

Hackettstown, Skerries:

SHD Application to An Bord Pleanála

Urban Design & Architectural Design Statement

April 2022

o'mahony pike



Bibliographic reference for citation:

O'Mahony Pike, 2022. *[PROPOSED RESIDENTIAL DEVELOPMENT HACKETSTOWN CO. DUBLIN] [Urban Design Statement].*

Report by O'Mahony Pike for [Land Development Agency].

File ref: Y:\2019\19020A - Hackettstown\01_WIP\PP_Presentation\19020A-Presentations\Design Reports\19020A-OMP-XX-XX-PP-A-9004.indd

© O'Mahony Pike Architects Ltd | Registered in Ireland | Reg. No. 187129 VAT Reg. No. IE6587129J

Cover photograph: Aerial Photography of Site, © Google Maps, 2019

Contents

1.0	Contextual Analysis	5	6.0	Site Statistics	54
	Introduction			Schedule of Accommodation	
	Site Character			Housing Quality Assessment	
	Planning Context				
	Location and Access		7.0	DoECLG Urban Design Manual	58
	Development Context			12 Criteria Implementation Assessment	
2.0	Common Urban Design Principles	13			
	Context Connectivity				
	Inclusivity Variety				
	Efficiency Distinctiveness				
	Layout				
3.0	Advanced Infrastructure Application	19			
4.0	Architectural Design Response	24			
	Site Analysis				
	Organizing Principles				
	Site Strategy				
	Proposed Site Layout				
	Open Space Character				
	Landscape Strategy				
5.0	Character Areas	33			
	Character Area 01: Parkland Setting				
	Character Area 02: Linear Park & Shared Gardens				
	Character Area 03: Streets & Avenues				





01

Contextual Analysis

1.1 Introduction



This document has been prepared by O'Mahony Pike Architects to accompany a development application on behalf of the LDA for 6.9Ha of zoned lands at Hacketstown, Skerries Co. Dublin.

The urban design analysis further develops common principles shared with the partially developed Noonan landholding to the north, that have been agreed to ensure a coherent pattern of development.

This report analyses the physical and planning contexts of the development, demonstrating how these inform a more detailed response to the established criteria to ensure contextually appropriate development. The resultant urban design framework presents a vision for residential development on zoned lands consistent with the Hacketstown LAP and National Guidelines, which is developed and applied in the architectural scheme design.

Legend

■ Subject Site

1.2 Site Character



The subject site is a greenfield site located to the south of Skerries in the townland of Hackettstown. It is primarily an elevated site @ +26.02OD above sea level with views east over the Irish Sea. Field boundaries are provided by soft hedgerows, with limited landscape value (please refer to Arborist report).

The key constraints of the site are the Dublin-Belfast Train line which creates a continuous boundary to the east of the lands. A 3m high part stone wall/part palisade fence is setback behind circa 4m of hedgerow outside the application boundary lands.

A further constraint is the topography of the lands which fall circa 16m from the southern entrance off the Golf links Road towards the north and the stream. Additionally, the final third of the site sharply falls circa 6m with a 1:4 fall, creating a dividing 'ridge' between the plateau to the south and the basin to the north.

The character of the lands has a significant impact on our response to the site layout solution for the lands. The considerable fall impacts the location and access of dwellings, the typology and buildability of forms and at the same time, will provide a unique setting for a focused public realm.



1.3 Planning Context



The Hackettstown LAP 2009-15, as extended to 2019 included detailed aspirations for the subject lands.

While the LAP has now expired it has since been superseded by the Fingal County Development Plan 2017-2023. The current County Development Plan has a specific objective to prepare a new Hackettstown LAP, but this has not been prepared to date.

Key design parameters and principles around wider community connectivity are set out there in – in particular those strategies pertaining to green links to the train station; coherency within a wider open space framework; and, overcoming the severance of the localised depression of the Ecological Corridor that traverses the site – have been carried through in the proposal.

These elements are not in conflict with more recent planning and serve to tie in older, completed works on site with new proposals in a legible neighbourhood arrangement as set out in the LAP.

	CI - Community Infrastructure	Provide for and protect civic, religious, community, education, health care and social infrastructure
	GB - Greenbelt	Protect and provide for a Greenbelt
	GE - General Employment	Provide opportunities for general enterprise and employment
	HA - High Amenity	Protect and enhance high amenity areas
	LC - Local Centre	Protect, provide for and/or improve local centre facilities
	OS - Open Space	Preserve and provide for open space and recreational amenities
	RA - Residential Area	Provide for new residential communities subject to the provision of the necessary social and physical infrastructure
	RC - Rural Cluster	Provide for small scale infill development serving local needs while maintaining the rural nature of the cluster
	RS - Residential	Provide for residential development and protect and improve residential amenity
	RU - Rural	Protect and promote in a balanced way, the development of agriculture and rural-related enterprise, biodiversity, the rural landscape, and the built and cultural heritage
	TC - Town and District Centre	Protect and enhance the special physical and social character of town and district centres and provide and/or improve urban facilities

Extract from Draft Fingal Development Plan 2017-2023

1.4 Location and Access



The subject lands are in close proximity to the Dublin-Belfast rail line and Skerries Train Station to the North. A pedestrian link to the train station is provided to the north west corner of the existing phase of the Ballygossan Park scheme, with the proposed scheme connecting and extending this public realm strategy along the western boundary to the rail line to create a linear park which will be illuminated and be given passive surveillance from dwellings.

The site benefits from two vehicular access points. Access from the north is provided by a shared access road via Ballygossan Park which provides a connection to the Golf Links Road. The subject lands have direct frontage to the Golf Links Road in two locations.

Cycle provision is relatively ad hoc in the vicinity, but a new cycle path is also proposed along the extent of the local access road which will link across the riparian strip and connect north and south development parcels.

Legend

- 1. Subject Site Development Boundary
- 2. Green Links
- 3. Dublin / Belfast Rail link

1.5 Development Context



This application proposes that the relatively simple ownership scenario of the lands that formerly comprised the Hackettstown Local Area Plan area presents an opportunity to shepherd development into a form that furthers the aims of that LAP.

The Noonan Lands to the north are partially developed – Ballygossan Park was completed within the last 2 years.

As part of its planning submission, this design statement sets out the Common Urban Design Principles for both the remaining Ballygossan Park lands and the subject site with regards to access, drainage and open space, echoing the objectives of the Fingal CoCo LAP.

Underpinning this approach is the responsibility of both sites toward the riparian strip that separates them, and a mutual aspiration to make use of this shared asset of as a landscape feature “green spine” that traverses the boundary between the proposals and create an integrated SUDS infrastructure solution for the lands

1.6 Common Design Principles



The common framework extends through Criteria 1 - 6, culminating in a schematic framework, understood as representing the common principles underlying design development of bespoke architectural layouts. Criteria 8-12 are understood as operating at a level at which common principles are not required.

The next chapter outlines the common framework of urban design principles to which the two planned developments will adhere in order to ensure best practice community design.

The agreement of a mutual framework is intended to ensure that complementary design strategies encourage architectural variety across the schemes without compromising placemaking.

The format for this agreed framework has been developed with reference to 12 criteria assessment set out in the DoECLG urban design manual as follows:

- 1. Context:** How does the development respond to its surroundings?
- 2. Connections:** How well connected is the new neighbourhood?
- 3. Inclusivity:** How easily can people use and access the development?
- 4. Variety:** How does the development promote a good mix of activities?
- 5. Distinctiveness:** How do the proposals create a sense of place?
- 6. Efficiency:** How does the development make appropriate use of resources, including land?
- 7. Layout:** How does the proposal create people friendly streets and places?
- 8. Public Realm:** How safe, secure, and enjoyable are the public areas?
- 9. Adaptability:** How will the building cope with change?
- 10. Privacy and Amenity:** How does the scheme provide a decent standard of amenity?
- 11. Parking:** How will the parking be secure and attractive?
- 12. Detailed Design:** How well thought through is the building and landscape design?





02

Common Urban Design Principles

2.1 Common Design Principles



1. Context How does the development respond to its surroundings?

- Transitional densities and heights of 2-3 storeys are proposed to the site boundary in response to the existing one-two storey residential context
- The topography of the site falls and rises 6m towards the center of the lands which holds a shared SUDS and associated riparian zone
- Heights and massing of 4 storeys are proposed to provide surveillance of this large open spaces on each side of the natural landscape, with complementary massing strategies north and south to provide a coherent edge;
- Green links and vehicular access is proposed in accordance with Fingal CoCo masterplan parameters linking open spaces and destinations.



2. Connections How well connected is the new neighbourhood?

- The layouts take account of adjacent planned development to provide one primary vehicular route north to south across the landscape feature, supplemented by two pedestrian/ cycle focussed links that will also span the preserved open space remedying current severance caused by the topography;
- Permeable edges are presented to existing adjacent communities allowing new routes to established destinations and shared amenity of the open space;
- Local links through the development are provided by means of a coherent and connected open space strategy and high quality residential streets.



3. Inclusivity

How easily can people use and access the development?

- A variety of housing types and tenures are provided to ensure a diverse population;
- Permeability of the layout and clearly defined openings to the surrounding neighbourhoods ensures that open spaces and other amenities are inviting;
- Streetscapes, public realm and landscape design will provide access options suited to all levels of mobility.



4. Variety:

How does the development promote a good mix of activities?

- A mix of passive and active green spaces are provided in a coherent public open space strategy organised around the presence of the preserved landscape feature as a 'green spine'
- Socially supportive uses such as flex spaces and creches are provided within the developments, organised with reference to movement networks to encourage active transport.
- Active frontage will be provided to support passive surveillance of primary green links including pedestrian routes to the train station from the developments.



5. Efficiency:
How does the development make appropriate use of resources, including land?

- Existing open spaces is harnessed as the 'green spine' of the open space strategy
- Sustainable residential densities are achieved in line with National Guidance for lands within 1km walking distance to the Train Station
- The proposed framework takes full advantage of the pedestrian link to the train station, integrating it into a linear park through the shared development.



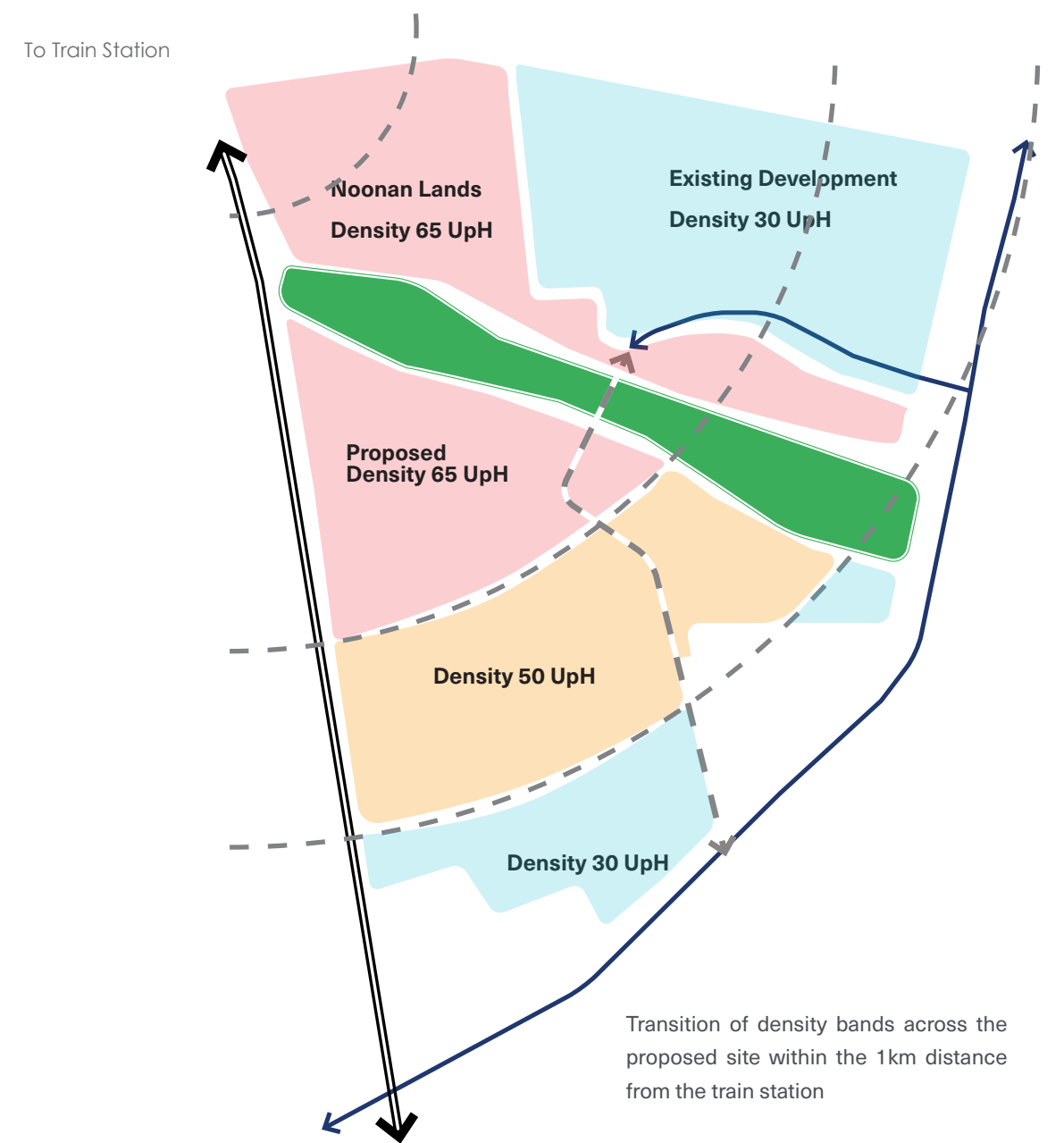
6. Distinctiveness:
How do the proposals create a sense of place?

- A unique identity is provided by the existing landscape feature traversing the site;
- Heights and massing of the higher density blocks will respond to the scale of the open space to provide a legible centre for local orientation and wayfinding;
- Frontages along the north-south spine will define a clear street hierarchy by means of massing and articulation;
- Individual housing areas will employ public realm sand material assembly strategies to define local characteristics within a coherent overall identity.



This site is heavily constrained by the sharp fall impacting a third of the site. The proposed Development meets the 50UpH Density with a low rise scheme of 2-4 storeys.

Key Organising Principles are harnessed to create a cohesive residential environment which integrates linkages, SUDS, edges, massing, scale, biodiversity and landscape to provide a sustainable development on the LAP lands.



In accordance with the planning guidelines for Sustainable Residential Development in Urban Areas (Section 5.8) the expected sustainable density for lands within a 1km walking distance of a rail station is a minimum net density of 50 upH, subject to appropriate design and amenity standards with minimum parking standards applied to reflect the proximity to the public transport facilities.

In keeping with the local context of predominately 2-storey suburban dwelling types, a low-rise high density strategy is proposed in which building heights are predominately 2-3 storey, rising to 4 storeys as the land falls to the north. The overall Net Density provided on the site is 52UpH.





CGI looking East toward Train Line

03

Advanced Infrastructure Application

Following consultation with Fingal CoCo it was deemed appropriate to submit an Advanced Infrastructure Application (FCC Reg. Ref. F21A/0287) for the lands that will provide Publicly Accessible Open Space in the Northern portion of the subject site.

The proposed layout will create new recreational spaces while respecting the existing character of the site and responding to the changes to come. The foundations of a well connected landscape-led neighborhood are proposed with pedestrian and cycle activity a priority.

These lands include a tract of zoned open space which must be maintained. This area also contains the provision of a new link road that will unlock this parcel and provide greater connectivity via Ballygossan Park.





This infrastructural strategy has been carefully developed through coordination between the design teams involved both north and south of the Riparian strip. The proposed design is a landscape-led solution which encompasses both the infrastructural requirements and the aspirations of the local council and landholders to unlock these lands for residential use while enhancing the biodiversity of the subject site.

The riparian strip itself forms the basis of a linear park linking the sites north and south and extending to the east, and allows the creation of a shared SUDS strategy. It is proposed that this new amenity will be overlooked by homes north and south pending planning approval.



CGI looking East through the proposed Open Space



Indicative Section looking West through the proposed Development





04

Architectural Design Response

4.0 Site Analysis



The subject site is an elevated plot on the periphery of the Hacketstown LAP / wider Skerries area.

Views to the the sea achievable from the southern parcel of the lands. The site is zoned RA for New Residential development, while a Highly Sensitive Landscape Objective covers the lands and surrounding neighbourhood in the context of the Dublin coastline.

The site is bound to the west by the Dublin-Belfast train line which is edged by stone wall of circa 4m in height. To the west and south the Golf Links Road wraps around the lands with single vehicular access to the south of the site. There are detached dwellings bounding the southern and eastern boundaries.

The topography of the site is constrained for conventional housing development with a fall of 11m across the site from south to north with the last 80m creating a ridge which falls sharply 6m towards a stream or gully that divides the site from the Ballygossan Park development.

Legend

- 1. Existing field boundaries
- 2. Zoned Eco Corridor as per LAP (Riparian Strip)
- 3. Existing Entrances (Vehicular)
- 4. Dublin-Belfast Rail line
- 5. Vehicular Connection
- 6. Sun Path
- 7. Gradient
- 8. Application Boundary

Organizing Principles

4.1 Road Hierarchy

There is a clear hierarchy of roads, streets and lanes serving and organizing the site layout.

The site is bound to the west by the Link Road of the Golf Links Road and the Belfast-Dublin train line to the west.

Vehicular access is provided to the development from the existing Ballygossan Park to the south and an existing entrance to the south off the Golf Links Road.

This avenue or local access road is a continuation of the character provided in the existing Ballygossan Park housing scheme.

A secondary street network connects to the central spine or avenue integrating with a new Residential environment.

A total of 414no. car space are proposed to within the development at a ratio of 1.2 per unit.

In consideration of the sites proximity to the Skerries trains station, with a direct pedestrian and cycle access to the Public Transport link, it was considered a balanced ratio for the lands.



Legend

- Link Road
- Local Road (Primary)
- Local Road (Secondary)

4.2 Key Linkages

An integrated network of greenlinks, paths and cycle lanes provide a permeable and accessible development which align with the key desire lines identified within our analysis.

The proposed scheme is laid out to provide a clear connection or linear route parallel to the train line, connecting north towards the Skerries train station and south to allow for future integration.



Public pathways are providing east and west across the public parkland, openings between blocks and terraces allow for key routes towards the future school lands and into the local park at the heart of the scheme.

Further permeability is provided with a web of streets, pathways and linkages where no cul de sacs are made and the pedestrian and cyclist can roam free within their community.

To Train Station



Legend

-  Continuation of Cycle Lane from Ballygossan Park
-  Key Pedestrian Linkages

4.3 Green Network

A large quantum of Publicly Accessible Open Space is provided at a number of locations including a linear park which will connect residents to the Skerries Train Station via a cycle/pedestrian pathway, a large natural landscape along the northern portion of the scheme which will create an appropriate interface with the ecological corridor and a sheltered central green at the heart of the scheme.

Pedestrians and cyclists will be guided through the scheme via the public open spaces and the access points along the site boundaries. Cycle lanes are to be provided along the primary North/South Avenue extending the network to connect with the Golf Links road south of the site

- Legend
- Green Links
 - Cycle Lane
 - Public Parks
 - Playground
 - Integrated SUDS Strategy
 - Linear Park



4.4 Edges & Passive Surveillance






The strategic placement of building and active frontages of dwellings, street edges and thresholds provides a framework for a secure and enjoyable public realm.

The scale and massing of the built form has been considered in response to the depth of public spaces and the need to create a sense of enclosure, edge and shelter to spaces and streetscapes.

The scheme provides a wide variety of unit types which respond, frame and orientate within a terrace or streetscape to provide passive surveillance across the entire development.

Boundaries to existing dwellings of adjoining lands are secured with private amenity spaces enclosed and secured from the public realm.

Legend

-  Active Frontage to Open Space
-  Active Frontage to Local Streets
-  Open Spaces
-  Integrated SUDS Strategy
-  Linear Park



4.5 Site Strategy



Site Strategy

The site strategy is embedded in the common design principles for the overall LAP lands.

The site layout represents a landscape-led approach where public and communal spaces are woven into the proposed neighborhood and respond to the challenging topography of the site.

The clear hierarchy of movement across the site, together with the shared SUDS strategy in response to the FCC masterplan for the lands, provide a clear organizing framework for the future development of the lands.

The topography of the site constrains the development of traditional housing to the north, due to the 6m fall towards the stream, thus increasing the public open space provision and decreasing the available developable area of the site.

This site strategy uses two architectural solutions to unlock the lands and provide a medium density, low-rise scheme with a wide variety of unit types to create a vibrant and sustainable community. The first is the massing strategy to the Parkland area, to provide a bold 4-storey edge to this expansive meadow park. This terrace also deals with 3 meters of the ridge to the hill of the site as units are accessed at 'park level' and street level above.

The second is the use of a Courtyard Block, which provides a mix of unit types that overlook a shared or communal garden within the urban block. These solutions allow for an increase in density along the linear park which connects to the train station and are balanced by the provision of 3-bed traditional housing further south and within the scheme. These two components allow an appropriate scaled architectural response to the constraining topography while retaining a lower scale development at the crest of a hill.

Section AA

4.6 Proposed Site Layout



The proposed layout will create a sense of place through the creation of new spaces while respecting the existing fabric of the site and responding to the changes to come.

The scheme creates people friendly streets and spaces through legible new public open spaces that connect the distinct character areas within. Key to these are a sequence of interconnected shared courtyards providing secondary 'outdoor rooms' leading to the riparian strip green link.

The enclosing element of the train line itself forms the basis of a linear park linking the sites north and south and extending to the east, and allows the creations of a shared SUDS strategy. The sharp 6m fall to the gully is unsuited to conventional housing forms, so in order to ensure that all open spaces are overlooked by nearby homes and provide safe amenity for users, built forms in this location adopt a duplex typology to better enclose and supervise the route.





05

Character Areas

5.1 Character Area 01: Parkland Setting



This character area is simply defined by the proposed exceptional and expansive Public Parkland setting to the north of the site.

This public park has been imagined by BSLA landscape architects in collaboration with the adjoining landowners Noonan Construction to the north.

A coordinated approach to SUDS of this wider LAP lands has been designed to accommodate all the development within the LAP.

This proposed development is preceded by a separate planning application for this advance infrastructure of drainage and connectivity, to facilitate the future integration of the residential development on lands to the north and south of the subject site (FCC Reg. Ref. F21A/0287; ABP-312189-21). The application looks to provide two swale areas to the existing stream and providing the key linkages from Ballygossan Park of Cycle and vehicular access, together with the public pedestrian linkages to the northeast, which provide connectivity back to Skerries Train Station.



Proposed Public Park to North of Site - BSLA Landscape Architects



Advanced Infrastructure Application



Indicative Phasing Plan

This submission also provides a proposed phasing strategy for the lands, which acknowledges that the Advanced Infrastructure Works should be the initial phase or in tandem with the first phase of the development. Please refer to the Planners report with regards to the contractual agreements made with Noonan Construction to provide a coherent and coordinated construction of the entire development within the LAP.

This application seeks to finalise the design proposal to the public park, providing the network of paths, play area and landscape setting for the wider parkland setting. Connections east-west are proposed to provide connection to the Golf Links Road and the proposed School Lands to the east. A linear park is proposed along the western boundary connecting with this parkland, overlooked and animated by the proposed development, creating a safe and vibrant amenity.

The proposed 4 storey Block A terraces overlook this parkland and look to provide a robust edge and rhythmical form to this public space. The public park is overlooked by a mix of living room, bedroom and amenity terraces of the duplex and apartment units within the terraces. Private terraces edge the space and are setback by landscape thresholds from the public pathways. This balances a level of passive surveillance with the privacy of the residents.





The proposed 4 storey Block A terraces overlook this parkland and look to provide a robust edge and rhythmical form to this public space. The public park is overlooked by a mix of living room, bedroom and amenity terraces of the duplex and apartment units within the terraces. Private terraces edge the space and are setback by landscape thresholds from the public pathways. This balances a level of passive surveillance with the privacy of the residents.

All units within this block are access from the southern side of the terrace. At park level, ground floor units are access from the public path. A residential lane is provided with a bermed landscape rolling from the streetscape above.

Bike stands are provide adjacent to the units and their bin stores are located at the end of the terrace in shared communal bin stores, less than 50m from the dwelling for convenience and accessibility.

In response to the topography of the site, this terrace provide level access from the street a level above. To maximise the daylight to the dwellings and the lane below, a series of bridges are provided across the sloped landscape.



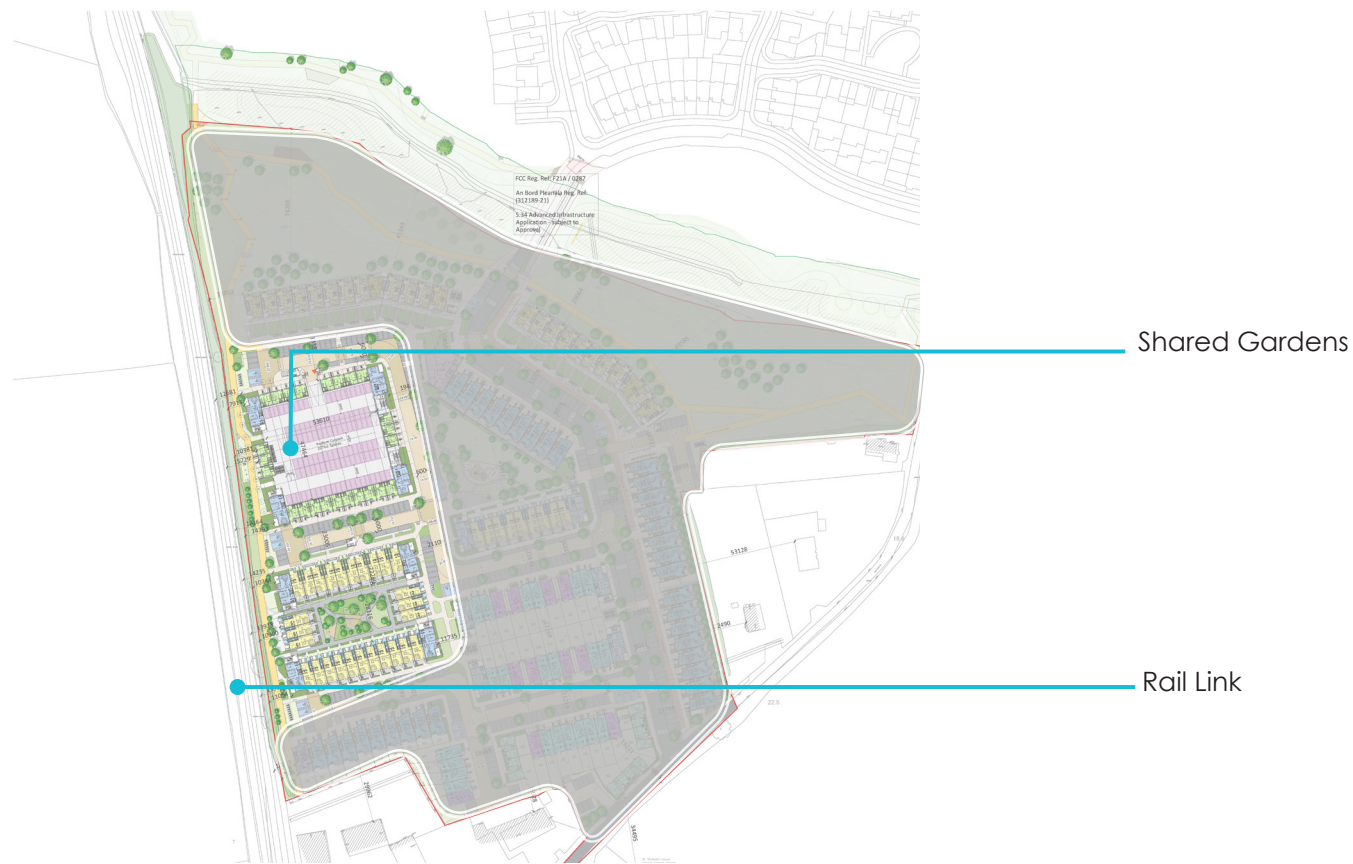


All units within this terrace are own-door and access from either the street or the park level. These units are also dual aspect and area provided with a variety of private amenity spaces within the typology. Gable end units also respond to their context, turn and address the public realm continuing the level of passive surveillance across the entire scheme.

Car parking for this terrace is provided along the central spine road or avenue of the scheme with DAC spaces identified to meet the requirements of certification of the development in advance.



5.2 Character Area 02: Linear Park and Shared Gardens



Linear Park Setting

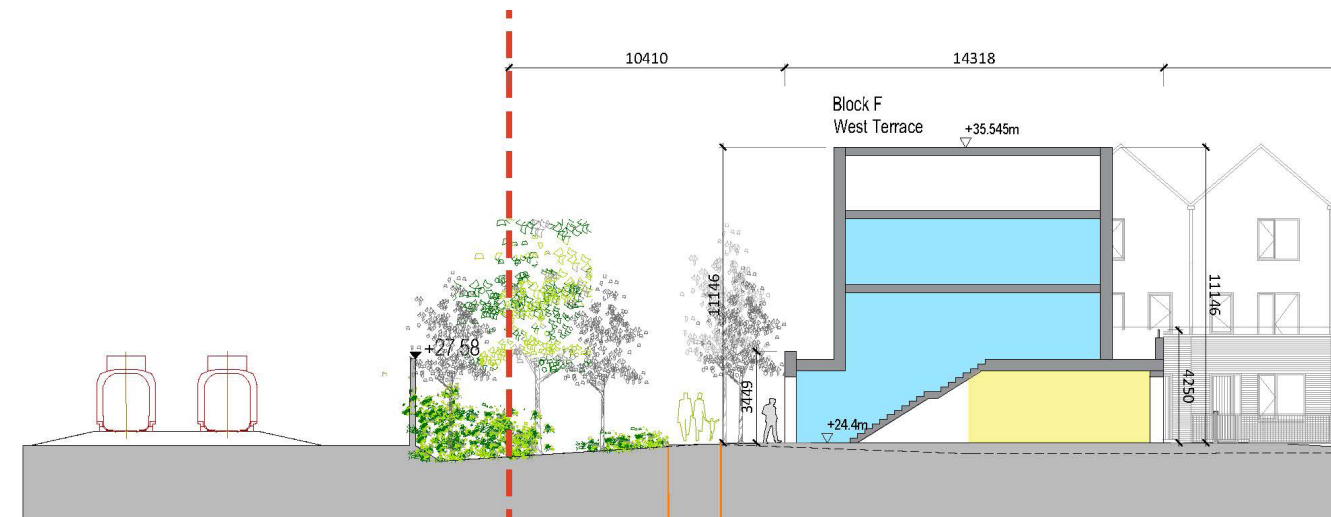
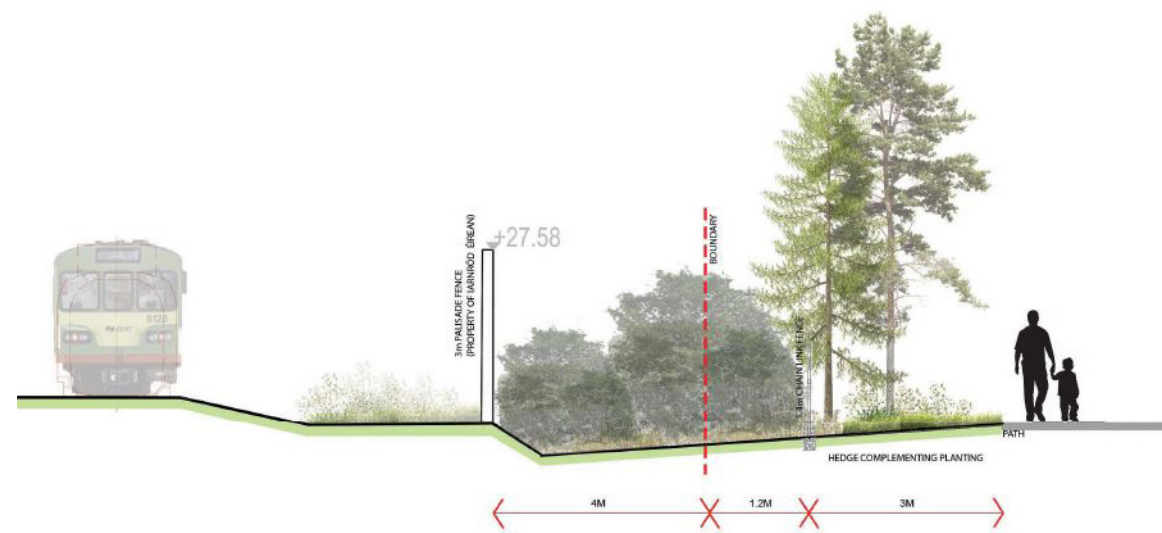
A linear park is proposed to continue a vibrant Greenlink which runs parallel to the Dublin-Belfast train line boundary wall. This cycle and walkway will connect with the LAP lands to the north, the natural desire line to the Skerries Train Station which is less than 1km from the site.

The existing boundary to the Train Line is consistent and very secure in character, providing a Steel palisade fence over 3m in height along the entire length of the train line. This fence is circa +4.5m setback from the application and ownership boundary of the development.

Currently there is a dense 4m wide hedgerow between the trainline boundary and the ownership boundary of the application lands.

The schemes proposal is not to depend upon the existing hedgerow outside the boundary of the site but to reinforce this biodiversity corridor with an additional 3m wide landscape planting strategy. A new railing is proposed to delineate the demense but it is setback behind the new hedgerows, some 3m from the public walkway.

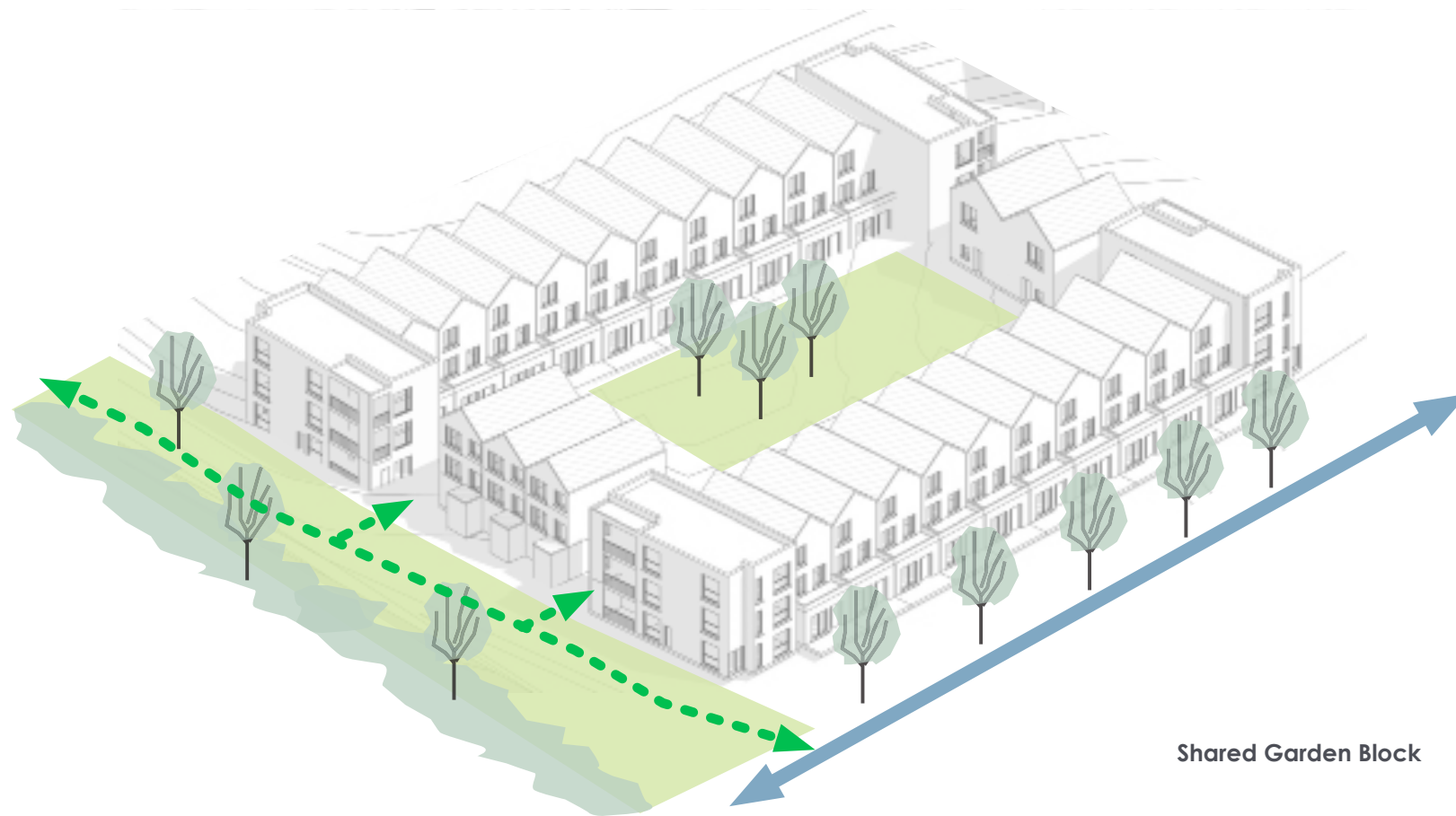
This greenlink or pathway is extended to the southern boundary of the scheme to allow for future connections from the Golf links road in the interest of community integration, connectivity and permeability across the development.





The proposed Buildings of Block A, E, F and G are setback from this landscaped corridor circa 12m to provide a proportional linear park from North to South, connecting with the wider network across the public parks and towards the Skerries Train station. The width of the park is proportional to the 3 storey average height of the building forms which frame, edge and animate the space. The dwellings overlook and are access directly from the linear park so that the park is not a back land. Public lighting is continued from the parkland area along the entire linear park and into the scheme providing additional security and use for this unique character area.

5.2 Character Area 02: Linear Park and Shared Gardens



Shared Gardens

Two housing courts provide a unique character and residential amenity setting within their domain and to the development, with a central shared and communal garden within the heart of the urban block. These shared garden environments create both a strong animated 3 storey edge to the Linear park and dynamic residential streetscape with front doors setback behind a private domain and living spaces and private terraces at first floor providing further passive surveillance onto the garden and streetscape below.

A saw-tooth roofscape echoes the traditional house and the book-end apartment corners follow this form and ends with a brick form which turns and orientates the block, providing further animation and surveillance onto the public realm. A reserved palette of render and brick with a consistent window module allows the buildings to create a harmonious streetscape, integrating with the landscape and lighting plan for the site.

In response to Item 6 which refers to the access of Duplex and their engagement with the public realm, all duplexes are provided with own-door access from either the street or open space.

The living spaces overlook these spaces and provide passive surveillance and animation on all aspect of the development. Please refer to our Edges drawings in Section 4.3 of this document and specifically the Site Layout Plans and Site Sections across the scheme.

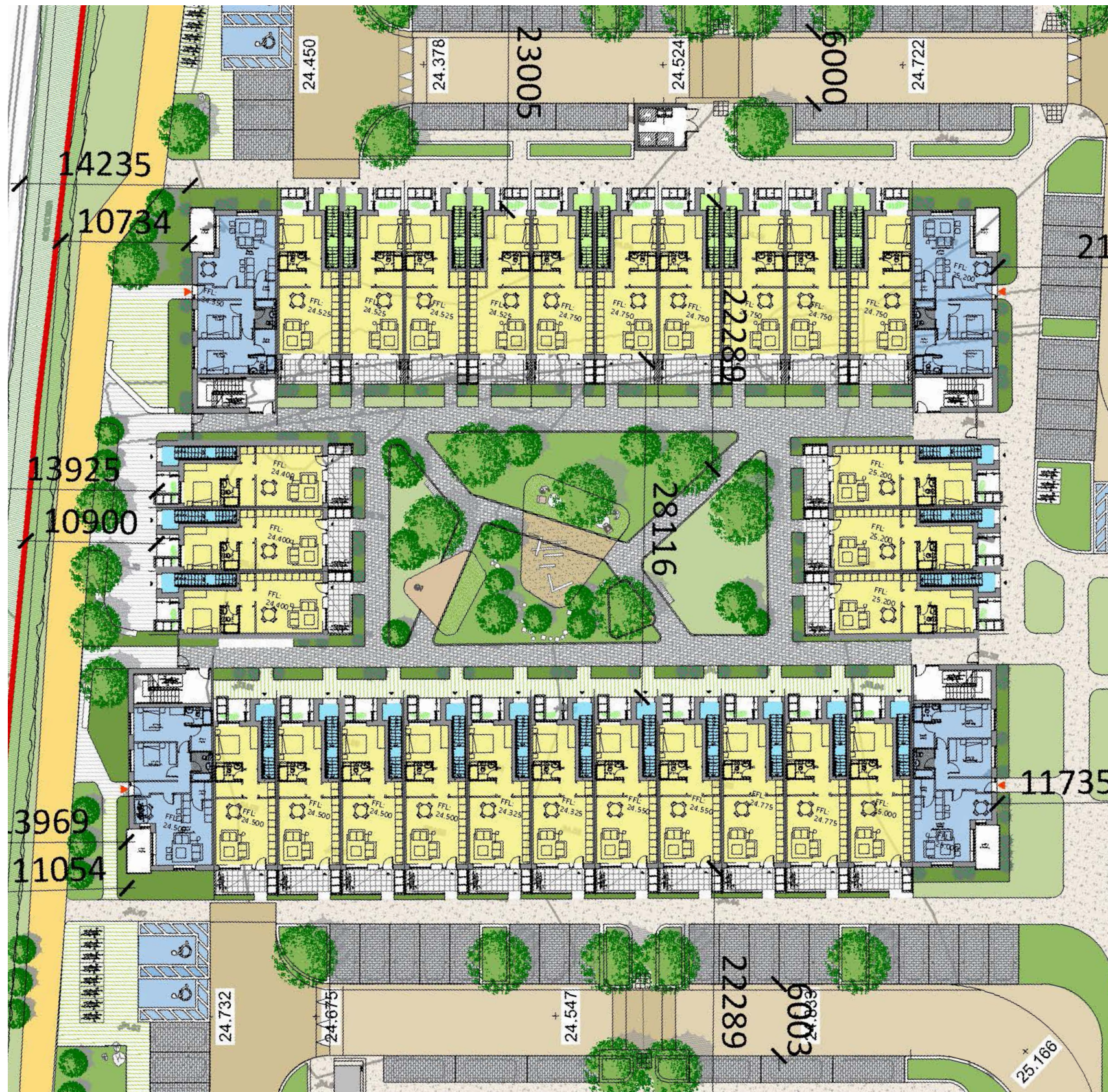


Block F

This urban block provides a mix of 1,2 and 3 bed units which will deliver a mix of family and single dwellings within the scheme. The ground floor units of the block provide own-door 1 bed units which would be suitable for single, elderly and wheelchair disabled people. They are provided with a private terrace, bike parking and designated bins within their private realm, giving them a sense of home and enclosure from the street.



5.2 Character Area 02: Linear Park and Shared Gardens



2 and 3bed duplex apartments are access from within the shared garden area which will bring movement and animation into the communal garden area. The units above are accessible own-door units from ground floor with their private terraces facing south to maximise their orientation and daylight within the living spaces.

3 story, 2bed apartment 'book-end' building integrates with the terrace and take the corners onto the street and the linear park.

These corner blocks knit into the roof form and architectural language of the housing and duplex terraces and will provide passive surveillance onto the streetscapes.

WASTE MANAGEMENT

We have coordinated liaised with Waste Management consultants and have provided 3no. bins per unit at ground floor level, within their private domain. Additionally, communal bins stores have been provided kerb side, within 50m of each dwelling to facilitate a shared management collection solution for the site. The designate bin stores, can then be used as private storage areas, offering flexibility and longevity within the design proposal. The stores are secure, covered and integrate within the wider landscape streetscape strategy. Please refer to the submitted Site Layout Plan, Landscape Plan and the Bin and Bike Store drawing, 19020A-OMP-00-00-DR-A-5000.dwg

BIKES

Each unit has been provided with a Sheffield bike stand within the threshold of the unit at ground. We note that the bin store and bike stands are in addition to the minimum required private amenity space per unit provide and in full compliance with the National Apartment Guidelines 2018.



Block E

This urban block provides a communal garden area with planting and integrated ventilation at level 01 or podium level. This shared amenity space sits above an at-grade carpark, which is entered from the north in response to the topography / fall of the site. This proposal also provides a mix of 1,2 and 3bed units, with 3bed duplex units accessible from street level which would suit larger families or shared living environments.

This unit is provided within a terrace at podium level and the 1bed duplex apartment above is accessed by a private stairs from the garden or terraced access from the lift core, providing further 1 bed wheelchair accessible units within the development.

DMURS

The scheme has been amended from the initial submission to provide a podium carpark solution, which allows for the losing of carparking to the residential streets. The proposed residential streets are all provided with perpendicular parking facing parallel parking only, in compliance with the objectives of DMURS.

Additionally, we note that no cul-de-sac are provided within the scheme and the full permeability of the pedestrian and cyclist is provided from the linear park, connecting to streets, avenues, public spaces and the wider road networks of Skerries.

5.2 Character Area 02: Linear Park and Shared Gardens

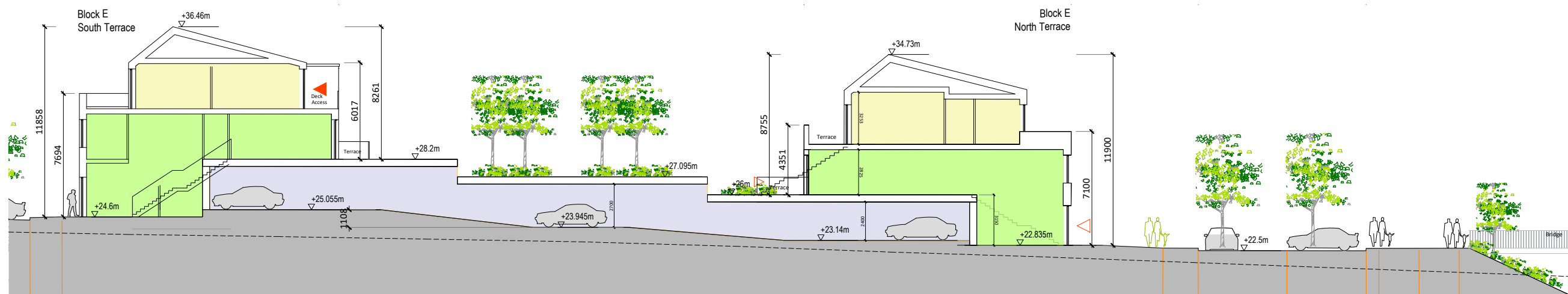


WASTE MANAGEMENT

We have coordinated with Waste Management consultants and have provided 3no. bins per unit to the units accessed at ground floor level, within the threshold of their private domain. Additionally, communal bins stores have been provided kerb side within 50m of each dwelling to facilitate a shared management collection solution for the overall site. The stores are secure, covered and integrate within the wider landscape streetscape strategy. Please refer to the submitted Site Layout Plan, Landscape Plan and the Bin and Bike Store drawing, 19020A-OMP-00-00-DR-A-5000.dwg

BIKES

Each unit has been provided with a Sheffield bike stand within the threshold of the unit at ground. We note that the bin store and bike stands is in addition to the minimum required private amenity space per unit provide and in full compliance with the National Apartment Guidelines 2018



5.3 Character Area 03: Local Streets and Park



Avenue

The site is organized by a central spine or avenue which extends from the existing Ballygossan Park to the north, across the public parkland, creating a connection to the Golf Links Road to the south.

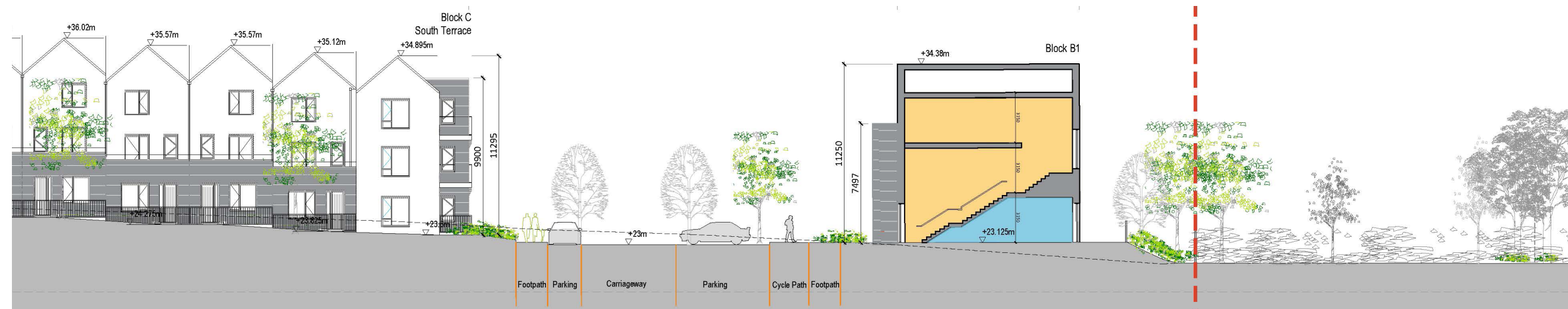
This treelined avenue or boulevard is framed on both sides with 3 storey terraces of 3bed duplex over 3bed duplex dwellings. This scale of form will provide an appropriate scale of enclosure and edge to the streetscape.

The character of the avenue includes perpendicular parking opposing parallel parking in line with DMURS, a 2.5m wide cycle lane which is the extension of the existing cycle strategy in Ballygossan Park and a further 2m wide footpath.

All dwellings are own-door and accessed at ground floor with the front door further setback some 2m from the public path edge, with private bin stores and bike stands incorporated into the threshold of the units.

These terraces provide a strong rhythm of form with a dynamic roof form which undulates as it climbs towards the Golf Links Road to the south.

The buildings are setback 22m from the opposing existing houses to the western boundary, where the existing hedgerow and boundary is reinforced with trees and planting. Please refer to the Landscape Architects boundary details for further information.



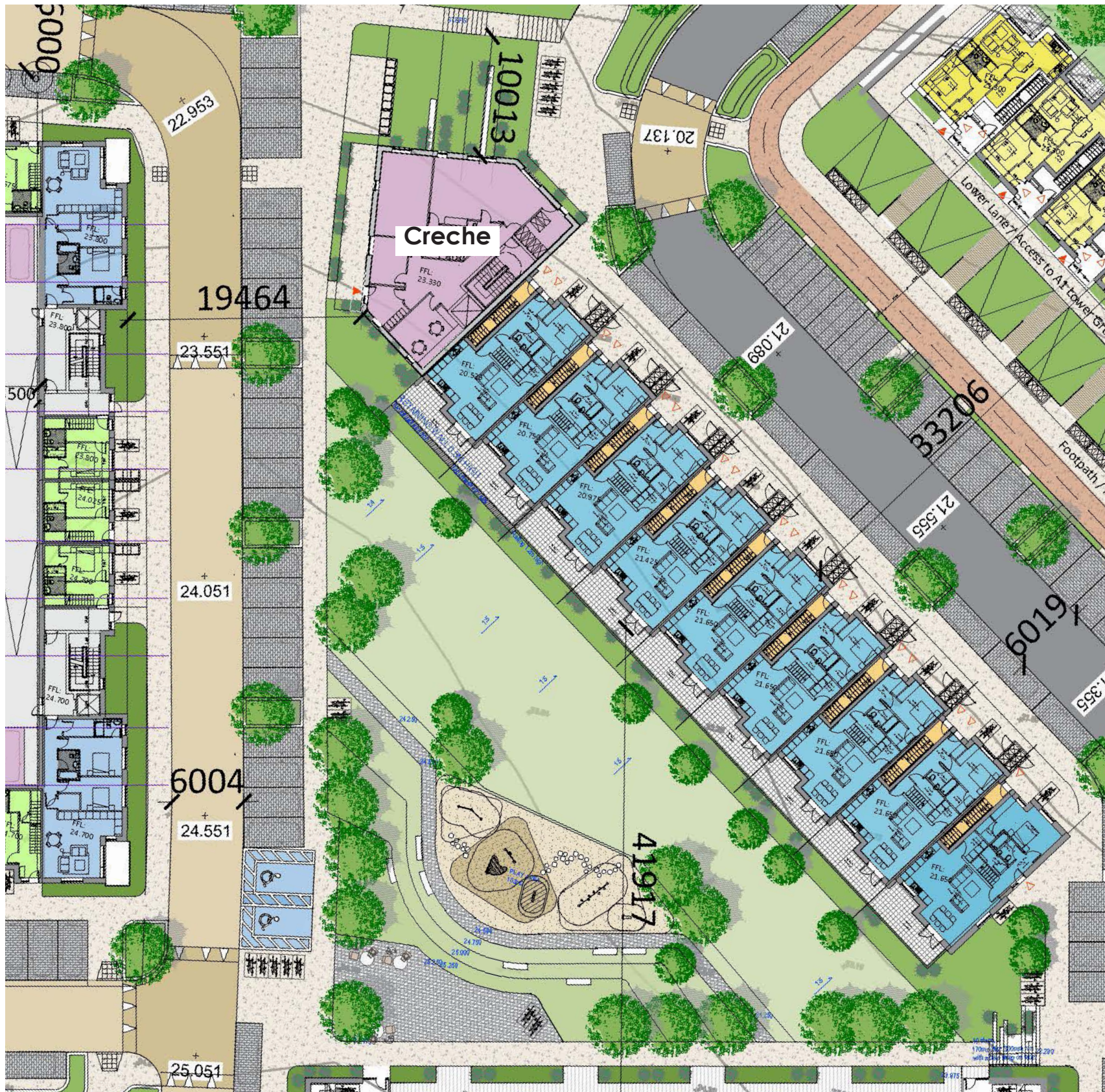


Character of Avenue

Golf Links Road

The character of the Golf Links Road to the south of the site is reimagined and regenerated with dwellings access and fronting onto this link road. The dwellings are setback from the road by a 2m footpath and landscape buffer and the private realm of back gardens and terraces is secured by a 1.8m brick wall. Parking for the dwellings is located within a parking court which will also allow service access to the rear gardens of the houses.





Creche

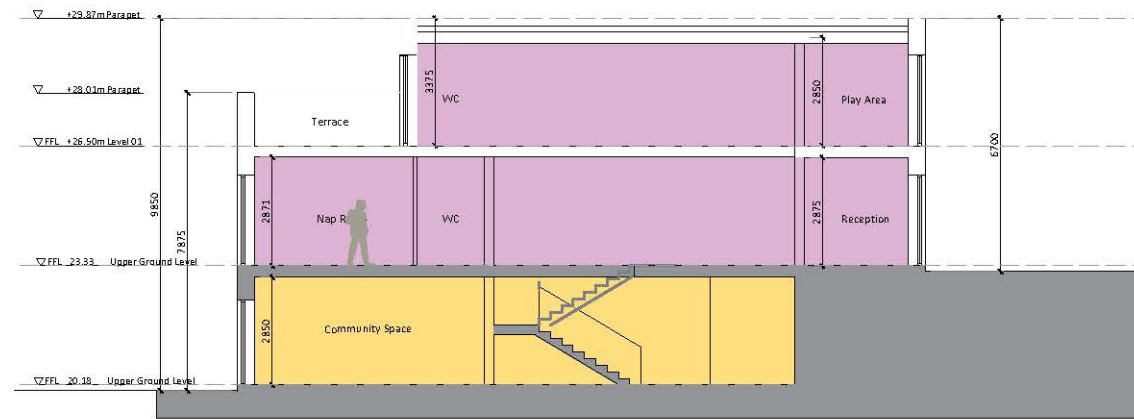
As the avenue ascends some 4m from the park, the combined community facility and creche building addresses the corner and is brightly rendered to act as a nodal building within the scheme, welcoming and orientating residents and visitors alike. This building is an axial building in both plan and section, where its internal layout responds to natural topography or 3m ridge within this area of the site.

The flexible community room is provided and access a street Level from the Avenue to the north, with set down space provided for visitors. The space is serviced by a kitchen, storage and washroom facilities and can be used during the day or late into the evening. This space will also provide the short-term hours of After School care for older children as required by the community.

Along the northern elevation of the building, the public realm ascends and the building provides passive surveillance on three sides. The main entrance to the Creche is accessed from the street level above, with set-down spaces provided for users and the southern elevation overlooks the local park and its central playground for this age group of children.

The building form is provided with a flat roof solution to create a book-end to the terraces of Block C. This in turn creates variety within the roof scape and its contrasting render will set forward the building within the development, orientating residents and visitors. A play street is provided for the wobblers and toddlers within the building and an external and secure play terrace is provided at the upper level to create a safe environment for toddlers.

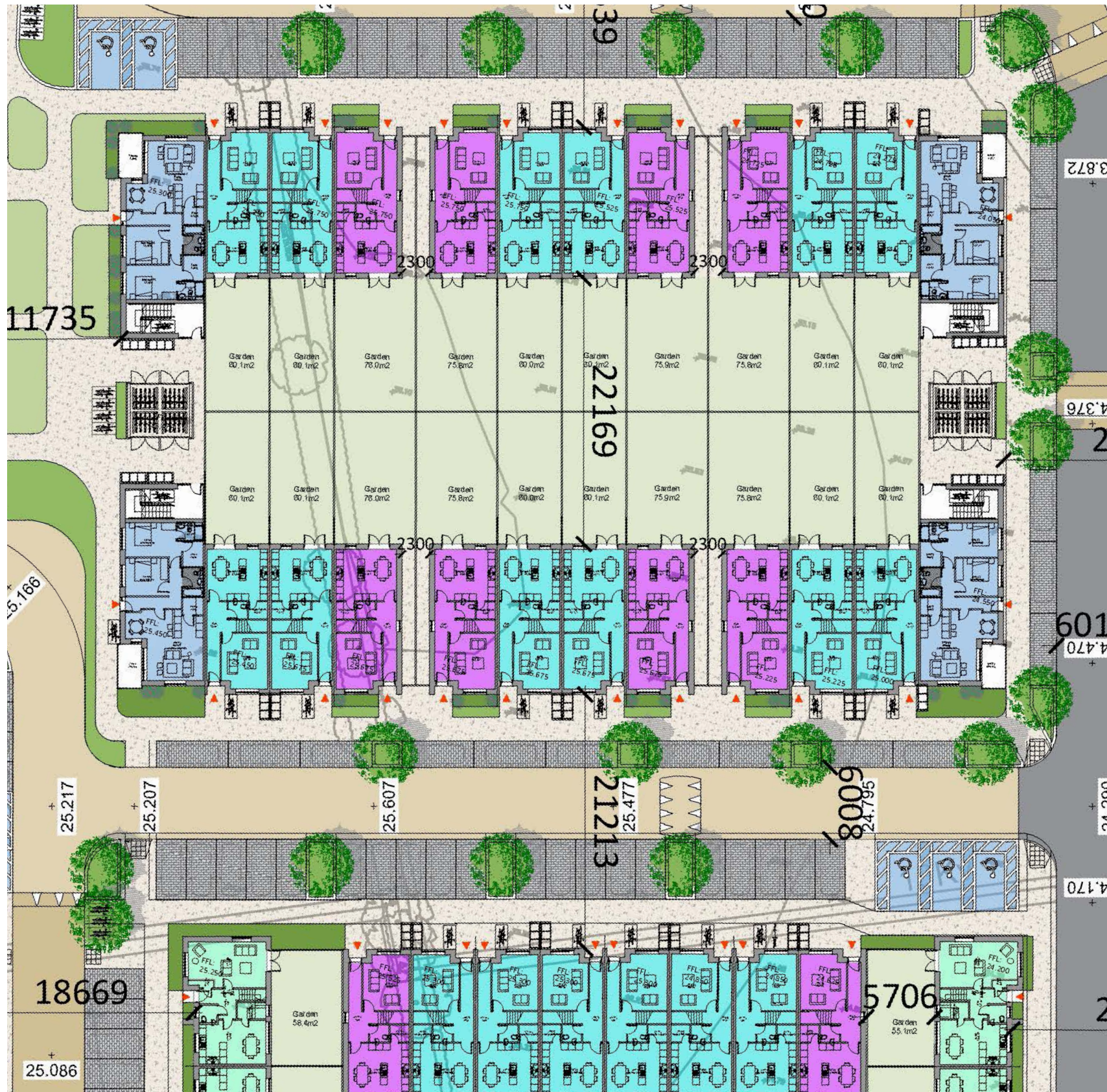
Designated bin structures are provided adjoining the facility and can operate independently from the residential development if required and bike stands are located adjoining the facility and within the local park as required by visitors and users of the center.



The building form is provided with a flat roof solution to create a book-end to the terraces of Block C. This in turn creates variety within the roof scape and its contrasting render will set forward the building within the development, orientating residents and visitors. A play street is provided for the wobblers and toddlers within the building and an external and secure play terrace is provided at the upper level to create a safe environment for toddlers.

Designated bin structures are provided adjoining the facility and can operate independently from the residential development if required and bike stands are located adjoining the facility and within the local park as required by visitors and users of the center.





Local Streets

A hierarchy of streets is provided within the scheme and set out within the organising principles of Chapter 2 of this document. Secondary local streets connect with the central avenue or spine of the scheme creating a residential streetscape character area. The scale of these streets is 2-3 storeys with 3 storey book-end apartment building framing the 2 storey terraces of houses. Each dwelling has been provided with a designated 3no. bins structure which is repeated across the scheme to create a consistent standard and language of material.

The consistent palette of materials of brick and render will create a harmonious development which responds to the public realm context of park, street or green link in massing, scale, roof scape and enclosure elements. Secure, covered bike stores are also provided across the scheme for residents (accessible by a managed fob system) and Sheffield stands are also provided to the front of duplex units and in the public realm for visitors to the development.

Parking to all streets are DMURS compliant with perpendicular parking opposing parallel parking. This also allows for the provision of a 3no. bins





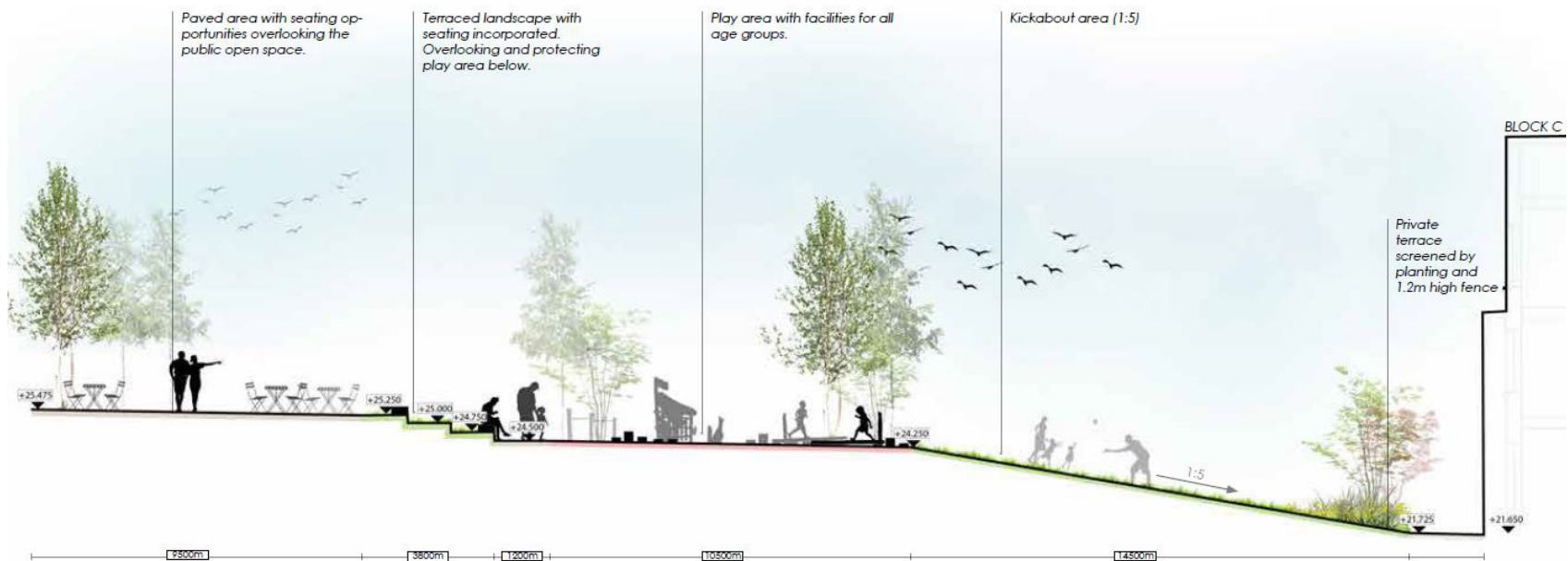
Local Park

In the heart of the scheme is a sheltered local park, which has been provided in contrast to the 2no. other Public Spaces in the application. The expansive meadow public parkland area to the north and the vibrant linear park to the west are in contrast to this sheltered community space which is at the crest of the hill. This space is overlooked on all sides to create a safe and enclosed environment.

A play ground for smaller children is proposed within this space with a hardscaped area for outdoor community gatherings. A desire line has been retained from the School Lands to the east, across the parkland and arriving into the heart of the scheme of this local park. The topography of the site is expressed within this space as the landscape terraces down to create a hollow for the natural play area. This will truly be a unique amenity space to experience for all.

The duplex terrace of Block C to the north frames the avenue but is open with south facing terraces overlooking the park. These private amenity spaces are set well back behind a landscaped buffer of circa 2-3m which also deals with the falls and drainage to the units.

The duplex terrace of Block C to the south creates an active frontage to both the streetscape and the local park. This typology provides a ground floor 1 bed unit which is accessed from the street. The duplex unit above is provided within an own-door at ground floor on the opposing side and this is accessed from the Local Park. This dual access and dual aspect terrace will provide activity, vibrancy and passive surveillance to the public realm and the privacy of the residents is also considered within the landscaped thresholds to the units from the public path. Please refer to the Site Layout plan for further detail and the typology drawings provided within this pack.



5.4 Variety & Accessibility of Units



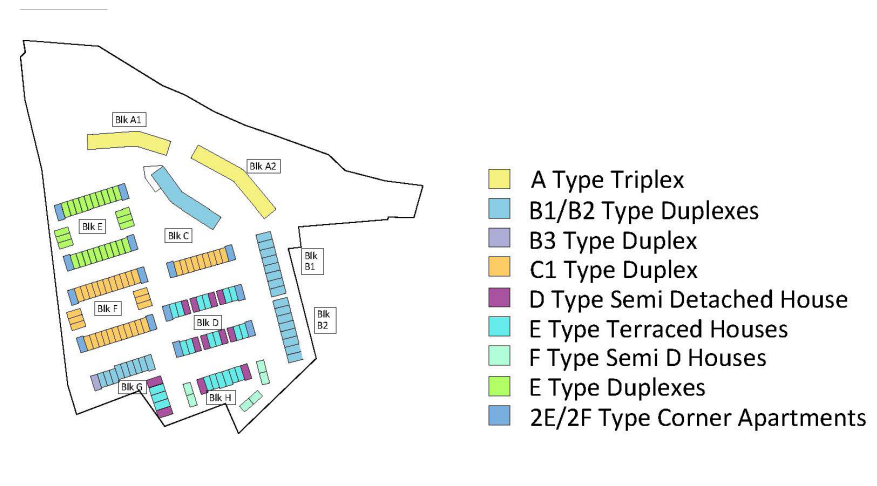
The proposed development will provide a variety of unit types to serve wide the growing community. The scheme primarily consists of 306no.apartments and 39no. houses.

Apartment types include 1 and 2 bed apartments and 2 and 3bed duplex units.

Each of the proposed apartments/duplexes are consistent with the relevant standards set out in the Apartment Guidelines.

3bed Houses are also provided and integrated with the proposed layout and streetscape.

Overall there are 22no. typologies across the scheme providing variety and a cradle to grave sustainable development.



Accessibility Considerations



In order to provide a thoroughly inclusive neighborhood particular consideration has been given to the quantum of own-door units with ground level access throughout the scheme.

Of the 345 no. total units 200 no. (58%) feature level access at ground level.

All upper level units have been designed in compliance with Part M Guidelines and feature design considerations such as larger entrance lobbies to cater for families and residents various demographics.

LEGEND

● Units with direct access at Ground Level

6.0 Site Statistics

6.1 Schedule of Accommodation

Houses	GIA	NIA	Hse D1- 3 Bed End of Terrace	112	Hse D2- 3 Bed End of Terrace	112	Hse E - 3 Bed Mid-Terrace	112	Hse F1- 3 Bed Semi D	115.8	Hse F2- 3 Bed Semi D	112.7	TOTAL
		sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	
UNITS	4388	4388	11		1		21		5		1		
SUBTOTAL	4388	4388	11		1		21		5		1		39

Hse Mix	2 Bed	3 Bed	TOTAL	Semi-D	2 Bed	3 Bed	TOTAL	Mid-Terr.	2 Bed	3 Bed	TOTAL	End Terr.	2 Bed	3 Bed	TOTAL
	0	39	39	15%	0	6	6	54%	0	21	21	31%	0	12	12
	0.0%	100.0%			0%	100%			0%	100%			0%	100%	

Triplexes	GIA	NIA	A1 Triplex - Mid-Terrace				A2 Triplex - Mid-Terrace				A3 Triplex - End of Terrace				A4 Triplex - End of Terrace				TOTAL										
			2 Bed Apt	71.3	1 Bed Apt	56.8	3 Bed Duplex	119.4	2 Bed Apt	68.5	1 Bed Apt	51.9	3 Bed Duplex	122.3	2 Bed Apt	70	1 Bed Apt	53.3		3 Bed Duplex	125.3	2 Bed Apt	70	1 Bed Apt	52.9	3 Bed Duplex	124.6		
			no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	
UNITS			2		2		2		18		18		18		2		2		2		2		2		2		2		
Own Door	4967.6	4967.6	2		2		2		18		18		18		2		2		2		2		2		2		2	72	

Duplexes Type 01	GIA	NIA	B1 Duplex - Mid-Terrace		B1 Duplex - End of Terrace		B1A Duplex - End of Terrace		B2 Duplex - End of Terrace		B3 Duplex - End of Terrace		TOTAL														
			3 Bed Duplex Lower	110.9	3 Bed Duplex Upper	108.1	3 Bed Duplex Lower	110.9	3 Bed Duplex Upper	108.1	3 Bed Duplex Lower	114.7		3 Bed Duplex Upper	108.1	3 Bed Duplex Lower	113	3 Bed Duplex Upper	110.3	3 Bed Duplex Lower	115.7	3 Bed Duplex Upper	108.7				
			no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	
UNITS			28		28		2		2		1		1		3		3		1		1		1		1		
Own Door	7687.1	7687.1	28		28		2		2		1		1		3		3		1		1		1		1		70

Duplexes Type 02	GIA	NIA	C1 Duplex - Mid-Terrace		C1 Duplex - End of Terrace		E1 Duplex - Mid-Terrace		E2 Duplex - End of Terrace		E4 Duplex - End of Terrace		E4 Duplex - Mid-Terrace		E4A Duplex - Mid-Terrace														
			1 Bed Apt Lower	51	2 Bed Duplex Upper	94.1	1 Bed Apt Lower	51	2 Bed Duplex Upper	94.1	3 Bed Duplex Lower	102.2	1 Bed Apt UPPER	51.1	3 Bed Duplex Lower	110.1	1 Bed Apt UPPER	54	3 Bed Duplex Lower	104	1 Bed Apt UPPER	50.4	3 Bed Duplex Lower	104	1 Bed Apt UPPER	50.4	3 Bed Duplex Lower	104	1 Bed Apt UPPER
			no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units
UNITS			32		32		4		4		10		10		8		8		2		2		2		2		2		2
Own Door	8995.8	8995.8	32		32		4		4		10		10		8		8		2		2		2		2		2		2

Apartments	GIA	NIA	Efficiency	Type 2E 2 BED	79.2	Type 2F 2 BED	79.2	Type 2G 2 BED	84.3	Type 2H 2 BED	68.7	TOTAL
Level GF	1316	871.2	66%	11		3						14
Level O1	2604	2301.9	88%	0		28		1				28
Level O2	69	68.7	100%							1		
TOTAL	3989	3241.8	81%	11		31		1		1		44

Car Parking	No. Units		Provision	
	Residential Spaces	Electric Charge Spaces	Disabled Spaces	Visitors / Creche Set Down
	345			414
				42
				19
				40
TOTAL	1.2 Ratio per Unit			414

Designated Cycle	Provision	
	Parking	Visitor
Residential Spaces	670	120
Creche		12
TOTAL	2.2 Ratio per Unit	802

*Please refer to the TTA and traffic report prepared by DBFL for further details on parking

Apt. Mix	1 Bed	2 Bed	3 Bed	TOTAL
	84	104	118	306
	27%	34%	39%	

Apt. Dual Aspect	1 Bed	2 Bed	3 Bed	TOTAL
	84	104	118	306

Overall Unit Mix	1 Bed	2 Bed	3 Bed	TOTAL
	84	104	157	345
	24%	30%	46%	

*Inc. Duplex Units

*Inc. Duplex Units

Community Creche Facility	GIA
Level LG	95
Level UG	184.6
Level O1	98
TOTAL	377.6

Totals	GIA	NIA	Creche	Houses	Duplexes	Apts.	TOTAL
			sqm	no. units	no. units	no. units	
UNITS	30405	29280	378	39	154	152	345
MIX %				11%	45%	44%	

Site Statistics	
Application Site Area (Gross):	66,805.0 m ²
Development Site Area (Net):	66,157.0 m ²
Estimated Gross Floor Area:	30,405 m ² excludes Podium Carpark
Overall Net Density:	52 dwellings per ha
Plot Ratio: (Gross Site Area)	0.46 : 1
Plot Ratio: (Net Site Area)	0.46 : 1
Site Coverage: (Gross Site Area)	26.4%
Site Coverage: (Net Site Area)	26.7%
Apartments Dual Aspect Ratio:	100%

Open Space Calculations	
Apartments Communal Amenity Space:	2,277.0 m ²
Total Public Open Space:	16,670.0 m ²
Public Open Space %:	25%

Block C																																					
CRECHE																																					
41-48	B1																																				
	Unit Type 3E 01	8	3 Bed Lower Duplex, Mid Terrace	90.0	110.9	NE/SEW	2.7	3.0	5.0	11.7	3.5	14.7	2.8	7.5	2.5	-	-	31.5	33.9	-	-	3.8	4.5	34.0	35.8	3.6	3.1	2.3	1.3	0	9.0	10.3	0	18	9.0	18	
	Unit Type 3F 01	8	3 Bed Upper Duplex, Mid Terrace	90.0	108.1	NE/SEW	2.7	3.0	5.0	13.0	3.1	11.4	2.8	7.5	3.0	-	-	31.5	31.9	-	-	3.8	4.5	34.0	34.1	3.6	2.2	1.8	2.6	1.1	9.0	11.3	0	10.2	9.0	10.2	
49	B2																																				
	Unit Type 3E 02	1	3 Bed Lower Duplex, Semi-Detached	90.0	113.3	NE/SEW	2.7	3.0	5.0	15.8	3.2	14.8	2.8	7.9	2.5	-	-	31.5	38.5	-	-	3.8	5.7	34.0	37.9	3.6	2.5	2.8	1.3	0	9.0	10.2	0	18	9.0	18	
	Unit Type 3F 02	1	3 Bed Upper Duplex, Semi-Detached	90.0	110.3	NE/SEW	2.7	3.0	5.0	15.4	3.5	11.4	2.8	7.4	3.0	-	-	31.5	34.2	-	-	3.8	5.6	34.0	34.1	2.3	1.5	2	2.2	1	9.0	9	0	10.5	9.0	10.5	
50	F																																				
	Unit Type 2F	1	2 Bed Apartment at Ground Floor	73.0	79.2	E/SE	2.6	2.0	4.0	13.0	3.19	11.6	2.8	-	-	-	-	24.4	24.6	-	-	3.6	4.6	30.0	30.5	3.6	2.5				6.0	6.1		7.3	7.0	7.3	
	Unit Type 2F	1	2 Bed Apartment at First Floor	73.0	79.2	NW/SE	2.6	2.0	4.0	13.0	3.2	11.6	2.8	-	-	-	-	24.4	24.6	-	-	3.6	4.6	30.0	30.5	3.6	2.5	0	0	0	6.0	6.1	0	7.3	7.0	7.3	
	Unit Type 2F	1	2 Bed Apartment at Second Floor	73.0	79.2	NW/SE	2.6	2.0	4.0	13.0	3.2	11.6	2.8	-	-	-	-	24.4	24.6	-	-	3.6	4.6	30.0	30.5	3.6	2.5	0	0	0	6.0	6.1	0	7.3	7.0	7.3	
51-59	C1																																				
	Unit Type 1E	9	1 Bed Apartment at Ground Floor, Mid Terrace	45.0	51.0	NW/SE	2.7	1.0	2.0	11.4	3.5	0.0	0.0	-	-	-	-	11.4	11.4	-	-	3.3	5.0	23.0	27.7	1.7	2.8	0	0	0	3.0	4.5	0	7.4	5.0	7.4	
	Unit Type 2E	9	2 Bed Upper Duplex, Mid Terrace	73.0	94.1	NW/SE	2.7	2.0	4.0	12.4	3.2	13.4	3.6	-	-	-	-	25.0	25.8	-	-	3.6	5.0	30.0	30.4	1.6	2.3	2.5	0	0	6.0	6.4	0	9	7.0	9	
60	EF																																				
	Unit Type 2E	1	2 Bed Apartment at Ground Floor	73.0	79.2	NW/SE	2.7	2.0	4.0	13.5	2.9	11.4	3.1	-	-	-	-	24.4	24.9	-	-	3.6	4.6	30.0	30.8	3.6	2.4	0	0	0	6.0	6	0	7.3	7.0	7.3	
	Unit Type 2F	1	2 Bed Apartment at First Floor	73.0	79.2	NW/SE	2.6	2.0	4.0	13.0	3.2	11.6	2.8	-	-	-	-	24.4	24.6	-	-	3.6	4.6	30.0	30.5	3.6	2.5	0	0	0	6.0	6.1	0	7.3	7.0	7.3	
	Unit Type 2F	1	2 Bed Apartment at Second Floor	73.0	79.2	NW/SE	2.6	2.0	4.0	13.0	3.2	11.6	2.8	-	-	-	-	24.4	24.6	-	-	3.6	4.6	30.0	30.5	3.6	2.5	0	0	0	6.0	6.1	0	7.3	7.0	7.3	
61	EF																																				
	Unit Type 2E	1	2 Bed Apartment at Ground Floor	73.0	79.2	NW/SE	2.7	2.0	4.0	13.5	2.9	11.4	3.1	-	-	-	-	24.4	24.9	-	-	3.6	4.6	30.0	30.8	3.6	2.4	0	0	0	6.0	6	0	7.3	7.0	7.3	
	Unit Type 2F	1	2 Bed Apartment at First Floor	73.0	79.2	NW/SE	2.6	2.0	4.0	13.0	3.2	11.6	2.8	-	-	-	-	24.4	24.6	-	-	3.6	4.6	30.0	30.5	3.6	2.5	0	0	0	6.0	6.1	0	7.3	7.0	7.3	
	Unit Type 2F	1	2 Bed Apartment at Second Floor	73.0	79.2	NW/SE	2.6	2.0	4.0	13.0	3.2	11.6	2.8	-	-	-	-	24.4	24.6	-	-	3.6	4.6	30.0	30.5	3.6	2.5	0	0	0	6.0	6.1	0	7.3	7.0	7.3	
62-63	E	2	3 Bed House, 2 Storey - Mid Terrace	92.0	112.0	NW/SE	2.7	3.0	5.0	14.7	5.0	12.4	2.8	9.2	2.1	-	0.0	32.0	36.3	13.0	17.4	-	-	34.0	39.0	2.2	1.9	1.6	0	0	5.0	5.7	60	0	40.0	61	
64	D1	1	3 Bed House, 2 Storey - Mid Terrace / Semi D	92.0	112.0	NW/SE	2.7	3.0	5.0	14.7	5.0	12.4	2.8	9.2	2.1	-	0.0	32.0	36.3	13.0	17.4	-	-	34.0	39.0	2.2	1.9	1.6	0	0	5.0	5.7	60	0	40.0	50	
65	D1	1	3 Bed House, 2 Storey - Mid Terrace / Semi D	92.0	112.0	NW/SE	2.7	3.0	5.0	14.7	5.0	12.4	2.8	9.2	2.1	-	0.0	32.0	36.3	13.0	17.4	-	-	34.0	39.0	2.2	1.9	1.6	0	0	5.0	5.7	60	0	40.0	50	
66-67	E	2	3 Bed House, 2 Storey - Mid Terrace	92.0	112.0	NW/SE	2.7	3.0	5.0	14.7	5.0	12.4	2.8	9.2	2.1	-	0.0	32.0	36.3	13.0	17.4	-	-	34.0	39.0	2.2	1.9	1.6	0	0	5.0	5.7	60	0	40.0	61	
68	D1	1	3 Bed House, 2 Storey - Mid Terrace / Semi D	92.0	112.0	NW/SE	2.7	3.0	5.0	14.7	5.0	12.4	2.8	9.2	2.1	-	0.0	32.0	36.3	13.0	17.4	-	-	34.0	39.0	2.2	1.9	1.6	0	0	5.0	5.7	60	0	40.0	50	
69	D1	1	3 Bed House, 2 Storey - Mid Terrace / Semi D	92.0	112.0	NW/SE	2.7	3.0	5.0	14.7	5.0	12.4	2.8	9.2	2.1	-	0.0	32.0	36.3	13.0	17.4	-	-	34.0	39.0	2.2	1.9	1.6	0	0	5.0	5.7	60	0	40.0	50	
70-71	E	2	3 Bed House, 2 Storey - Mid Terrace	92.0	112.0	NW/SE	2.7	3.0	5.0	14.7	5.0	12.4	2.8	9.2	2.1	-	0.0	32.0	36.3	13.0	17.4	-	-	34.0	39.0	2.2	1.9	1.6	0	0	5.0	5.7	60	0	40.0	61	
72	EF																																				
	Unit Type 2E	1	2 Bed Apartment at Ground Floor	73.0	79.2	NW/SE	2.7	2.0	4.0	13.5	2.9	11.4	3.1	-	-	-	-	24.4	24.9	-	-	3.6	4.6	30.0	30.8	3.6	2.4	0	0	0	6.0	6	0	7.3	7.0	7.3	
	Unit Type 2F	1	2 Bed Apartment at First Floor	73.0	79.2	NW/SE	2.6	2.0	4.0	13.0	3.2	11.6	2.8	-	-	-	-	24.4	24.6	-	-	3.6	4.6	30.0	30.5	3.6	2.5	0	0	0	6.0	6.1	0	7.3	7.0	7.3	
	Unit Type 2F	1	2 Bed Apartment at Second Floor	73.0	79.2	NW/SE	2.6	2.0	4.0	13.0	3.2	11.6	2.8	-	-	-	-	24.4	24.6	-	-	3.6	4.6	30.0	30.5	3.6	2.5	0	0	0	6.0	6.1	0	7.3	7.0	7.3	
73	EF																																				
	Unit Type 2E	1	2 Bed Apartment at Ground Floor	73.0	79.2	E/SE	2.7	2.0	4.0	13.5	2.9	11.4	3.1	-	-	-	-	24.4	24.9	-	-	3.6	4.6	30.0	30.8	3.6	2.4	0	0	0	6.0	6	0	7.3	7.0	7.3	
	Unit Type 2F	1	2 Bed Apartment at First Floor	73.0	79.2	E/SE	2.6	2.0	4.0	13.0	3.2	11.6	2.8	-	-	-	-	24.4	24.6	-	-	3.6	4.6	30.0	30.5	3.6	2.5	0	0	0	6.0	6.1	0	7.3	7.0	7.3	
	Unit Type 2F	1	2 Bed Apartment at Second Floor	73.0	79.2	E/SE	2.6	2.0	4.0	13.0	3.2	11.6	2.8	-	-	-	-	24.4	24.6	-	-	3.6	4.6	30.0	30.5	3.6	2.5	0	0	0	6.0	6.1	0	7.3	7.0	7.3	
74-75	E	2	3 Bed House, 2 Storey - Mid Terrace	92.0	112.0	NW/SE	2.7	3.0	5.0	14.7	5.0	12.4	2.8	9.2	2.1	-	0.0	32.0	36.3	13.0	17.4	-	-	34.0	39.0	2.2	1.9	1.6	0	0	5.0	5.7	60	0	40.0	61	
76	D1	1	3 Bed House, 2 Storey - Mid Terrace / Semi D	92.0	112.0	NW/SE	2.7	3.0	5.0	14.7	5.0	12.4	2.8	9.2	2.1	-	0.0	32.0	36.3	13.0	17.4	-	-	34.0	39.0	2.2	1.9	1.6	0	0	5.0	5.7	60	0	40.0	50	
77	D1	1	3 Bed House, 2 Storey - Mid Terrace / Semi D	92.0	112.0	NW/SE	2.7	3.0	5.0	14.7	5.0	12.4	2.8	9.2	2.1	-	0.0	32.0	36.3	13.0	17.4	-	-	34.0	39.0	2.2	1.9	1.6	0	0	5.0	5.7	60	0	40.0	50	
78-79	E	2	3 Bed House, 2 Storey - Mid Terrace	92.0	112.0	NW/SE	2.7	3.0	5.0	14.7	5.0	12.4	2.8	9.2	2.1	-	0.0	32.0	36.3	13.0	17.4	-	-	34.0	39.0	2.2	1.9	1.6	0	0	5.0	5.7	60	0	40.0	61	
80	D1	1	3 Bed House, 2 Storey - Mid Terrace / Semi D	92.0	112.0	NW/SE	2.7	3.0	5.0	14.7	5.0	12.4	2.8	9.2	2.1	-	0.0	32.0	36.3	13.0</																	

Block F																																					
113																																					
	EIF																																				
	Unit Type 2E	1	2 Bed Apartment at Ground Floor	73.0	79.2	WINW	2.7	2.0	4.0	13.5	2.9	11.4	3.1	-	-	-	-	24.4	24.9	-	-	3.6	4.6	30.0	30.8	3.6	2.4	0	0	0	6.0	6	0	7.3	7.0	7.3	
	Unit Type 2F	1	2 Bed Apartment at First Floor	73.0	79.2	WINW	2.6	2.0	4.0	13.0	3.2	11.6	2.8	-	-	-	-	24.4	24.6	-	-	3.6	4.6	30.0	30.5	3.6	2.5	0	0	0	6.0	6.1	0	7.3	7.0	7.3	
	Unit Type 2F	1	2 Bed Apartment at Second Floor	73.0	79.2	WINW	2.6	2.0	4.0	13.0	3.2	11.6	2.8	-	-	-	-	24.4	24.6	-	-	3.6	4.6	30.0	30.5	3.6	2.5	0	0	0	6.0	6.1	0	7.3	7.0	7.3	
114-123																																					
	C1																																				
	Unit Type 1E	10	1 Bed Apartment at Ground Floor, Mid Terrace	45.0	51.0	NWSE	2.7	1.0	2.0	11.4	3.0	0.0	0.0	-	-	-	-	11.4	11.4	-	-	3.3	5.0	23.0	27.7	1.7	2.8	0	0	0	3.0	4.5	0	7.4	5.0	7.4	
	Unit Type 2E	10	2 Bed Upper Duplex, Mid Terrace	73.0	94.1	NWSE	2.7	2.0	4.0	12.4	3.20	13.4	3.6	-	-	-	-	25.0	25.8	-	-	3.6	5.0	30.0	30.4	1.6	2.3	2.5	0	0	0	6.0	6.4	0	9	7.0	9
124																																					
	EIF																																				
	Unit Type 2E	1	2 Bed Apartment at Ground Floor	73.0	79.2	NWSE	2.7	2.0	4.0	13.5	2.9	11.4	3.1	-	-	-	-	24.4	24.9	-	-	3.6	4.6	30.0	30.8	3.6	2.4	0	0	0	6.0	6	0	7.3	7.0	7.3	
	Unit Type 2F	1	2 Bed Apartment at First Floor	73.0	79.2	NWSE	2.6	2.0	4.0	13.0	3.2	11.6	2.8	-	-	-	-	24.4	24.6	-	-	3.6	4.6	30.0	30.5	3.6	2.5	0	0	0	6.0	6.1	0	7.3	7.0	7.3	
	Unit Type 2F	1	2 Bed Apartment at Second Floor	73.0	79.2	NWSE	2.6	2.0	4.0	13.0	3.2	11.6	2.8	-	-	-	-	24.4	24.6	-	-	3.6	4.6	30.0	30.5	3.6	2.5	0	0	0	6.0	6.1	0	7.3	7.0	7.3	
125-127																																					
	C1																																				
	Unit Type 1E	3	1 Bed Apartment at Ground Floor, Mid Terrace	45.0	51.0	EW	2.7	1.0	2.0	11.4	3.0	0.0	0.0	-	-	-	-	11.4	11.4	-	-	3.3	5.0	23.0	27.7	1.7	2.8	0	0	0	3.0	4.5	0	7.4	5.0	7.4	
	Unit Type 2E	3	2 Bed Upper Duplex, Mid Terrace	73.0	94.1	EW	2.7	2.0	4.0	12.4	3.20	13.4	3.6	-	-	-	-	25.0	25.8	-	-	3.6	5.0	30.0	30.4	1.6	2.3	2.5	0	0	0	6.0	6.4	0	9	7.0	9
128																																					
	EIF																																				
	Unit Type 2E	1	2 Bed Apartment at Ground Floor	73.0	79.2	EISE	2.7	2.0	4.0	13.5	2.9	11.4	3.1	-	-	-	-	24.4	24.9	-	-	3.6	4.6	30.0	30.8	3.6	2.4	0	0	0	6.0	6	0	7.3	7.0	7.3	
	Unit Type 2F	1	2 Bed Apartment at First Floor	73.0	79.2	EISE	2.6	2.0	4.0	13.0	3.2	11.6	2.8	-	-	-	-	24.4	24.6	-	-	3.6	4.6	30.0	30.5	3.6	2.5	0	0	0	6.0	6.1	0	7.3	7.0	7.3	
	Unit Type 2F	1	2 Bed Apartment at Second Floor	73.0	79.2	EISE	2.6	2.0	4.0	13.0	3.2	11.6	2.8	-	-	-	-	24.4	24.6	-	-	3.6	4.6	30.0	30.5	3.6	2.5	0	0	0	6.0	6.1	0	7.3	7.0	7.3	
129-139																																					
	C1																																				
	Unit Type 1E	11	1 Bed Apartment at Ground Floor, Mid Terrace	45.0	51.0	NWSE	2.7	1.0	2.0	11.4	3.5	0.0	0.0	-	-	-	-	11.4	11.4	-	-	3.3	5.0	23.0	27.7	1.7	2.8	0	0	0	3.0	4.5	0	7.4	5.0	7.4	
	Unit Type 2E	11	2 Bed Upper Duplex, Mid Terrace	73.0	94.1	NWSE	2.7	2.0	4.0	12.4	3.2	13.4	3.6	-	-	-	-	25.0	25.8	-	-	3.6	5.0	30.0	30.4	1.6	2.3	2.5	0	0	0	6.0	6.4	0	9	7.0	9
140																																					
	EIF																																				
	Unit Type 2E	1	2 Bed Apartment at Ground Floor	73.0	79.2	SEW	2.7	2.0	4.0	13.5	2.9	11.4	3.1	-	-	-	-	24.4	24.9	-	-	3.6	4.6	30.0	30.8	3.6	2.4	0	0	0	6.0	6	0	7.3	7.0	7.3	
	Unit Type 2F	1	2 Bed Apartment at First Floor	73.0	79.2	SEW	2.6	2.0	4.0	13.0	3.2	11.6	2.8	-	-	-	-	24.4	24.6	-	-	3.6	4.6	30.0	30.5	3.6	2.5	0	0	0	6.0	6.1	0	7.3	7.0	7.3	
	Unit Type 2F	1	2 Bed Apartment at Second Floor	73.0	79.2	SEW	2.6	2.0	4.0	13.0	3.2	11.6	2.8	-	-	-	-	24.4	24.6	-	-	3.6	4.6	30.0	30.5	3.6	2.5	0	0	0	6.0	6.1	0	7.3	7.0	7.3	
141-143																																					
	C1																																				
	Unit Type 1E	3	1 Bed Apartment at Ground Floor, Mid Terrace	45.0	51.0	EW	2.7	1.0	2.0	11.4	3.5	0.0	0.0	-	-	-	-	11.4	11.4	-	-	3.3	5.0	23.0	27.7	1.7	2.8	0	0	0	3.0	4.5	0	7.4	5.0	7.4	
	Unit Type 2E	3	2 Bed Upper Duplex, Mid Terrace	73.0	94.1	EW	2.7	2.0	4.0	12.4	3.2	13.4	3.6	-	-	-	-	25.0	25.8	-	-	3.6	5.0	30.0	30.4	1.6	2.3	2.5	0	0	0	6.0	6.4	0	9	7.0	9
Block G																																					
144																																					
	B3																																				
	Unit Type 3E 03	1	3 Bed Lower Duplex, Semi-Detached	90.0	115.7	NWSE	2.7	3.0	5.0	15.8	3.20	14.7	2.8	7.9	2.5	-	-	31.5	38.4	-	-	3.8	7.3	34.0	35.2	3.9	2.3	3.1	1.3	0	9.0	10.6	0	15.2	9.0	15.2	
	Unit Type 3F 03	1	3 Bed Upper Duplex, Semi-Detached	90.0	108.7	NWSE	2.7	3.0	5.0	13.0	3.08	11.4	2.8	7.5	3.0	-	-	31.5	31.9	-	-	3.8	5.6	34.1	34.1	3.6	2.2	1.8	2.6	1.1	9.0	11.3	0	10.2	9.0	10.2	
145-152																																					
	B1																																				
	Unit Type 3E 01	8	3 Bed Lower Duplex, Mid Terrace	90.0	110.9	NWSE	2.7	3.0	5.0	11.7	3.5	14.7	2.8	7.5	2.5	-	-	31.5	33.9	-	-	3.8	4.5	34.0	35.8	3.6	3.1	2.3	1.3	0	9.0	10.3	0	18	9.0	18	
	Unit Type 3F 01	8	3 Bed Upper Duplex, Mid Terrace	90.0	108.1	NWSE	2.7	3.0	5.0	13.0	3.1	11.4	2.8	7.5	3.0	-	-	31.5	31.9	-	-	3.8	4.5	34.0	34.1	3.6	2.2	1.8	2.6	1.1	9.0	11.3	0	10.2	9.0	10.2	
153																																					
	B2																																				
	Unit Type 3E 02	1	3 Bed Lower Duplex, Semi-Detached	90.0	113.3	NWSE	2.7	3.0	5.0	15.8	3.20	14.8	2.8	7.9	2.5	-	-	31.5	38.5	-	-	3.8	5.7	34.0	37.9	3.6	2.5	2.8	1.3	0	9.0	10.2	0	18	9.0	18	
	Unit Type 3F 02	1	3 Bed Upper Duplex, Semi-Detached	90.0	110.3	NWSE	2.7	3.0	5.0	15.4	3.48	11.4	2.8	7.4	3.0	-	-	31.5	34.2	-	-	3.8	5.8	34.0	34.1	2.3	1.5	2	2.2	1	9.0	9	0	10.5	9.0	10.5	
Block H																																					

7.0 DoECLG Urban Design Manual

This design has been developed with regard to Fingal County Council's objectives as well as the 12 criteria assessment as set out in the DoECLG urban design manual:

1. Context:

How does the development respond to its surroundings?

2. Connections:

How well connected is the new development/ neighbourhood?

3. Inclusivity:

How easily can all people use and access the development

4. Variety:

Does the development promote a good mix of uses and/ or typologies

5. Efficiency:

How does the development make use of resources, including land?

6. Distinctiveness:

How does the proposal create a sense of place?

7. Layout:

How does the proposal create people friendly streets and places?

8. Public Realm:

How safe, secure and enjoyable are the public areas?

9. Adaptability:

How will the development cope with change?

10. Privacy and Amenity:

How does the scheme provide a decent standard of amenity?

11. Parking:

How will parking be made secure and attractive?

12. Detailed Design:

How well thought through is the building landscape design?

Twelve Criteria Implementation Assessment

Context:

How does the development respond to its surroundings?

The design approach is informed by a number of opportunities and constraints such as existing patterns of residential development, Fingal County Council's vision for the development of the Hacketstown LAP and the parameters identified in the Common Principles Framework.

The existing character of the site has been retained where possible. The local field patterns have informed the framework of the site layout and networks of movement within.

Connections:

How well connected is the new development/ neighbourhood?

The site layout represents a landscape-led 'ground up' organisation of the new neighbourhood structured by a clear hierarchy of primary and secondary street networks designed with reference to DMURS. Connections to the wider Skerries context have been considered with regard to pedestrian, cyclist and vehicular networks as evidenced in the organizing principles and the proposed site layout.

The site layout has been developed with the provision of future connections in mind and the further development of the local area. Potential pedestrian connections have been provided in the architectural and landscape layouts which will connect the scheme to adjacent established communities and key transport links/amenities.

Inclusivity:

How easily can all people use and access the development?

The secondary street and green networks prioritise access for all, with the public realm based on a concept of pedestrian and cycle connectivity.

This can be seen in the treatment of thresholds and access routes throughout and is illustrated within the character areas segment of this document. These design intentions are echoed in the Landscape Proposal and in the treatment of surfaces to public, semi private and private zones

Variey:

Does the development promote a good mix of uses and/ or typologies ?

The proposed development contains a broad range of residential typologies arranged in a variety of configurations. The Site layout responds to the topography of the site and the requirement for a new residential development with a density objective of 50upH. This density by its nature will require a percentage of apartments as it cannot be achieved by a standard housing typologies.

The proposed development will provide a mixed tenure scheme with a range of typologies to respond to both the owner occupier and the rental requirements for both the social and affordable demographics. A minimum 25% of dwellings in the development will be earmarked for Social Residents while the remainder will be affordable.

These include: 23% One Bed homes, 31% 2 Bed homes and 45% 3 Bed homes. A minimum of 5% of dwellings will accommodate a universal design provision. Only 15% of units within the proposed scheme may be deemed conventional housing, these will meet and or exceed housing standards set out within the Section 28 Guidelines.

Efficiency:

How does the development make use of resources, including land?

The proposed development is located on an undeveloped zoned site within close proximity to Skerries Town Centre. The proposal makes efficient use of the land resource by applying appropriate sustainable residential densities of 50 dwelling units per hectare and includes the required quantum of publicly accessible open space.

The layout and orientation of the scheme has been designed to have regard for aspect and views while ensuring that dwellings and areas of open space receive sufficient natural light year round.

Distinctiveness:

How does the proposal create a sense of place?

The development will have a distinctive sense of place owing to the design considerations outlined in the Architectural Response section of this document.

The design approach is informed by a number of opportunities and constraints such as existing patterns of residential development, Fingal County Council's vision for the development of the previously proposed Hacketstown LAP, the Housing Agency's Development Brief as prepared for the subject site, regional/national connectivity including the Dublin-Belfast railway line on the site's western boundary, the parameters identified in the proposed design framework and relevant National Guidelines including the 12 criteria assessment as set out in the DoECLG urban design manual.

The existing character of the site has been retained where possible. The local field patterns and connections have informed the framework of the site layout and networks of movement within. The topography is perhaps the most challenging aspect of the site however, this offers an opportunity to respond with non-conventional residential design solutions while the stream that transects the LAP at the northern boundary of the site allows for the creation of a natural zone for recreation and biodiversity as identified in the LAP.

This site has been identified as a strategic future neighbourhood which questions conventional methods of residential design and provides a carefully considered approach to higher density development which will provide the basis for a strong community for generations to come. Adaptability is identified as one of the 12 criteria assessment as set out in the DoECLG urban design manual and is integral to the design process.

A unique approach is proposed for this site which adheres to contemporary and future methods of development. By utilising a sustainable residential density of 50 UpH while proposing a distinct character that is both respectful of the local vernacular, the unique features of the surrounding landscape and which is progressive in approach.

Layout:

How does the proposal create people friendly streets and places?

The scheme creates people friendly streets and spaces by legibly using new public open spaces to connect the identified character areas. The routes within the site and beyond follow desire lines setup through the public open spaces and connecting the key local amenities including the the proposed childcare facility to the core of the scheme.

Public Realm:

How safe, secure and enjoyable are the public areas?

A safe, secure, and enjoyable public realm is created by the supervision of new routes and spaces by carefully placed terraces of housing. All public spaces are overlooked by surrounding homes. The detailing of thresholds between these public spaces and the private outdoor areas of all units has been considered and is detailed in the Landscape Proposal. A formal play area based on “natural play” design is proposed in the primary park setting and is overlooked by nearby family homes.

The scheme includes multiple typologies that offer passive surveillance through the use of activated side elevations and side entrances. These units are placed strategically throughout the subject site to create a safer public realm for all users.

Adaptability:

How will the development cope with change?

All of the proposed dwellings meet or exceed the standards for residential unit size. The development provides a mix of 2 and 3 bedroom units that can be reconfigured to adapt to the changing life cycles and personal needs of each resident.

All units have been designed to provide flexibility for the future residents, giving them the ability to adapt to future life events and changing circumstances.

Privacy and Amenity:

How does the scheme provide a decent standard of amenity?

Each residential unit is provided with an area of private amenity space which meets or exceeds the requirements of the local and national standards. The development provides for adequate separation distances between dwellings while the thresholds between private, semi-private and public spaces have been carefully considered and developed. This allows the development to achieve a high level of privacy and amenity for all residents.

A creche and community space are proposed at a central location near the public pocket park. Set down parking will be provided at street level. These facilities will act as a hub of activity in this future community.

Parking:

How will parking be made secure and attractive?

Bicycles:

Designated Bicycle storage will be provided for all residents while cycle parking for visitors will be provided at strategic locations within the development.

Cars:

A total of 414no. car parking spaces are provided. These consist of private and visitor spaces which have been allocated in line with National Guidelines. All parking spaces will be within clear sight of adjacent buildings. Further detail of Parking design can be found in the TTA prepared by DBFL to accompany this application.

12. Detailed Design:

How well thought through is the building landscape design?

The proposed design has been subject to extensive consultations between the design team and is based on consultations with the Planning Authority.

The design rationale will be detailed in the final Design Statement prepared by O'Mahony Pike Architects. The landscape design will be set out in the Landscape Proposal Masterplan prepared by Bernard Seymour Landscape Architects.



DUBLIN

Address: The Chapel, Mount St Annes,
Milltown, Dublin 6, Ireland.

Phone: +353 (1) 202 7400

Fax: +353 (1) 283 0822

Email: info@omparchitects.com