

# Hollystown-Kilmartin SHD

## Universal Design Statement

Hollystown Sites 2 & 3 & Kilmartin Local Centre

SHD Planning Application - December 2021



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## 1.0 Introduction

*Universal Design is the design and composition of an environment so that it can be accessed, understood and used to the greatest extent possible by all people, regardless of their age, size or disability. This includes public places in the built environment such as buildings, streets or spaces that the public have access to; products and services provided in those places; and systems that are available including information and communications technology (ICT).*

(Disability Act, 2005)

Deady Gahan Architects have been appointed by Glenveagh Homes Ltd to produce this Statement of Compliance with Universal Design to accompany the Strategic Housing Development (SHD) planning application to An Bord Pleanála for the proposed development at the townlands of Hollystown, Kilmartin, Dublin 15.

The proposed development relates to at a site of c. 25.3 ha at the townlands of Hollystown, Kilmartin, Hollywoodrath, Cruiserath, Yellow Walls, Powerstown, and Tyrrelstown, Dublin 15, which includes lands in the former Hollystown Golf Course and lands identified under the Kilmartin Local Area Plan 2013 (as extended). The lands are bound by the R121 and Hollywoodrath residential development to the east, the under construction Bellingsmore residential development to the south and north, the former Hollystown Golf Course to the north, Tyrrellstown Educate Together National School, St.Luke's National School and Tyrellston Community Centre to the west and south and the existing Tyrrellstown Local Centre to the south.

The proposed development will consist of the development of 548 no. residential units, consisting of 147 apartments/duplexes and 401 houses, ranging in height from 2 to 5 storeys and including retail/café unit, 2 no. crèches, 1 no. Montessori, 1 no. community hub, car and bicycle parking, open space, public realm and site infrastructure over a site area of c. 25.3 ha. On lands to the north of the application site (referred to as Hollystown Sites 2 & 3) the proposed development includes for 428 units consisting of 401 no. 2 and 3 storey houses and 27 no. apartments set out in 9 no. 3-storey blocks. On lands to the south of the application site and north of the Tyrellstown Local Centre (referred to as Kilmartin Local Centre) the proposed development includes 120 no. apartment/duplex units in 4 no. blocks ranging in height from 3 to 5 storeys. The local centre includes 2 no. crèches (including 1 standalone 2 storey crèche), 1 no. Montessori, a retail/café unit, and 1 no. community hub.

## 2.0 Summary of Proposed Development

The proposed development has been designed to provide high-quality houses that will contribute positively to the Hollystown area and deliver much needed housing to the north-west Dublin area. The proposed scheme is located on a key site to promote connections between the existing and granted housing estates to the south and to the east, the schools and the shops to the south, the future GAA pitches to the north, the existing residential developments to the north and the lands zoned for future residential development to the west.

The current SHD Planning Application consists of no. 2 residential areas:

- Sites 2 and 3 designed by Deady Gahan Architects and Proctor & Matthews Architects;
- The Local Centre area designed by O'Mahony Pike Architects.

Deady Gahan Architects have been appointed by Glenveagh Homes Ltd to produce this Universal Design Statement to accompany the SHD Planning Application to An Board Pleanála for the proposed development which consists of:

- 428 no. residential units (401 no. houses and 27 no. apartments) in sites 2 & 3;
- 120 no. apartment units, no. 2 creche, no. 1 Montessori School, no. 1 cafe and no. 1 community hub in the local centre area;

and associate site works at Hollystown, Kilmartin, Hollywoodrath, Cruiserath, Dublin 15.

The housing mix will focus on providing affordable homes for both individuals and families alike and it includes 548 no. residential units comprising:

- No. 037 – 4-bed houses (sites 2 & 3)
- No. 267 – 3-bed houses (sites 2 & 3)
- No. 097 – 2-bed houses (sites 2 & 3)
- No. 027 – 1-bed apartments (in triplex corner buildings) (sites 2 & 3)
- No. 005 – 3-bed duplex (local centre)
- No. 015 – 3-bed apartments (local centre)
- No. 010 – 2-bed duplex (local centre)
- No. 058 – 2-bed apartments (local centre)
- No. 032 – 1-bed apartments (local centre)

The site has an area of 25.3 HA and it is divided into two development areas: Sites 2&3 and Local Centre Area. The development in Sites 2&3 has a density of c.35.2 units/HA considered on a net developable area of 12.17 HA (area under the ESB power lines, drain/hedgerows corridors, primary link street, sewer outfall, class 1 open space and R121 upgrades excluded from the net developable area). The development in the Local Centre Area has a density of c.80 units/HA considered on a net developable area of 1.50 HA (FCC lands along R121, Hollystown Road, Link Road and area under ESB power lines excluded from the net developable area).

Connectivity, legibility and permeability are some of the main key themes of the scheme and develops from the wider surrounding area to the local environment.

## **2.1. SITES 2 & 3**

High importance is placed on creating permeable layouts to utilise connections and links to adjacent areas and landmarks. Logical movement routes through the new hierarchy of streets and paths assists vital future connections and the integration of the scheme into its context. The positive impact of the improved connectivity provides local residents with new links to take advantage of an improved transport infrastructure. Our development will benefit from a primary link street providing vehicular east-west access into the development. A prominent main gateway for vehicles, bicycles and pedestrians is formed in the east. A dispersed distribution of bicycle and pedestrian routes allows for the subsequent transformation into a central boulevard (secondary link street) forming the spine of the development, from which more modest streets branch off into a network of local streets and home zones with shared surfaces. The secondary link street connects into a primary link street in the southwest to form a loop. The western access point nearby provides vehicular east-west access to the lands to the west and will facilitate potential future developments in this area.

The proposed layout prioritizes access for all, with a public realm based on pedestrian and cycle connectivity throughout the entire scheme. This principle is facilitated and supported also by the proposed streetscapes and shared surface areas. The green buffer areas along the ditches host pedestrian and cycle connections from north to south and from east to west, this is also where the larger open spaces are placed.



The site has been divided in no.3 character areas. Character Area 1 runs across sites 2 and 3 creating the urban edges along the Primary Link Street and along the Secondary Link Street. Different house typologies, Courtyard and Edge houses, with 3-storeys elements have been used to frame the no. 2 entrance gateways: one at the east of the site on the secondary link street and one at the south of the site on the primary link street. These buildings with their double aspect address this main street but they also protect and overlook the space behind: a shared surface area from which they have access. Therefore, they are a very efficient aid in the formation of engaged communities with a more intimate character.

Different scales are provided around strategically placed open spaces and squares establishing node points and focus for housing schemes with style and flair. A mix of different unit types is key to a successful housing scheme providing a sufficient number of residential units to meet density requirements, and a diversification that also assists in the deliberate creation of distinct neighbourhoods throughout the site. These landmark buildings with recognisable features and attention to detail are a welcome addition in communities and provide orientation cues for logical wayfinding. Mature existing trees are retained to form a generous open space in the centre of the eastern character area of the proposed layout. A triangular parking plaza is formed by contemporary 3-storey landmarks accommodating three 1-bed apartments to emphasize its prominent location at the heart of this neighbourhood. The western part of the development manifests a different architectural character. Where the secondary link street changes direction, a civic plaza creates a central node point marked by five contemporary 3-storey landmark buildings. They are a very efficient aid in the formation of engage communities with a more intimate character. They are capable of forming accentuated corners and active street frontages. Accommodating own-door-access duplex apartments, these corner elements provide opportunities to diversify the distribution of housing into more vibrant areas with higher density and associated with a more urban character.

## **2.2. LOCAL CENTRE**

The nature of the proposed development in the Local Centre area responds to the site constraints and boundary conditions by establishing a strong road presence along the R121 and link road. The area under the Pylons is utilised to effect a parkland setting and local amenity recreational areas. In addition a child care facility acts as a focal point to the south of the scheme linking into potential development on the west side of the link road with Tyrrelstown Centre and Tyrrelstown National School.

The architectural intent is defined by its parkland residential surroundings and strong architectural edge to both the Link Road and the Regional Road R121. The scale and massing of the residential units and the selective use of materials maintains a secure and attractive environment while defining the urban edge to the established roadways.

### **2.3. PROPOSED SITE LAYOUT**



## 3.0 The 7 Principles of Universal Design

Care has been taken in the design of the proposed development to address each Principle of Universal Design. Each Principle has been addressed below and references the Technical Guidance Documents Part M regarding Access and Use.

### 3.1 Equitable Use

The design is useful and marketable to people with diverse abilities.

Guidelines:

- 1a. Provide the same means of use for all users: identical whenever possible; equivalent when not.
- 1b. Avoid segregating or stigmatizing any users.
- 1c. Provisions for privacy, security, and safety should be equally available to all users.
- 1d. Make the design appealing to all users.

#### DESIGN APPROACH

- The site is quite flat: this helped in making the development accessible by all users.
- The same means of access to buildings within the scheme is provided around the development where possible.
- All dwellings are accessed via the ground floor and are designed to provide Part M compliant access via front door for visitors.
- The majority of dwelling houses are provided with on curtilage car parking located in close proximity to the front door.
- There are only no. 18 apartments (in sites 2 & 3) which are at the first and second floor in small corner block and without lift: the stairs are Part M compliant and they have the car parking located nearby.
- The apartments in the apartment blocks are accessed by communal stairs and lifts and have the car parking located nearby.
- All the roads and footpaths are designed in accordance with TGD Part M: the gradient of the pathways is lower than 1:20 with tactile and visual aids at road crossing and seating and rest areas which assist with passive security.
- External amenity spaces have been designed in order to appeal to all users and in accordance with TGD Part M.
- The stand alone crèche is located in the local centre area: it is surrounded by existing, proposed and future possible developments. It was not possible to locate it in sites 2 and 3 because they are included in the Public Safety Zone due to their proximity to Dublin Airport.
- Other public facilities are placed in the local centre area: another crèche, a Montessori school, a cafe and a community hub.



## 3.2 Flexibility in Use

The design accommodates a wide range of individual preferences and abilities.

Guidelines:

- 2a. Provide choice in methods of use.
- 2b. Accommodate right- or left-handed access and use.
- 2c. Facilitate the user's accuracy and precision.
- 2d. Provide adaptability to the user's pace.

### DESIGN APPROACH

- The proposed development provides for a wide variety of houses and apartments types including: 3/4 bed courtyard house, 3 bed edge houses, 3/4 bed semi-detached units, 2/3 bed townhouse units, 1/2/3 bed apartment/duplex units.
- Each of these unit types are compliant with the Building Regulations, in particular TGD Part M Access and Use and TGD Part D Materials and Workmanship.
- Houses and apartments have been designed to provide for adaptability as resident requirements change over time. Provisions includes for:
  - Level access or gently sloping (max 1:21) is provided from car parking space to front door
  - The majority of living rooms are located at entrance level
  - Two and three storey houses are designed to allow for horizontal and/or vertical extension for the provision of additional space if so required
  - Internal spatial design is such as to provide adequate space for wheelchair turning and all units have an accessible bathroom.
- For Courtyard and Edge Houses please refer to "Proctor and Matthews Hollystown Kilmartin Sites Architects Flexibility, Adaptability and Arrangement Architects Home Owner Manual".

## 3.3 Simple and Intuitive Use

Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level.

Guidelines:

- 3a. Eliminate unnecessary complexity.
- 3b. Be consistent with user expectations and intuition.
- 3c. Accommodate a wide range of literacy and language skills.
- 3d. Arrange information consistent with its importance.
- 3e. Provide effective prompting and feedback during and after task completion.

- Pedestrian and cycle routes throughout the development provide direct connectivity between destination points on desire lines. Particularly important is the connection of this internal network with the wider network: connections between sites 2/3 and local centre, to GAA pitches to the north, to no. 2 schools to the south, to the granted site 1 to the north-east, to Bellingsmore to the south of sites 2/3 and to the other existing and future possible development.
- The majority of pedestrian and cycle routes are provided with a gradient of less than 1:20. All roads and footpaths are DMURS compliant.
- A clear street hierarchy provides a consistent appreciation of place and way finding.
- Node apartments and houses that well address the corners are situated at prominent positions to provide landmark points to assist wayfinding.
- The entrance doors to houses and apartments are easily located with familiar features such as entrance canopies, pop-out and recessed front doors.
- The entrances to the apartment blocks are equally well visible and defined.
- Each unit is designed in such a way as to eliminate unnecessary complexity. Typical layout are designed in order to promote easy access to each unit and intuitive navigation within.
- The stand alone crèche is located in the local centre area in a public open spaces: it is at the same time well visible (it is used as a landmark feature) and accessible (the car parking and the bus stop are nearby). It provides easy access from both the entire proposed development and from adjoining developments.

### 3.4 Perceptible Information

The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.

Guidelines:

- 4a. Use different modes (pictorial, verbal, tactile) for redundant presentation of essential information.
- 4b. Provide adequate contrast between essential information and its surroundings.
- 4c. Maximize "legibility" of essential information.
- 4d. Differentiate elements in ways that can be described (i.e., make it easy to give instructions or directions).
- 4e. Provide compatibility with a variety of techniques or devices used by people with sensory limitations.

- A selection of different coloured surfaces and sections of raised tables have been introduced to the design to clearly identify hazards such as road crossing, the variations will be visual and tactile.
- Variation in materials, architectural expressions and colours assist in providing legibility between the different character areas and the neighbourhoods.
- Clear signage will assist in way finding and be provided in compliance with TGD Part M.

### 3.5 Tolerance for Error

The design minimizes hazards and the adverse consequences of accidental or unintended actions.

Guidelines:

- 5a. Arrange elements to minimize hazards and errors: most used elements, most accessible; hazardous elements eliminated, isolated, or shielded.
- 5b. Provide warnings of hazards and errors.
- 5c. Provide fail safe features.
- 5d. Discourage unconscious action in tasks that require vigilance.

#### DESIGN APPROACH

- Different coloured surfaces and sections of raised tables have been introduced to clearly identify hazards such as road crossing and level changes.
- The roads have been designed in accordance with DMURs to aid in traffic calming and the use of Shared Surfaces and Plazas increase pedestrian priority within the development.
- Several pedestrian and cycle paths cross large open spaces creating safer routes segregated from the streets.
- Landscaping is used to minimise risk at embankements.

### 3.6 Low Physical Effort

The design can be used efficiently and comfortably and with a minimum of fatigue.

Guidelines:

- 6a. Allow user to maintain a neutral body position.
- 6b. Use reasonable operating forces.
- 6c. Minimize repetitive actions.
- 6d. Minimize sustained physical effort.

#### DESIGN APPROACH

- Pedestrian and cycle routes have been designed to minimise gradient and mitigate the requirement of extensive excavation/change of levels.
- All the pedestrian and cycle routes are provided with a gradient of less than 1:20 to ease accessibility and to reduce fatigue.
- The majority of units have parking provided within its curtilage or in close proximity to allow for easy access to the unit.
- The apartments (triplex) are designed with Part M ambulant compliant stairs to minimise sustained physical effort while accessing the units.
- The apartment blocks have lift access along with communal ambulant compliant stairs.

### 3.7 Size and Space Approach and Use

Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility.

Guidelines:

7a. Provide a clear line of sight to important elements for any seated or standing user.

7b. Make reach to all components comfortable for any seated or standing user.

7c. Accommodate variations in hand and grip size.

7d. Provide adequate space for the use of assistive devices or personal assistance.

#### DESIGN APPROACH

- Each unit has been designed in accordance with TGD Part M and allow for easy access and use both internally and externally.
- The communal areas in the apartments blocks, such as hallway, lift and stairs have been designed in accordance with TGD Part M.
- All open spaces will be provided with public seating in order to appease all users.



## 4.0 Conclusion

The proposed development has been designed so that it can be accessed, understood and used by the widest possible extent of people, regardless of their age, size, and disability.

This includes buildings, houses, apartments, roads, footpath, pedestrian and cycle routes and open spaces.