expansion of medical/hospital uses and services. [Light Green Box]
- Objective MIC To consolidate and complete the development of the mixed use inner core to enhance and reinforce sustainable development. [Light Green Box]
- Objective MOC To provide for a mix of uses which complements the inner core, but with less retail and residential and more emphasis on employment and services. [Light Green Box]
- Objective MTC To protect, provide for and/or improve major town centre facilities. [Light Green Box]
- Objective NC To protect, provide for and/or improve mixed-use neighbourhood centre facilities. [Light Green Box]
- Objective OE To provide for office and enterprise development. [Light Green Box]
- Objective TLJ To facilitate, support and enhance the development of third level education institutions. [Light Green Box]
- Objective W To provide for waterfront development and harbour related uses. [Light Green Box]

OTHER OBJECTIVES

- 6 Year Road Proposal [Dashed Line]
- 6 Year Motorway Proposal [Dashed Line]
- Strategic Road Reservation [Dashed Line]
- Long Term Road Proposal [Dashed Line]
- Long Term Motorway Proposal [Dashed Line]
- Proposed Luas Line Extension [Blue Line]
- Proposed Quality Bus/Bus Priority Route [Green Line]
- Public Right-of-Way [Blue Line]
- Recreation Access Route [Blue Line]
- Wicklow Way [Blue Line]
- Proposed Sutton to Sandycove Walkway/Cycleway as a component part of the National East Coast Trail Cycle Route [Green Line]
- Protected Structures [Yellow Triangle]
- Record of Monuments and Places (For Areas of Archaeological Potential)
- Architectural Conservation Area [Red Circle]
- Candidate Architectural Conservation Area [Red Circle]
- "The Metals" Candidate Architectural Conservation Area [Red Circle]
- Natura 2000 (SPA and cSAC Areas) [Blue Circle]
- Proposed Natural Heritage Areas [Blue Circle]
- To preserve Views [Blue Triangle]
- To preserve Prospects [Blue Triangle]
- To protect and preserve Trees and Woodlands [Blue Triangle]
- No increase in the number of buildings permissible [Blue Triangle]
- To protect and/or provide for a Burial Ground [Blue Triangle]
- Boundary of Adopted Cherrywood Planning Scheme [Red Line]
- Boundary of Urban Framework Plan [Red Line]
- Boundary of lands for which a Local Area Plan will be prepared [Red Line]
- Boundary of Local Area Plan [Red Line]
- Boundary of Objective Area [Red Line]
- Specific Local Objective**
- To provide accommodation for the Travelling Community [Red Triangle]
- County Council Housing Programme Site [Red Triangle]
- To provide for a Primary School [Red Triangle]
- To provide for a Post Primary School or other Institution [Red Triangle]
- To protect and/or provide for Institutional Use in open lands [Red Triangle]
- Mews Development Acceptable in Principle [Red Triangle]
- County Boundary [Red Triangle]

Extract from DLRCOCO Development Plan - Map 9. Site highlighted in black

SITE CONNECTIVITY

Public Transport

Luas

The nearby Luas stop at Ballyogan Wood provides an opportunity to avail of high capacity, high frequency services between Brides Glen to the City Centre and onwards to Broombridge in the north of the city.

Bus

Go Ahead Bus 63 connects the site to Dún Laoghaire to the north and to Carrickmines and Kiltiernan to the south.

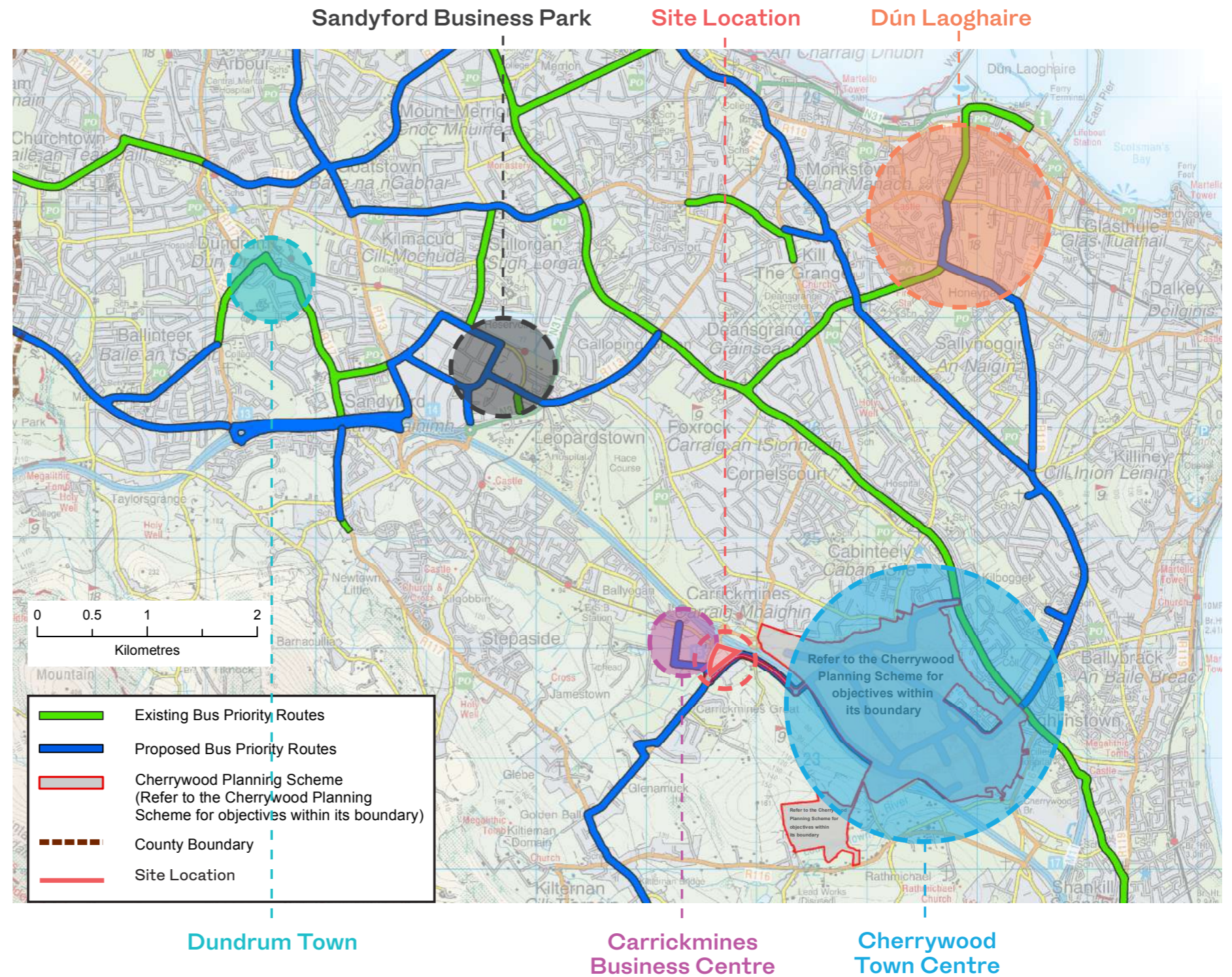
The 63 bus route operates on a daily basis seven days a week and offer a good frequent schedule of services as summarised in the table below.

Cycle Network

The site lies in close proximity to the current radial cycle route along Ballyogan Road. The proposed development includes infrastructure across the site linking to the proposed route through Cherrywood and to Golf Lane.

Future Infrastructure

The subject site will benefit by the proposed Golf Lane upgrade and road connection to the Cherrywood SDZ lands to the East of the site.



Dún Laoghaire Rathdown County Development Plan - Proposed Bus Priority Network & Key Employment Centres/Towns

SITE CONNECTIVITY

Cycle Network

The proposed development includes infrastructure across the site linking to the proposed radial cycle route from Ballyogan Road along the upgraded Golf Lane / Golf Road to Cherrywood.

A new bridge crossing the Golf Stream facilitates the main Radial Cycle Route through the site. Additional off route bike paths are provided along the stream through the woods allowing future secondary connections to adjoining lands adjoining the M50.

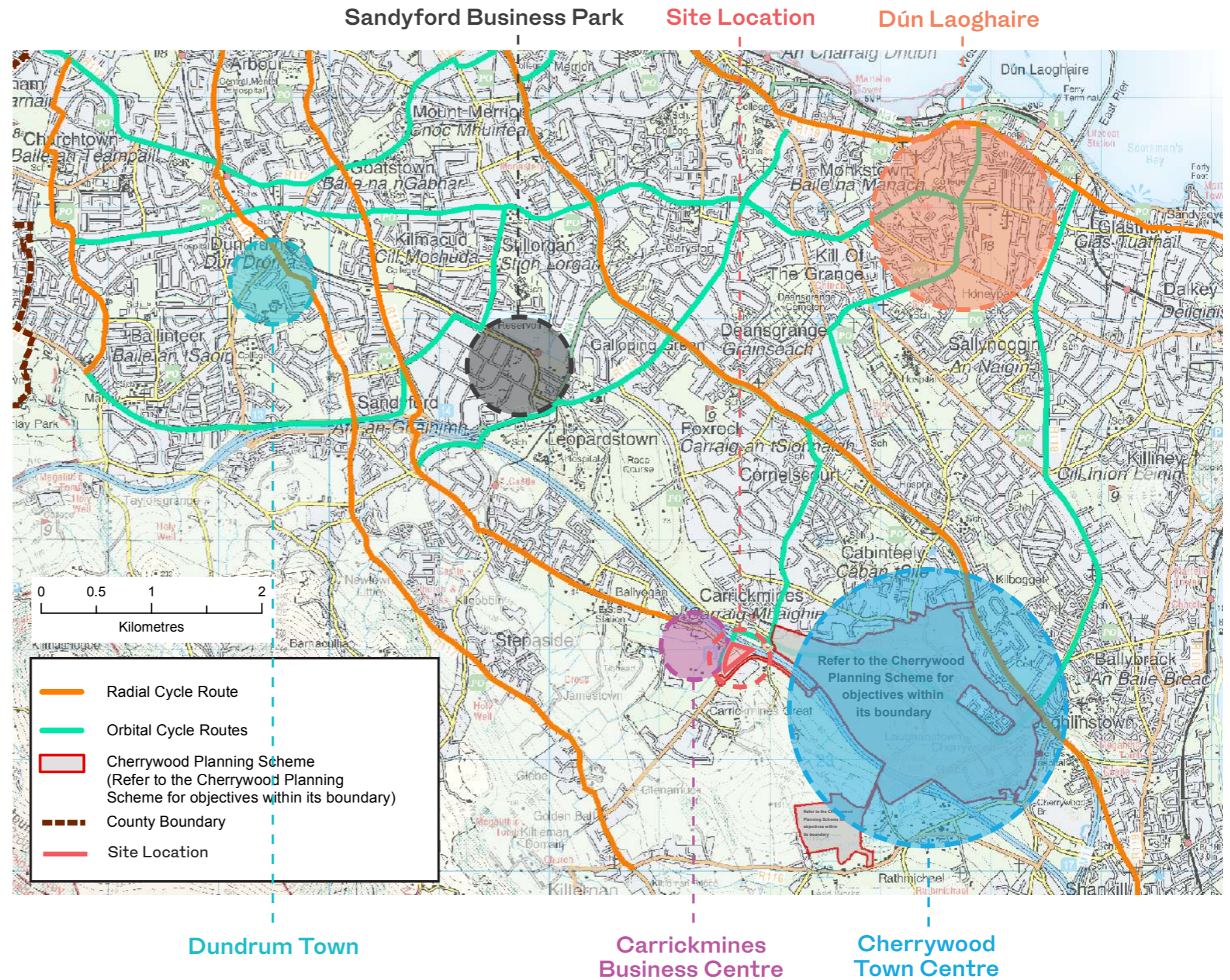
The proposed design facilitates the recommendations of the Urban Design Manual relating to 'Connections' which accompanies the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas and the Design Manual for Urban Roads and Streets.

The proposed design provides a legible pedestrian/cycle pathway from the Glenamuck Road through to Golf Lane. A suitable pedestrian and cycle crossing at Glenamuck Road is designed to accommodate both this development and the approved commercial development on the Q3 site at Carrickmines Retail Park.

The proposed route provides a suitable safe link across the site with passive surveillance afforded by the residential blocks A1 and C.



Proposed Cycle Network through Golf Lane



Dún Laoghaire Rathdown County Development Plan - Proposed Cycle Network & Key Employment Centres/Towns

SITE CONNECTIVITY



EXTANT PERMISSIONS/ DEVELOPMENTS WHICH ARE UNDERWAY

1. Clay Farm Phase 1 - 410 units
2. Clay Farm Phase 2 - 927 units
3. Glencairn SHD - ABP - 341 units
4. Q3 - 130 units
5. Golden Ball Site - 39 Units
6. Rockville House - 54 units
7. Ashwood Farm - 139 units
8. Clay Farm Phase 1C - uplift of 125 units
9. The Glen, Golf Lane - 48 units

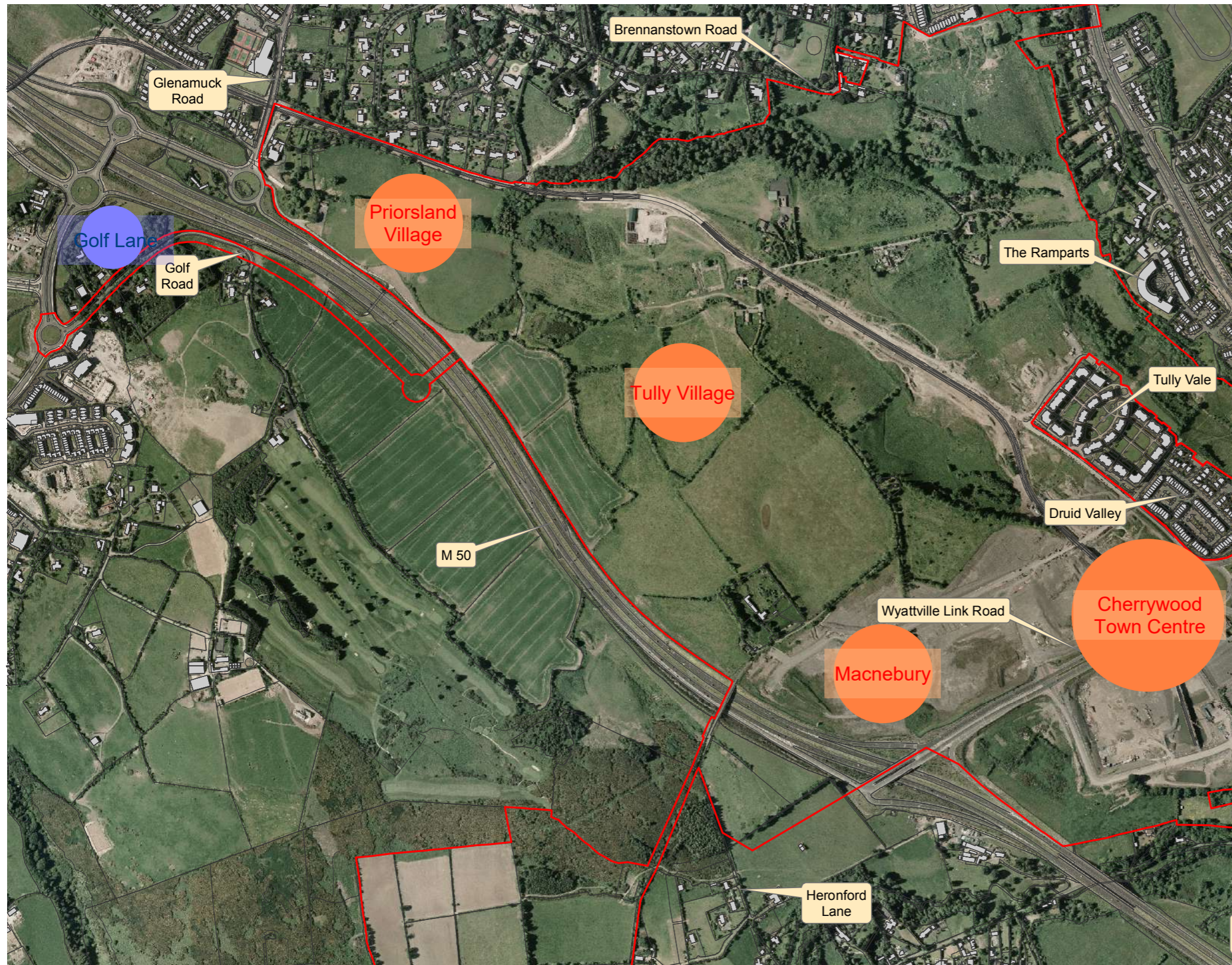
PLANNED DEVELOPMENT UNDER THE DRAFT BALLYOGAN AND ENVIRONS LAP

10. Racecourse South Framework Site - 850-1100 units
11. Kilgobbin Framework Site - 700-900 units
- Development site at Murphystown Way - 65+ units per hectare
12. Cherrywood over 1000 units on the way.

0-500 units
 500-1000 units
 >1000 units

Housing Growth & Public Transport

SITE CONNECTIVITY



The Golf Lane Site is situated immediately adjacent to the Cherrywood SDZ lands having its South East Boundary on the proposed Golf Road upgrade.

Although separated by the M50 to the North East the proposed site relates to the Priorsland Village lands within the SDZ.

Both Priorsland and Tully Villages are described as low density, low height developments within the Cherrywood Design Framework. The development heights generally restricted to 4 storeys within the village centres and the possibility of up to 5 stories within the residentially zoned lands.

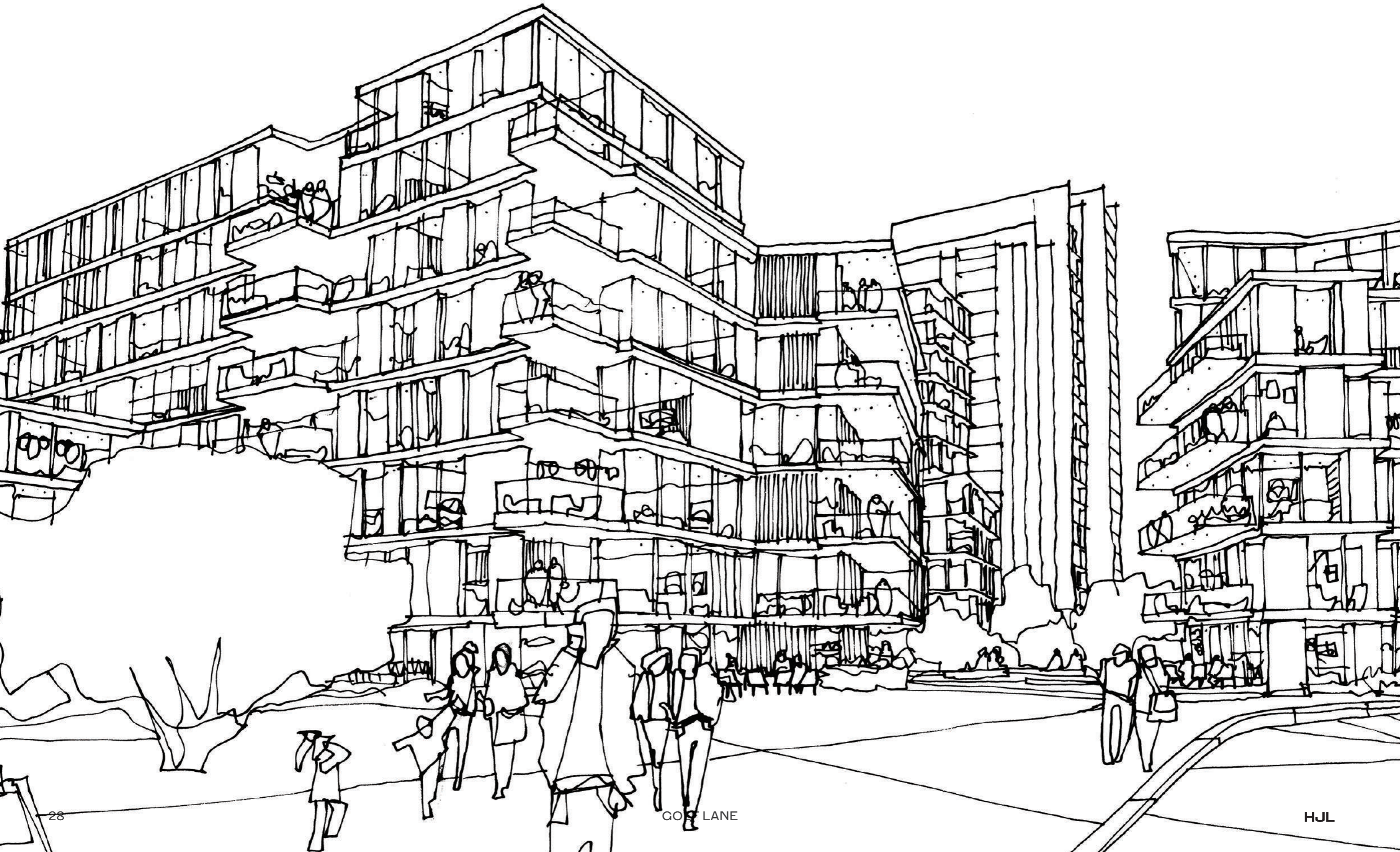
The Cherrywood Town Centre is defined as the primary development centre within the SDZ lands and is afforded higher densities and taller buildings.(Up to 8 storeys).

The topography of the Cherrywood lands means that the Town Centre is not visible from the M50 corridor. Its presence is defined by the motorway interchange and lower density employment and commercial developments adjacent to the flyover within the Macnebury Area.

The SDZ guidelines for the Priorsland, Tully and Macnebury areas prioritise use of commercial and physical infrastructure zoned lands as a buffer between the M50 and the residential lands rather than the provision of a landmark development identifying Cherrywood.

The proposed landmark development at Golf Lane presents an opportunity to “signpost” the significant developments at both Carrickmines and Cherrywood, creating a clearly identifiable landmark to the South of Dublin City.

Cherrywood SDZ



04

URBAN DESIGN STRATEGY

DESIGN PRINCIPLES

The Design Team and applicant have undertaken detailed analysis of the existing site conditions and potential future direction of the residential sector.

The Golf Lane development aims to be a scheme which enhances and improves upon its neighbouring context, provides a new addition of outstanding architectural quality and visual interest along the wider M50 corridor. The development aims to serve as an exemplary design as part of residential market due to its quality of accommodation and generosity of residential amenity.

The proposed development makes provision for 482 apartments across seven residential buildings, ranging in height from four to twenty two storeys over a double basement. The tallest building forming the gateway landmark at the M50 interchange. The building is visible on both the North and South approaches.

The project is designed to create a landscaped podium where cars are excluded except to facilitate drop off delivery or emergency access. The buildings are accessed through individually landscaped garden courtyards, which have their own distinct architectural character and quality. Enhanced planting opportunities, integration of vertical greening in a natural way, playfulness through programmed play, use of color and the three dimensional expression of the landscape provide for a comprehensive integral landscaping scheme. The landscape design will respond to area requirements and architectural design language.

A range of residential amenities, communal amenity spaces and private balconies and terraces create a high quality living environment.

The material palette for Golf Lane is kept simple and clear to create order between the elements and to have a connection to its context. The material selection for the lower sections and floors has been chosen with care to enhance the soft landscape and to create a scheme that is pleasant and homely for the residents. For the larger buildings, a more formal and urban material palette has been chosen, this palette maintains the warmth of the lower buildings but adds a striking architectural edge in the form of large bronze frames and expansive glass curtain walling.



View of proposed development looking West from Carrickmines Great



View of proposed development looking South West from Carrickmines Interchange

PEDESTRIAN / CYCLE PATHWAY CONNECTIVITY

The Design Team and applicant have undertaken detailed analysis of the existing site conditions and potential connections by following the the Urban Design Manual and An Bord Pleanála Notice of Pre-Application Consultation Opinion:

“Further consideration of documents as they relate to the layout of the proposed development particularly in relation to permeability and the criteria set out in the Urban Design Manual relating to ‘Connections’ which accompanies the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas and the Design Manual for Urban Roads and Streets. The configuration of the layout particularly as it relates to the creation of a legible pedestrian/cycle pathway from the Glenamuck Road through to Golf Lane should be given further consideration. Proposals for pedestrian access across the Glenamuck Road should also be examined.”

Following An Bord Pleanála Pre-Application Consultation Opinion we have carefully considered.

- A simplified cycling route making it also more attractive for pedestrians and cyclists alike. We have also created a No. 2 gate ways entrance to mark and invite cyclist to conect South North route / West East route.

-The landscape, in order to enhance the wildlife and experience creating attractive routes in and out for both pedestrians and cyclists.

-The connection to the development and neighbours to the Carrickmines mixed-use centre and the new Q3 development recently approved for planning using gateway marks and pedestrian crossings.

- An easy and clear access for cyclist and pedestrians to the bus stop.

- The links to existing movement routes creating a dynamic node.



- Commercial Industrial Areas
- Residential Areas
- Green Areas
- Bus route
- Luas route
- M50
- Cycling Route
- Connections to proposed local infrastructure

1



2



Attractive Gate Ways for pedestrian and cyclist

3

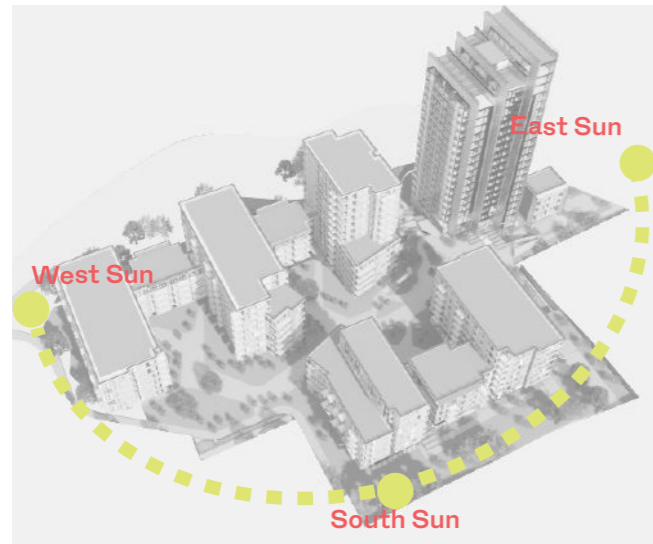


4



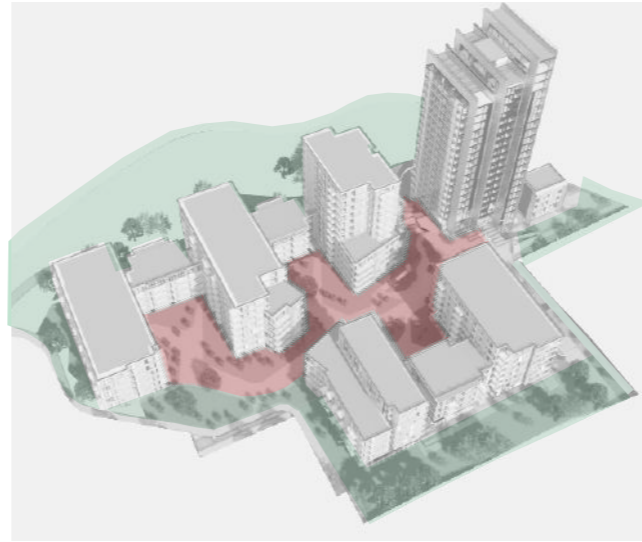
Attractive Routes in and out for pedestrian and cyclist

ACCESS AND PERMEABILITY



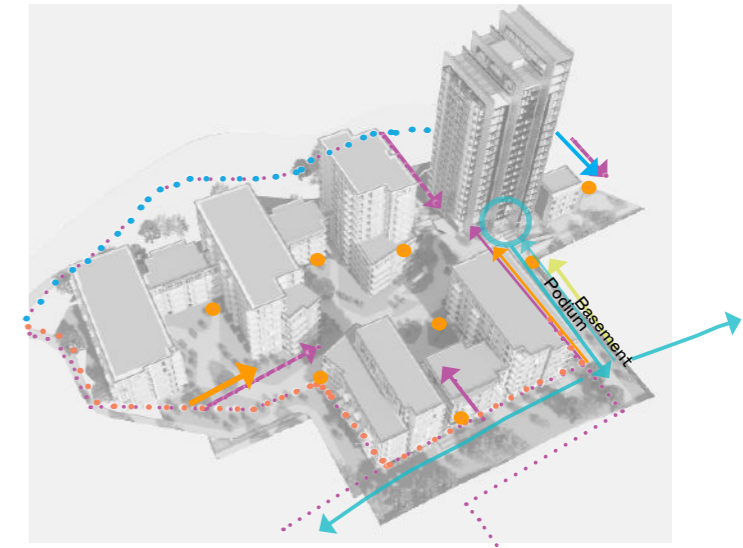
●—● Sun path

Day Light Aspect



■ Buffer Space
■ Garden_Courtyard

Open Space



- Primary Bike Route
- Pedestrian Access
- Pedestrian Access
- Bike Parking
- Pedestrian Routes
- Pedestrian Access
- Vehicular Access to Basement
- Vehicular Access



GOLF LANE

PUBLIC REALM

The landscape design approach for lands at the Golf Lane site will provide critical amenity space both for its future residents and the wider community.

In examining potential design approaches several design principles have been established including the need to respond to authenticity, the existing context and community – a development which is welcoming and not turning its back on its context and providing opportunities for interactions.

Enhanced planting opportunities and integration of vertical greening in a natural way with playfulness through programmed play, use of color and the three dimensional expression of the landscape. The landscape design will respond to area requirements and architectural design language.

1. Entrance Plaza
2. Residents Amenity / Community Hub
3. The Wild Stream
4. Activity and Play Area

The site strategy, building orientation and positioning of residential and public amenities ensures that the external amenities are positioned to offer the maximum benefit to the housing units.

The staggered arrangement of the blocks provide for interesting visual and physical connections between the courtyards. The staggered spaces are connected by a central circulation spine.

The small proportion of units with a northerly aspect benefit from the positioning of the amenity spaces. These units are afforded views into the primary central courtyard and the extensive linear landscaped park provided along the stream.

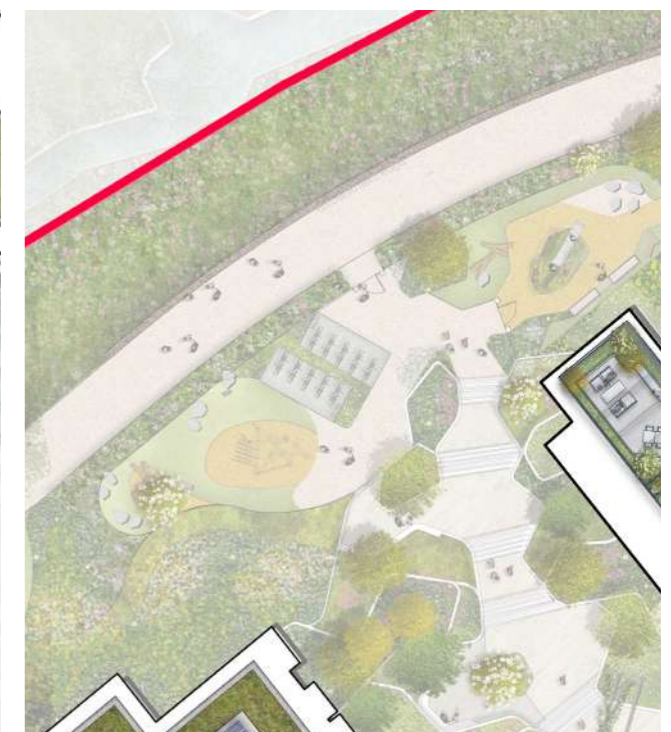
The landscaping strategy is described in more detail in the Design and Access Statement by Cameo and Partners which forms part of this submission.



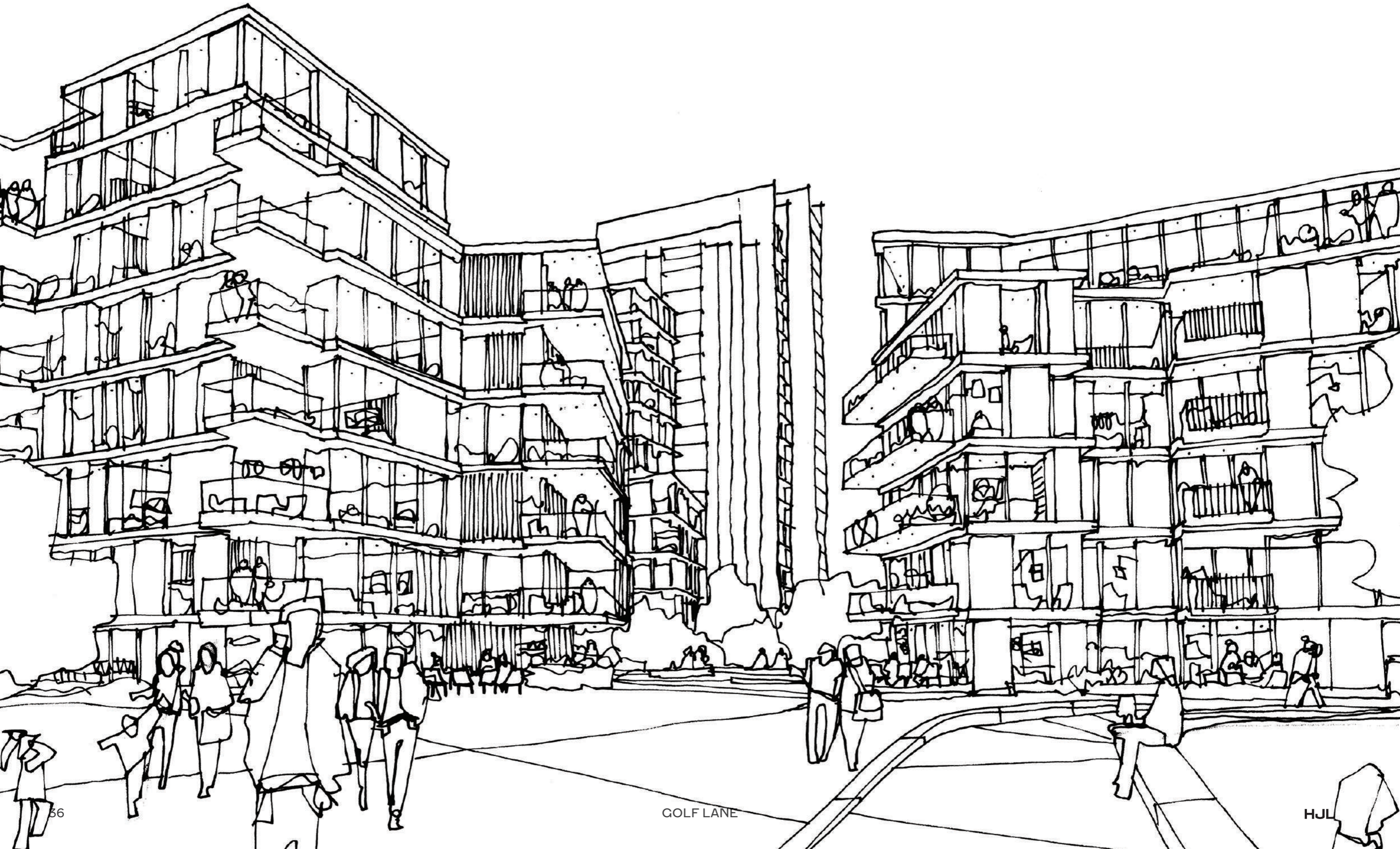
Entrance Plaza



Tenant Amenity / Community Hub







05

CARRICKMINES LANDMARK

CARRICKMINES LANDMARK

Two of the key concepts involve the the creation of opportunities for increased height where the context allows and arranging the buildings to give structure and form to the principal spaces and vistas, both within the subject site and wider environs and to create a landmark building onto the M50 orbital route identifying Carrickmines as a significant neighbourhood centre.

In November 2018, an order to refuse permission was issued by An Bord Pleanála in relation to a previous proposed SHD application on the subject site. The Inspectors report noted :

“The development as proposed is such that it would not easily enable someone to establish their location along the M50. Given the above, I consider that the proposed structures on site could not be described as landmark structures. When one thinks of landmark structures along major routes in the Greater Dublin Area, I think of the Quinn building along the N3, which clearly enables someone to establish their location at Blanchardstown. I also think of the Sillogue water tower at Ballymun, which clearly indicates to someone travelling along the M50 that they are close to the airport. I consider that the proposed development does not go far enough to act as such a distinguishable feature, either by means of height or design, and instead I consider that the proposal would merge into the indistinguishable suburban landscape at this location. The M50 is severely lacking in such landmarks or wayfinders to enable the traveller distinguish their location and I consider that a bold architectural expression would be a welcome addition at this location.”

The proposed development makes provision for 482 apartments across 7 residential buildings, ranging in height from four to twenty two storeys over a double basement. The tallest building forms a gateway landmark at the M50 interchange. The building is visible on both the North and South approaches.

The massing of the Block B is broken vertically creating an appealing slenderness ratio to the buildings massing. Viewed from afar, slender elements, of a scale appropriate to its surrounding land mark location, makes up the skyline composition.

The Carrickmines interchange is a pivotal node on the M50 corridor. It forms the entrance gateway to three major development areas, Carrickmines/ Kilgobbin, Leopardstown Racecourse and by way of the Golf Lane / Golf Road upgrade, the Cherrywood SDZ villages of Priorsland and Tully. The landmark building proposed provides a suitably scaled building of significant architectural merit within a residential scheme which nestles within the established residential and commercial context.



CARRICKMINES LANDMARK



View of proposed development on the M50 Northbound approach



View of proposed development on the M50 Southbound approach

SCALE AND MASSING

The proposed design take particular reference from the An Bord Pleanála inspectors report for the previously refused SHD on site which helps define the description of a landmark building.

‘The Oxford dictionary defines ‘landmark’ as ‘an object or feature of a landscape or town that is easily seen and recognized from a distance, especially one that enables someone to establish their location’.

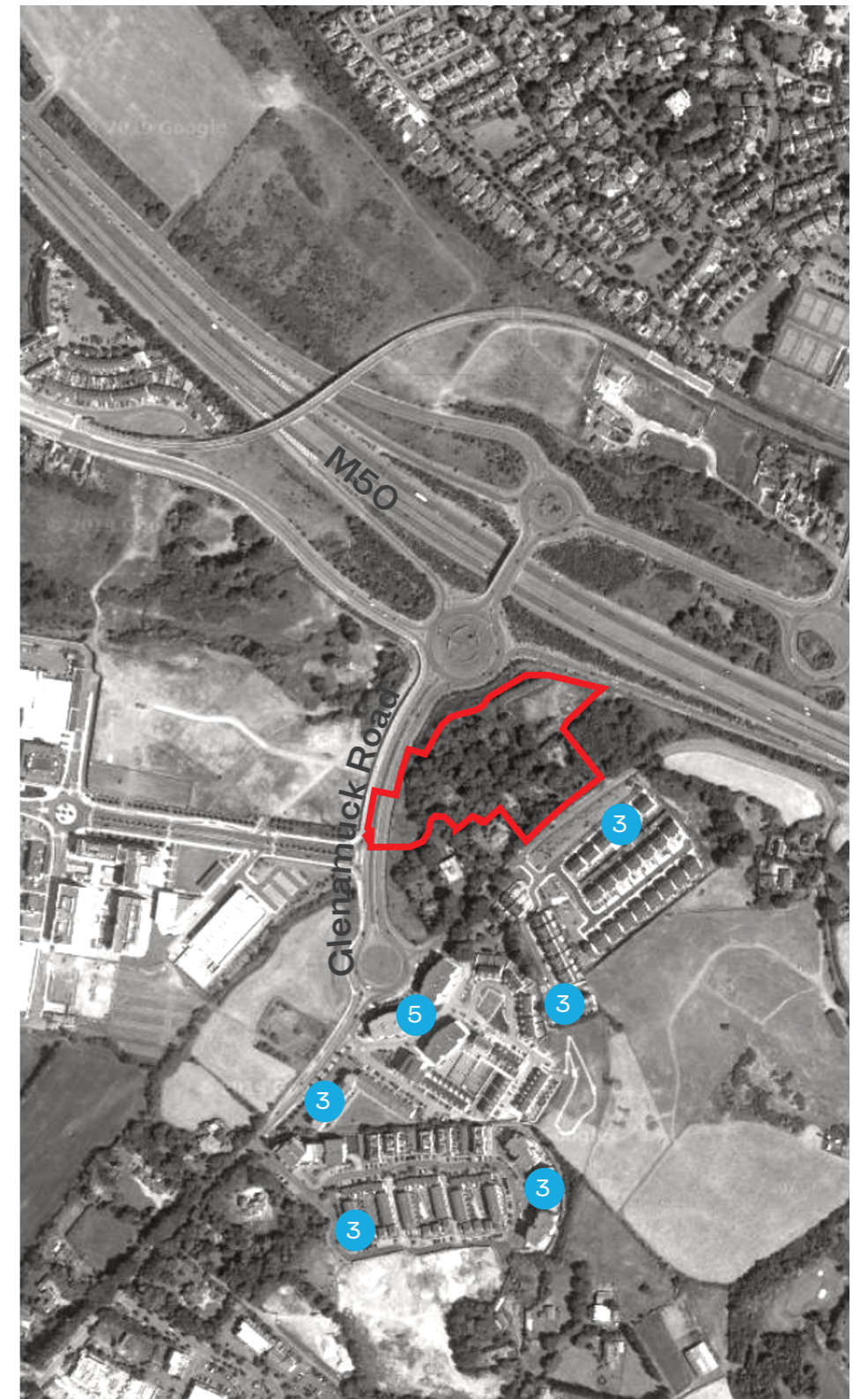
Henry J Lyons have sought to design a landmark development which sits comfortably with the existing residential developments as well as the proposals for the neighbourhood center at Q3 Carrickmines such that it will become a landmark building for this prominent site along the M50 and within the wider Carrickmines/Glenamuck/Foxrock area.

A series of massing studies were undertaken throughout the design process to determine the optimum design response as it related to the Carrickmines area and the establishment of a strategy to determine a series of building heights which integrated with the establishing built environment and rose cohesively to the pinnacle of the landmark tower.



Proposed Development Building Heights

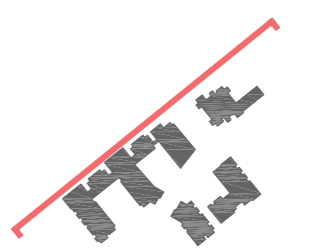
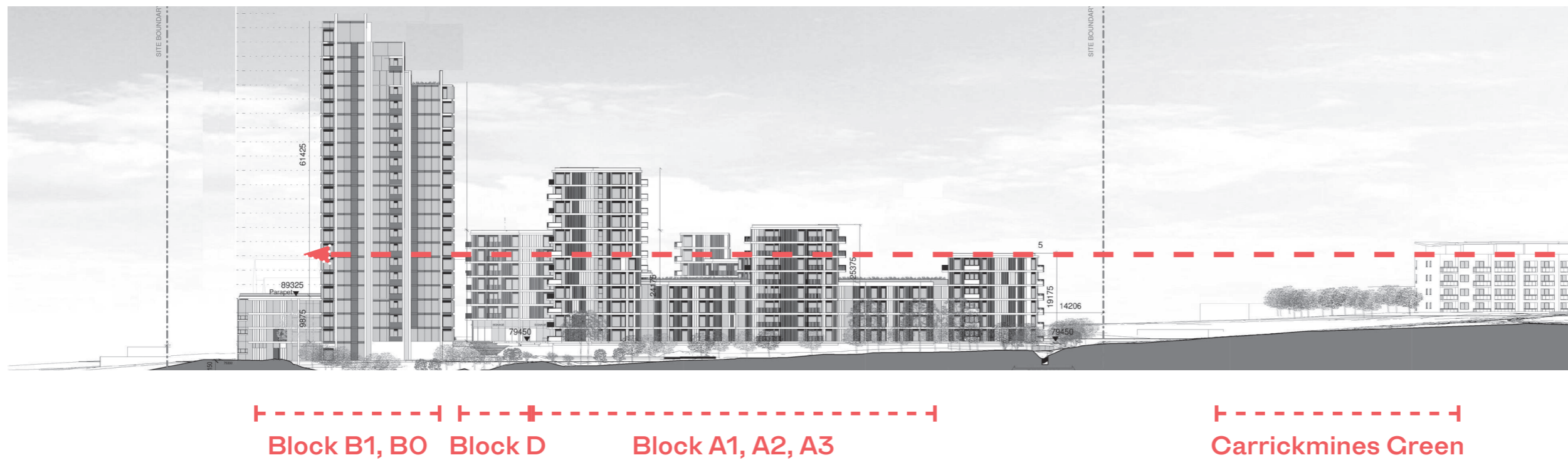
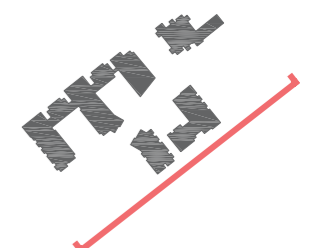
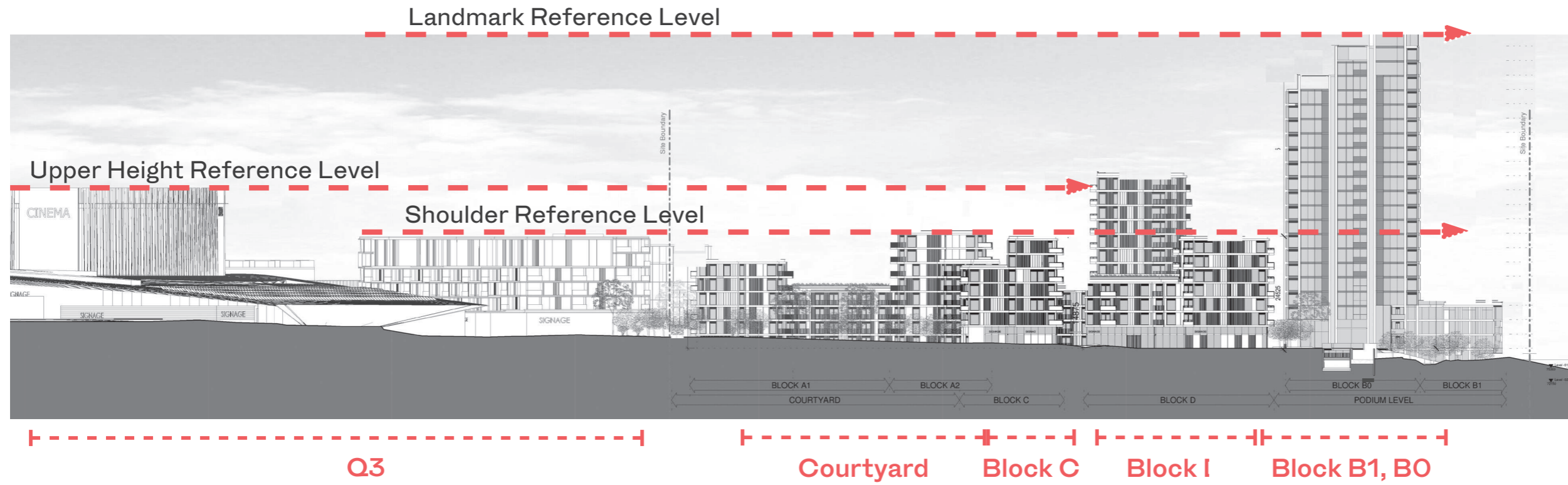
- 22 Storey
- 20 Storey
- 18 Storey
- 12 Storey
- 8 Storey
- 6 Storey
- 7 Storey
- 5 Storey
- 4 Storey
- 3 Storey



Building Height Context



SCALE AND MASSING



Scale and Massing of Golf Lane in context with Carrickmines Area

BUILDING HEIGHT RATIONAL

Henry J Lyons undertook detailed site analysis of the built surrounds and the proposed developments earmarked for the area, to determine the optimum site massing and building height strategy for the site.

The immediate existing development is characterised by low density low rise residential development. The existing residential neighbours at Blackberry Hill is comprised of three storey dwellings on a site rising from West to East away from Golf Lane. The Green, Carrickmines generally comprises two and three storey residential units on a relatively flat site to the South East of Golf Lane. Taller gateway buildings of four and five storeys are located at the junction of Golf Lane and Glenamuck Road.

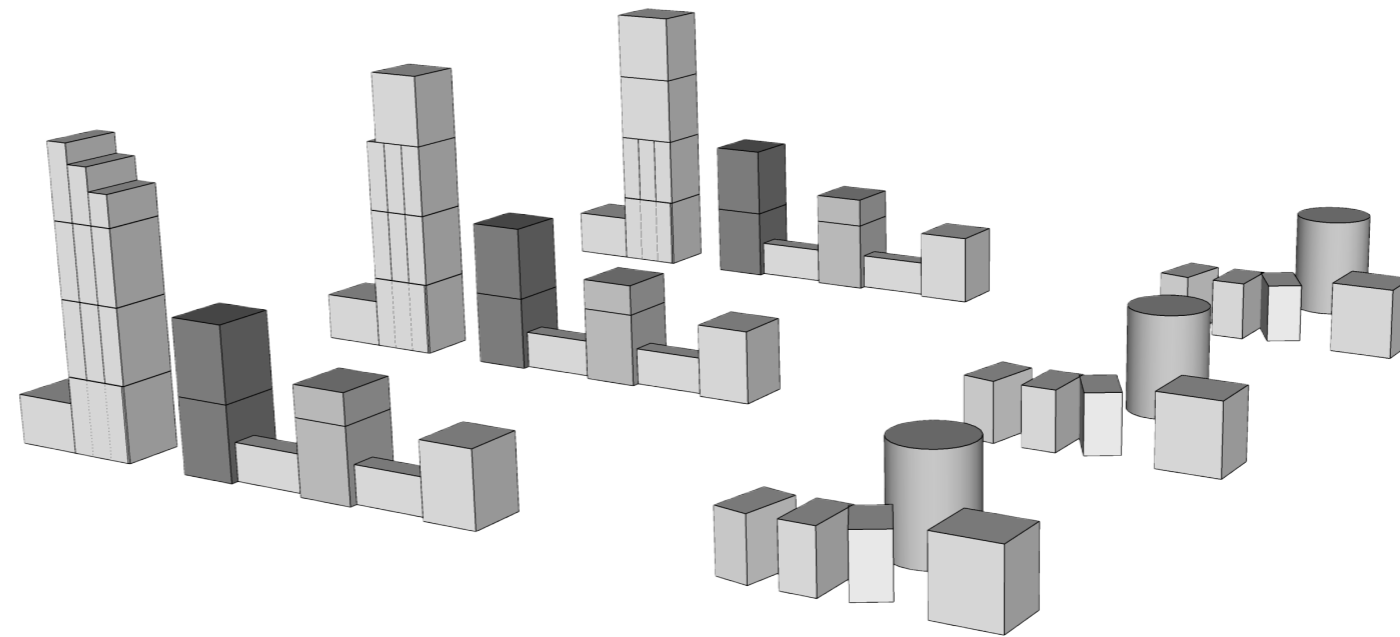
The large commercial centre of The Park, Carrickmines is located to the West of the site on the opposite side of Glenamuck Road. The buildings in this site range in height from two to five storeys.

The Park is also the location of the permitted Q3 development comprising commercial, retail, office and residential development. This development, also designed by Henry J Lyons, forms an important precedent for the height strategy on the Golf Lane site.

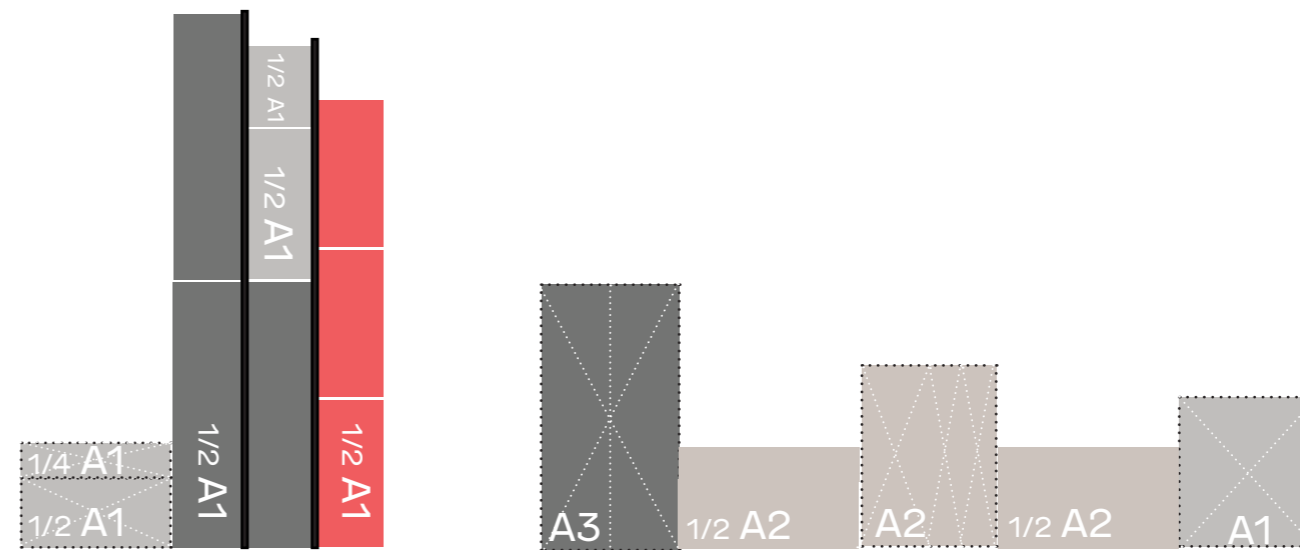
The building heights to the South and East of the applicant site relate to the residential developments to the East of Glenamuck Road. The building heights established by The Green forming the basis of the general building height which is forms the “shoulder” height across the site. This 6 storey datum steps down towards Golf Lane and the lower housing on adjacent heights.

The heights achieved in the Park development on Glenamuck Road influence the building form to the West of the applicant site. The approved 7 storey residential buildings within the Q3 development are mirrored in this scheme across Glenamuck Road. The taller datum created by the approved Cinema building is reflected in the proposed 12 storey A3 residential block on the Golf Lane site.

Gradually the building heights rise from 4 to 7 to 12 storeys across the scheme, culminating in the landmark tower on the Carrickmines interchange. This tower is broken into three vertical volumes which rise over 18, 20 and 22 storeys to create a distinctive focal point on the M50, identifying the Carrickmines area and surrounding environs.



Massing Study and volumetric analysis



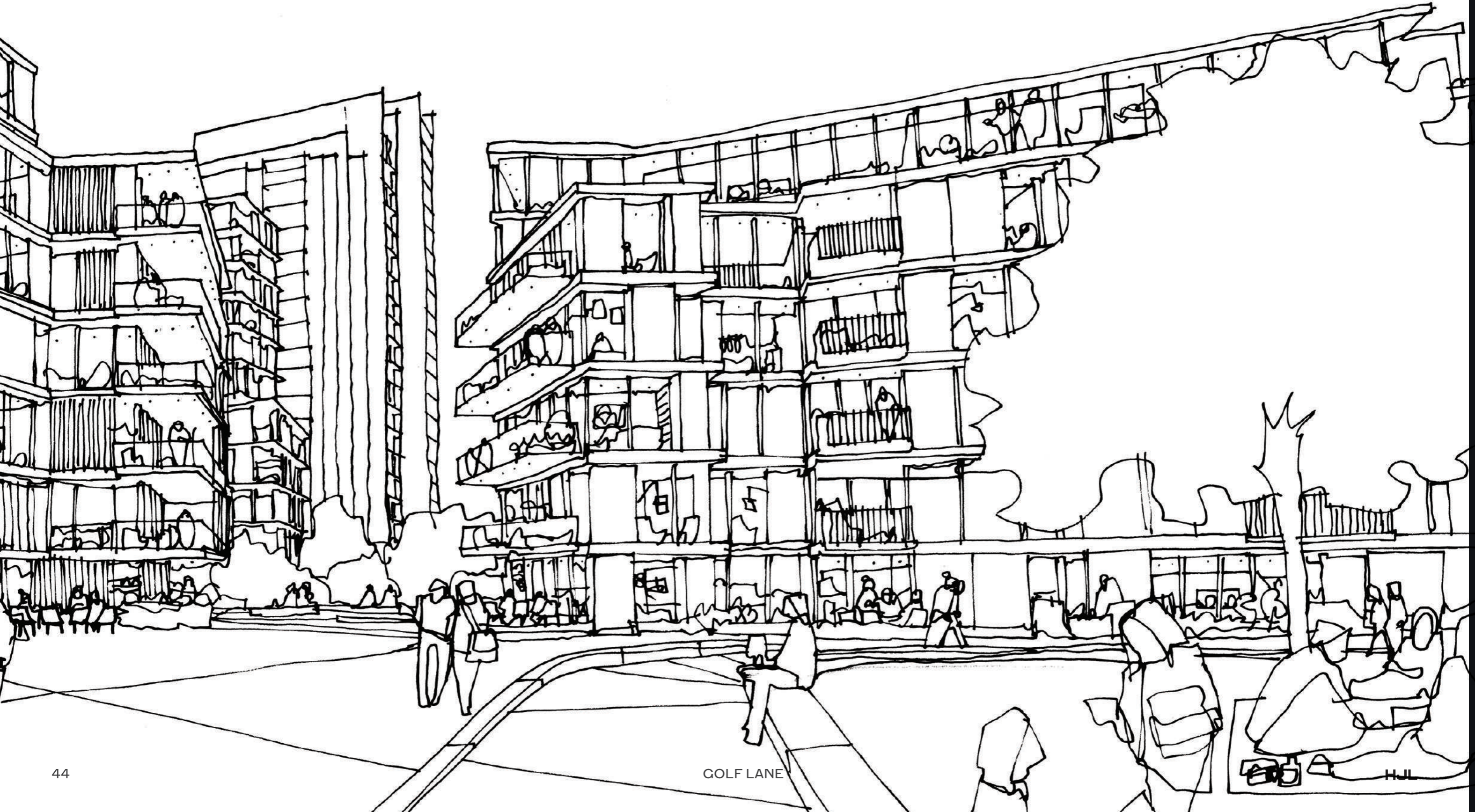
Design study of elevational proportions



- Height Base for Nodes in Dublin
- Height Base for PP Approved Q3
- Height Base for the Carrickmines Area

Study of relative building heights





06

DESIGN RESPONSE

RESIDENTIAL AND COMMUNAL AMENITIES AND COMMERCIAL USES

A range of residential amenities, communal amenity spaces and private balconies and terraces create a high quality living environment.

Creche

A Social Infrastructure audit has been undertaken in accordance with the Guidelines for Planning Authorities on Childcare (1997) and childcare facilities are proposed to accommodate the foreseen requirement on-site. A Creche is proposed with Block D adjacent to the perimeter landscaped pathway. Sheltered external play areas are provided. The location allows for a secure drop off area within the entrance plaza, providing pedestrian connections and gathering space. The Creche, as a potential community amenity, allows the development to knit into the existing community and fabric of the area.

The creche gardens are designed to accommodate the different playspaces and create a series of spaces for learning and play.

Gym

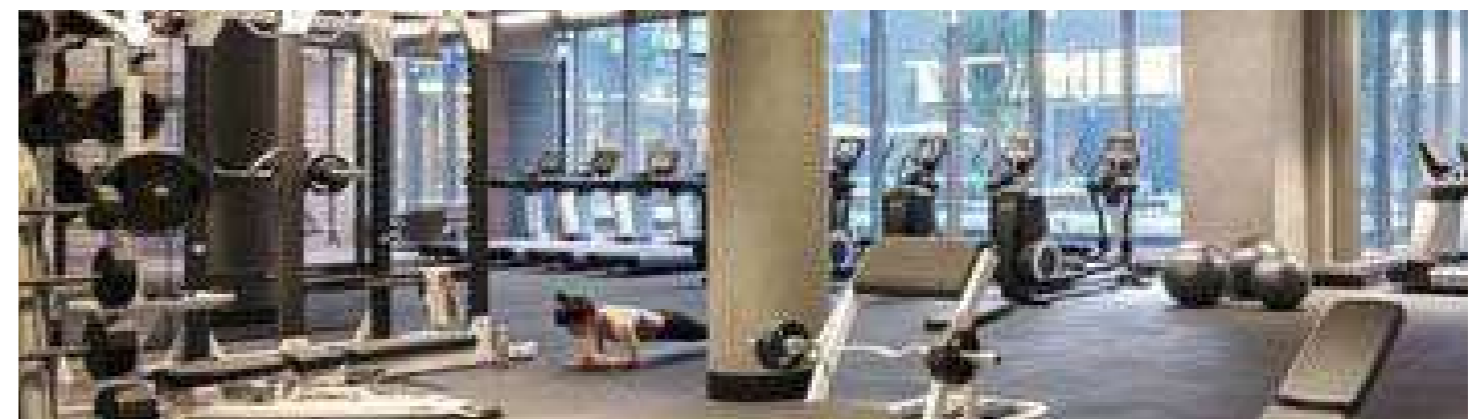
A large gym is proposed on-site in Block D. This amenity will service not only the new residents of Golf Lane site but that of the wider context. The gym is proposed along an activated streetscape onto Golf Lane

Concierge

A concierge is located at the main pedestrian and vehicular entrance on BO, a secondary concierge area is located within Block D; providing services for the residents and passive surveillance for all the residents. A shared office space is located at the entrance to allow residents the opportunity to work from home.

Residents Amenity Spaces

Located on the ground floor and top floors on Block BO & first floor on D. These breakout spaces accommodate residents interaction on a safe and secure environment.



RESIDENTIAL AND COMMUNAL AMENITIES AND COMMERCIAL USES



Concierge and Tenant Amenity Space

Gym

Creche

Shop

DAYLIGHT & ASPECT

The impact of the development proposal on the sunlight availability in the amenity areas was considered in great detail to determine how the amenities perform when assessed against the BRE's 2011 guidance document Site Layout Planning for Daylight and Sunlight which states the following in Section 3.3.17.

3.3.17 It is recommended that for it to appear adequately sunlit throughout the year, at least half of a garden or amenity area should receive at least two hours of sunlight on 21 March. If, as a result of new development, an existing garden or amenity area does not meet the above, and the area which can receive two hours of sun on 21 March is less than 0.8 times its former value, then the loss of sunlight is going to be noticeable. If a detailed calculation cannot be carried out, it is recommended that the centre of the area should receive at least two hours of sunlight on 21 March.

BRE's 2011 guidance document Site Layout Planning for Daylight and Sunlight states in 3.3.17 that for a space to appear adequately sunlit throughout the year at least half of a garden or amenity area should receive at least 2 hours of sunlight on 21st March.

The modeling undertaken by JAK and described in their daylight analysis report describes how the scheme meets the above requirements.

By incorporating this data into the coordinated design the design have ensured that the areas within the courtyard which do not meet the 2 hour requirement have been excluded from the calculation of the shared residential amenity areas



Sunlight Analysis

Average Daylight Factors (ADF)

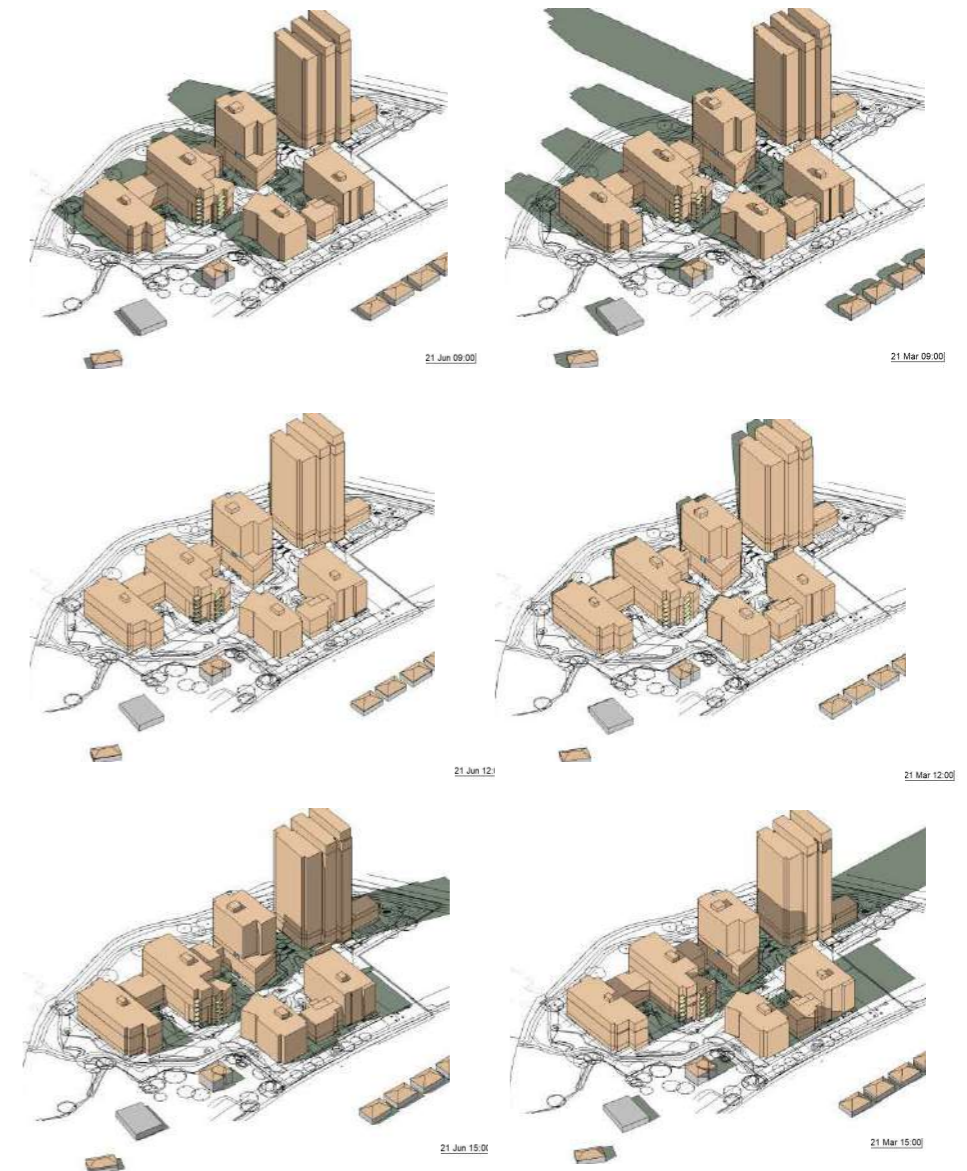
As part of the design process digital modeling is undertaken to quantify the Average Daylight Factors impact of the proposed development at Golf Lane Site.

The focus of the study considers the following items with respect to the proposed new development

A series of test apartment layouts were modeled across the entire site. As indicated in the Plan.

The locations were chosen by three criteria ,taking into consideration their orientation: Inward courtyard Units, Outward facing, Units and Outward facing Units adjacent to a higher Volume.

JAK Consulting Engineers examine compliance with the relevant daylighting requirements as part of their detailed submission and have concluded that the apartments consistently out perform the minimum standards.

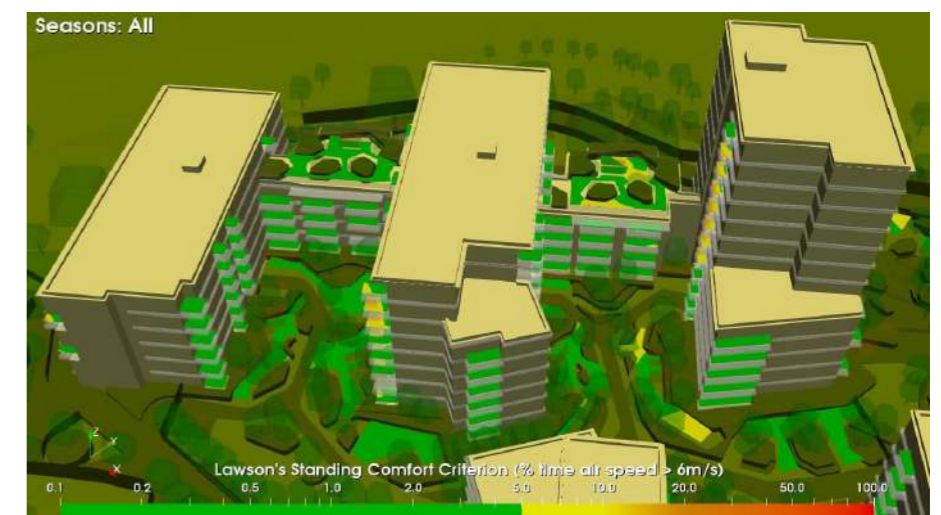


WIND IMPACT ANALYSIS

- Site analysis undertaken at an early stage of the design process identified a number of issues related to potential wind comfort. The Golf Lane site is positioned in a relatively exposed location between the foothills of the Dublin Mountains and the Irish Sea.
- The initial site strategy proposed a series of courtyards to create sheltered external spaces enclosed and overlooked by the residential blocks. A significant landscaping design strategy includes contoured ground planes, low level plants and medium height and tall trees which contribute to the reduction of the wind speed through these courtyards. The boundary edge treatment also contribute to the wind mitigation measures as well as offered visual privacy to the neighbouring properties.
- A series of different public open spaces are proposed throughout the scheme. The variety of spaces offer public spaces within the wooded area adjacent to stream, a series of smaller spaces within the courtyards and roof gardens between the blocks and on the roof of the tower, provide residents with various options for shared external spaces depending on the wind conditions.
- Early design decisions included the use of wintergardens in the tower to meet the requirements of wind and acoustic comfort. Entrance canopies were also included at the entrance to the tower to mitigate against down drafts.
- JAK Consulting Engineers and their specialist consultant IES undertook a series of wind model to identify areas which did not meet the relevant comfort and safety requirements
- The first dynamic model test highlighted areas of concern which were resolved by the design team. The model identified some issues in the taller blocks caused by the prevailing wind. Additional wintergardens and remodelling of the balcony guardings resolved the issues identified and were incorporated into the scheme.
- A further, more detailed test identified one specific area of concern at the entrance to the tower. The solution to this issue was to revert to an earlier design iteration for the landscaping which resolved the problem. The report by IES describes this process in more detail.
- The substantial testing and modelling by the design team has resulted in a scheme which provides a comfortable and safe environments for resident, visitors and the general public.



Sitting Analysis



Various Resident Amenity Spaces Analysis



Sitting and Standing on the Ground Floor Amenity Spaces Analysis



Walking Comfort Analysis

MATERIALS AND FINISHES

The material palette for Golf Lane is kept simple and clear to create order between the elements and to have a connection to its context. The material selection for the lower sections and floors has been chosen with care to enhance the soft landscape and to create a scheme that is pleasant and homely for the residents. For the larger buildings, a more formal and urban material palette has been chosen, this palette maintains the warmth of the lower buildings but adds a striking architectural edge in the form of large bronze frames and expansive glass curtain walling.

In the tallest element Block BO along the M50 corridor, the façade is composed of a curtain walling glazing system with external natural anodized aluminium mullions and transoms and pale brick panels. This facade is framed in a bronze anodised aluminum edge element to the east and west that adds richness and detail to the scheme. Brick and architectural concrete detailing is used throughout to harmonise with the lower buildings.

The anodised aluminium vertical and horizontal framing create a strong architectural identity. Externally, the treatment visually reduces the scale of the building from afar. Texture and coursing changes in the brickwork add animation to the internal gable facade facing the public realm and courtyards, subtly altering the fabric of the building from urban to a more suburban context.

High-quality pre-cast concrete panels are proposed on the external facade with textured concrete and bronze finished frames enclosing the northeast and west facades. The use of highly specified, robust factory finished windows and doors, with prefinished metal and glass balustrade balconies will also reduce ongoing maintenance costs. All of the mentioned materials will help create a building that resists deterioration and which is easily maintained and managed.

For Buildings A and C the materials include precast architectural concrete, plaster render, accompanied by concrete balconies with extensive glazing and feature elements of bronze finished aluminium bay windows.

The materials have been chosen as part of the scheme design, maintaining continuity of finishes and integration with the existing fabric. The projecting bronze finished aluminium bay windows introduce an architectural quality increasing the uniqueness of the scheme reinforcing the concepts of placemaking, and creating a sense of ownership for residents of the development.



Bronze Anodised Aluminium Frame with Glazed Façade



Concrete panels with inset glazing



Aluminium Frame with Glazed Façade and Brick elements



Mixed Smooth and Textured Concrete

RESIDENTIAL UNIT DESIGN

The Apartments are designed to be practical, feel generous and make the most of the views and orientation. The proposed scheme's typical apartment is open plan with a central living space.

The movement sequence from the the edge of the neighbourhood, through generous entrance foyers, central cores , and short corridors are carefully considered and designed before the residen arrives within a generous apartment entrance leading straight to living rooms, ensure a pleasant sequence of spaces on arrival home.

Storage rooms are located close to the apartments' entrances. Kitchens are generally part of the living space and utilities cater for appliances and storage.

A key feature to the design concept is to provide open living units, where living rooms and kitchens are contiguous, connected and sometimes tied in with the foyer. This approach allows for open larger spaces and the possibility for natural light and views to stretch in to internal spaces like kitchens. Kitchen islands reinforce this layout strategy - placing a common and active design element in a centre of the layout.

The scheme invloves a mix of units placed throughout the scheme.

One and two bedroom units are generally located at the upper floors and within the tower.

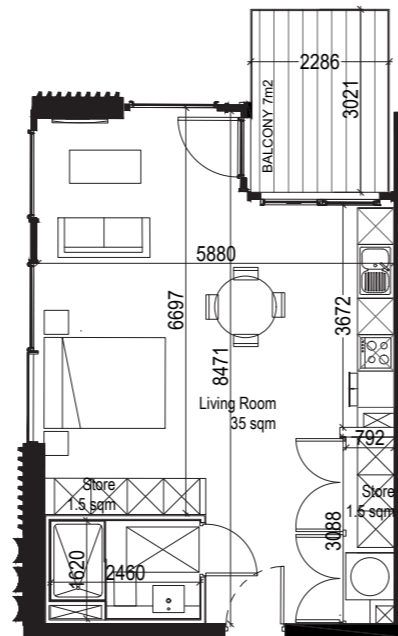
Studios, larger two bedroom and three bedroom units are located within the lower floors.

The buildings are carefully orientated to afford long distance views toward the mountains, sea and the city centre. Multiple interlinking courtyards are provided. which are orientated to optimise the suns movement throughout the day. Each of the lunits on the lower floors avail of views into the courtyards or the new green space provided along the streat. The apartments at upper levels benefit from the ground level green spaces as well as benefits of the panoramic views.

The selected orientations modelled to optimise natural lighting conditions.

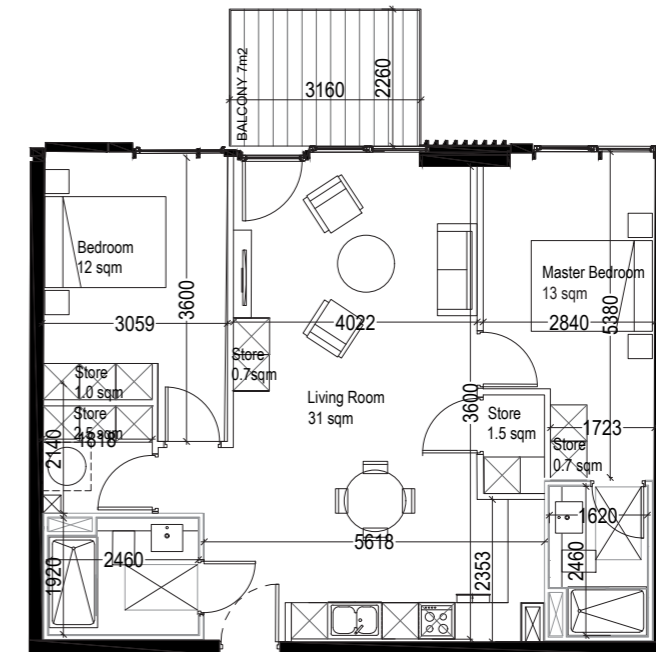
The Housing Quality Assessment which forms part of the documents supporting this application, describe the housing unit parameters in more detail. This Housing Quality Assessment provides an assessment of compliance with requirements under the 2018 Sustainable Urban Housing Guidelines (SUHG).

The SUHG cover a variety of key topics, an overview of each is provided below to provide a summary to the data provided in the Assessment tables.



UNIT TYPE - 0P	
NAME	AREA
BEDROOM 1	0 SQM
BEDROOM 2	0 SQM
AGGREGATE BEDROOM AREA	0 SQM
COMBINED KITCHEN / LIVING AREA	35 SQM
AGGREGATE STORAGE	3 SQM
PRIVATE AMENITY SPACE	7 SQM
TOTAL APARTMENT AREA	47 SQM

10 0 Bed Apartment - Type 0P(03 Units)
SCALE 1:50



UNIT TYPE - 2C_K	
NAME	AREA
MASTER BEDROOM	13 SQM
BEDROOM 1	12 SQM
BEDROOM 2	0
AGGREGATE BEDROOM AREA	25 SQM
COMBINED KITCHEN / LIVING AREA	31 SQM
AGGREGATE STORAGE	6.4 SQM
PRIVATE AMENITY SPACE	7 SQM
TOTAL APARTMENT AREA	81 SQM

2 Bed Apartment - Type 2C_K (04 Units)
SCALE 1:50

Typical Unit Sample

ACCOMMODATION SCHEDULE

Job Name: GOLF LANE
 Schedule: RESIDENTIAL MIX & DENSITIES
 Date: 25.11.2020
 Revision: W

Henry J Lyons

	LVL.	GFA (SQM)	Mix - Apartments					
			TOTAL	Studio	1 Bed	2 Bed	3 Bed	Duplex
			Area	Area	Area	Area	Area	
TOTAL			42,305					
BLOCK A1	0	884	9	0	2	6	1	
	1	932	11	2	1	7	1	
	2	940	11	2	1	7	1	
	3	932	11	2	1	7	1	
	4	789	10	2	1	7	0	
	5	789	10	2	1	7	0	
	Subtotal	5,267	62	10	7	41	4	
Sub Station			27					
BLOCK A2	0	1,138	11	0	2	6	3	
	1	1,138	12	0	3	6	3	
	2	1,138	12	0	3	6	3	
	3	1,138	12	0	3	6	3	
	4	860	10	0	5	3	2	
	5	857	10	0	3	6	1	
	6	857	9	0	3	6	0	
	7	761	9	0	3	6	0	
Subtotal	7,887	85	0	25	45	15		
BLOCK A3	0	679	9	4	2	2	1	0
	1	683	9	5	0	3	1	0
	2	678	9	3	2	3	1	0
	3	683	9	5	0	3	1	0
	2	569	8	3	2	3	0	0
	5	459	5	1	1	2	1	0
	6	459	5	0	2	2	1	0
	7	461	5	0	2	2	1	0
	8	461	5	0	2	2	1	0
	9	463	5	0	2	2	1	0
	10	464	5	0	2	2	1	0
	11	474	5	0	2	2	1	0
Subtotal	6,534	79	21	19	28	11		
	-1	250	3	0	2	1	0	0
	0	428	5	0	3	2	0	0
	1	428	6	0	4	2	0	0
	2	605	8	0	5	3	0	0
	3	622	8	0	4	4	0	0
	4	622	8	0	4	4	0	0
	5	622	8	0	4	4	0	0
	6	622	8	0	4	4	0	0
	7	622	8	0	4	4	0	0
8	622	8	0	4	4	0	0	

Job Name: GOLF LANE
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	LVL.	GFA (SQM)	Mix - Apartments					
			TOTAL	Studio	1 Bed	2 Bed	3 Bed	Duplex
			Area	Area	Area	Area	Area	
TOTAL			42,305					
BLOCK B0	9	622	8	0	4	4	0	0
	10	622	8	0	4	4	0	0
	11	622	8	0	4	4	0	0
	12	622	8	0	4	4	0	0
	13	622	8	0	4	4	0	0
	14	622	8	0	4	4	0	0
	15	622	8	0	4	4	0	0
	16	622	8	0	4	4	0	0
	17	622	8	0	4	4	0	0
	18	451	3	0	1	0	2	0
	19	412	3	0	1	0	2	0
	20	320	2	0	0	0	0	2
	21	257	0	0	0	0	0	0
	Subtotal	12,483	150	0	76	68	4	2
	Sub Station			26				
	Amenity/Concierge			171				
	Event Space			83				
	BLOCK B1	-1	151	2	0	1	1	0
		0	151	2	0	1	1	0
1		151	2	0	1	1	0	
2		151	2	0	1	1	0	
Subtotal		604	8	0	4	4	0	
BLOCK C	0	397	5	0	4	1	0	
	1	568	7	0	4	2	1	
	2	568	7	0	4	2	1	
	3	568	7	0	4	2	1	
	4	568	8	0	6	2	0	
	5	290	4	0	4	0	0	
	6	290	4	0	4	0	0	
	Subtotal	3,249	42	0	30	9	3	
	0 Retail			154				
	0 Sub Station			33				
BLOCK D	0	-	0	0	0	0	0	
	1	944	8	0	3	5	0	
	2	944	12	0	5	7	0	
	3	946	12	0	5	7	0	
	4	642	8	0	3	5	0	
	5	638	8	0	3	5	0	
	6	642	8	0	3	5	0	

ACCOMMODATION SCHEDULE

Job Name: GOLF LANE
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LVL.	GFA (SQM)	Mix - Apartments				
TOTAL	42,305	Studio	1 Bed	2 Bed	3 Bed	Duplex
		Area	Area	Area	Area	Area
Subtotal	4,756	56	0	22	34	0
GYM	340					
Creché	300					
Concierge	99					
Amenity FF	292					

TOTAL	GFA (SQM)	Total	Studio (10%)	1 Bed (35%)	2 Bed (45%)	3 Bed (9%)	Duplex (1%)
% Mix Achieved			6%	38%	48%	8%	6%
Residential	40,779	482	31	183	229	37	2

PARKING	GFA (SQM)	Apt No.	Spaces per Unit	Spaces Required	Spaces Achieved
	11,325	482	0.6	289	299

- * Assumptions**
- GFA measured from inside of outer leaf - cores and corridors included
 - Balconies Excluded from Measurements

- * Parking**
- 2 Level Basement
 - Parking achieved 299 spaces
 - Basement -1 190
 - Basement 2 97
 - Surface Drop Off spaces 4
 - Disabled Spaces 12
 - Motorcycle Spaces Basement -1 11
 - Cycle Spaces Basement - 1 1,000
 - Cycle Spaces Surface 240
 - Basement area assumed 10868sqm
 - Metric of 34sqm per space assumes associated storage areas

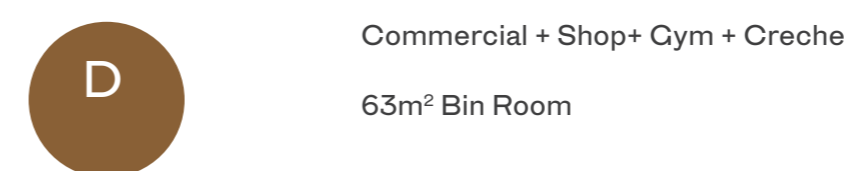
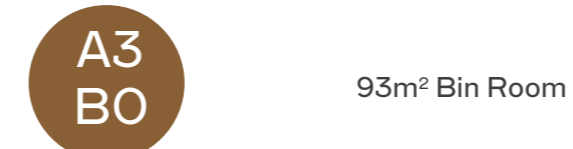
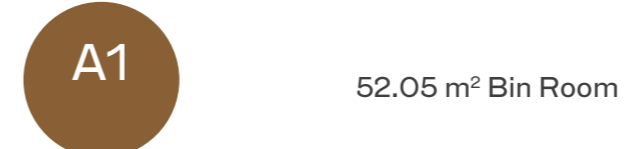
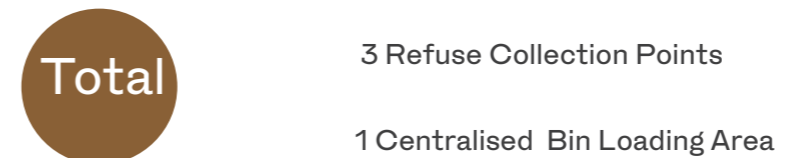
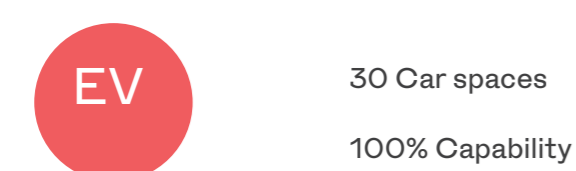
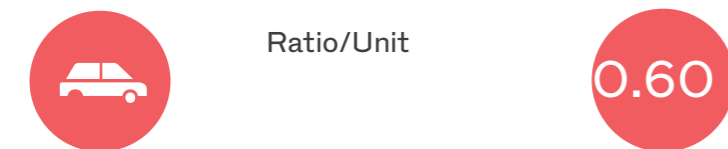


The Wild Stream

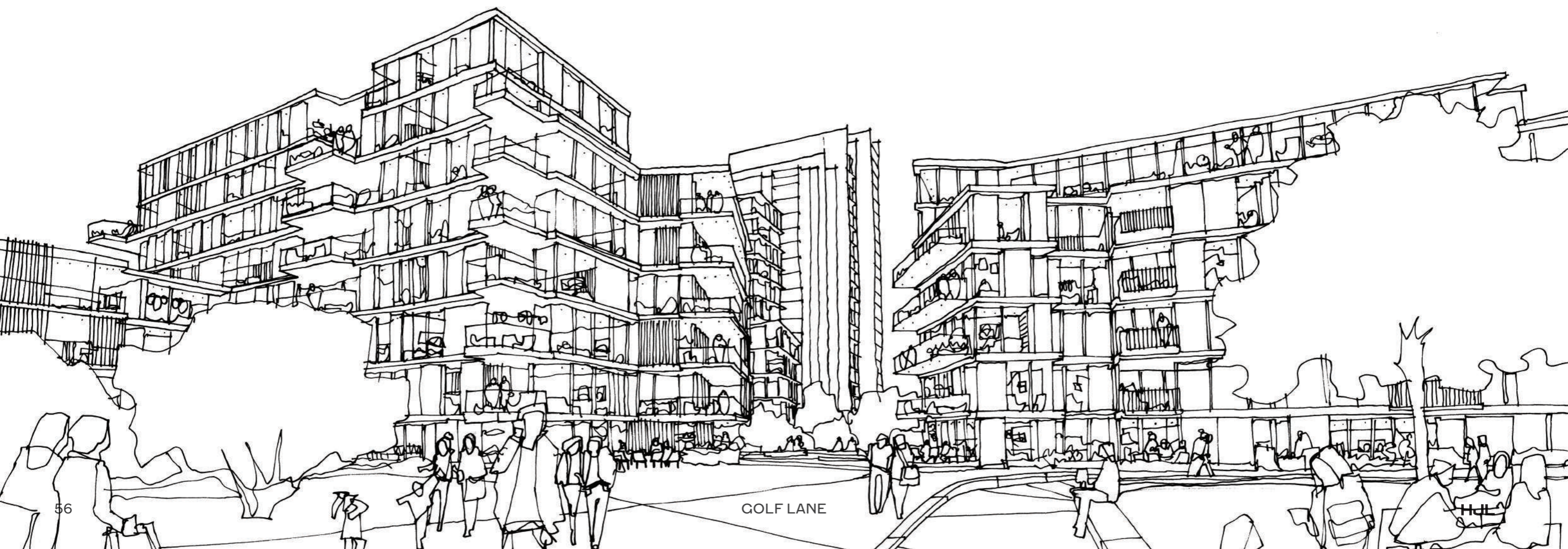
DESIGN METRICS

As part of this submission DBFL Consulting Engineers and AWN Consultants have been appointed to undertake the design of the roads infrastructure, parking and waste strategy for the proposed development.

Their requirements have been incorporated into the overall scheme design.







GOLF LANE

07

SUMMARY

SUMMARY

It is the opinion of the Applicant and their Design Team and applicant that this design report and the support information illustrates a thorough understanding of the existing site conditions and a coherent strategy for this site which reflects the future direction of the residential sector. It describes in detail the evolution of the scheme establishing a quality individual architectural identity for the development site.

The Golf Lane development is a scheme which enhances and improves upon its neighbouring context, provides a new addition of outstanding architectural quality and visual interest along the wider M50 corridor community and would serve as an exemplary design as part of the Build To Sell market due to its quality of accommodation and generosity of residential amenity.

The project is designed to create a landscaped podium where cars are excluded except to facilitate drop off delivery or emergency access. The buildings are accessed through individually landscaped gardens, which have their own distinct architectural character and quality.

The buildings that face the M50 and the Glenamuck Road are conceived as high-quality residential buildings. These buildings step gradually to meet the more modest height of the adjoining residential roads.

The proposed development provides a high specification contemporary housing solution on a pivotal landmark site on the M50 orbital route at the entrance to Dublin Metropolitan Area.



View of proposed development looking East from Glenamuck Road



View of proposed development looking North from Golf Lane



