

CONROY CROWE KELLY
Architects & Urban Designers

65 MERRION SQUARE
DUBLIN 2

URBAN DESIGN AND ARCHITECTURAL STATEMENT
OLDTOWN, SWORDS SHD STAGE 3
MARCH 2022

TABLE OF CONTENTS

- 1.0 EXECUTIVE SUMMARY
- 2.0 SITE
 - 2.1 Site Context
 - 2.3 Site Description
 - 2.2 Strengths-Weaknesses-Opportunities-Threats
- 3.0 PLANNING CONTEXT
 - 3.1 Development Plan Objectives
 - 3.2 Planning History
 - 3.3 Design Response to Issues Raised in An Bord Pleanála Opinion
- 4.0 URBAN DESIGN CRITERIA
 - 4.1 Context
 - 4.2 Connections
 - 4.3 Inclusivity
 - 4.4 Variety
 - 4.5 Efficiency
 - 4.6 Distinctiveness
 - 4.7 Layout
 - 4.8 Public Realm
 - 4.9 Adaptability
 - 4.10 Privacy & Amenity
 - 4.11 Parking
 - 4.12 Detailed Design
- 5.0 SITE LAYOUT & URBAN DESIGN STRATEGY
 - 5.1 Street Hierarchy & DMURS
 - 5.2 Nodes & Edges
 - 5.3 Landmark Buildings
 - 5.4 Building Height
 - 5.5 Character Areas
- 6.0 BUILDINGS
 - 6.1 House Design
 - 6.2 Duplex Design
 - 6.3 Apartment Design
 - 6.4 Materials & Precedents
- 7.0 DEVELOPMENT STANDARDS



Right: Subject site in the context of the Oldtown (Miller's Glen) masterplan

Cover Image: CGI view looking south along Miller's Avenue and Road 10 (Image by Modelworks)

1.0 EXECUTIVE SUMMARY

This planning application is made on behalf of Gerard Gannon Properties for a Strategic Housing Development on the townland of Oldtown, Swords, Co. Dublin.

Gerard Gannon is the owner of the Oldtown development lands, and has sought and obtained planning for the new residential village known as Miller's Glen. To date, a number of separate planning permissions have been granted for a total of 967 dwellings and of these, 647 dwellings are complete and 207 dwellings are under construction.

This planning application is for the fifth and final planning phase. It is a natural and integrated extension to Miller's Glen and will be a new character area in its own right, incorporating a number of smaller, sub-character areas within its bounds.

The new development will immediately benefit from the educational, community, retail and amenity infrastructure that has already been constructed to serve the overall Oldtown lands.

The proposed development will comprise a residential neighbourhood of 377 dwellings comprising 173 houses, 35 duplex units, 169 apartments, and a 519 sqm childcare facility with capacity for up to 102 children.

The development includes all associated site works and infrastructure, comprising landscaped open space, internal roads, paths, public lighting and drainage. The development also includes off-site drainage works for a stormwater storage tank and overflow outfall gravity sewer to the Broadmeadow River on lands at the junction of the Glen Ellan and Balheary roads, known as the Celestica or Motorola site.

The vision for the development is to create a permeable, accessible and pedestrian-friendly residential neighbourhood integrated with the existing village centre, and which uses its location on the edge of the Swords Regional Park to 'join the dots' between the emerging arc of green spaces and walks from the Broadmeadow River Park to the Ward River Valley.

The gross site area is 10.2233 hectares, of which the net development area is c.7.80 hectares. The net density of this 377 unit development is 48.30 units per hectare.

The net development area excludes Class 1 open space on OS zoned lands and the off-site drainage works referred to above. See Section 4.5 of this report for the net development area diagram.



CGI - Looking southwest from the regional park along shared surface Road 1.1 and into the North East Pocket Park (image by Modelworks)

2.0 SITE

2.1 SITE CONTEXT

Oldtown is a townland on the western edge of Swords, north of the Glen Ellan Road, south of the Broadmeadow River and bounded to the east by the housing estates of Castleview and Ashton (built in the early 2000's). The lands to the west and north are agricultural, mostly arable farmland.

The site is accessed from the Glen Ellan Road and from Miller's Avenue, a partly completed link road that is also known as the Western Distributor Link Road (WDLR), which will ultimately connect Brackenstown Road in the south to Lissenhall in the north of Swords.

Substantial development of the Oldtown lands has occurred since 2013. To date, 647 dwellings have been constructed and completed, comprising the neighbourhoods of 'Miller's Glen', 'Longview', and 'Meadowbank'. The current construction phase is 'Westmill', and the first 32 of 140 dwellings in this new character area are ready for occupation. Construction has commenced on 5 blocks of 99 apartments overlooking the park and pond in the northeast of the Oldtown lands.

There is an existing school campus on the Glen Ellan Road, comprising two primary schools (Swords Educate Together and Gaelscoil Bhrian Boraimhe) and a community hall, which forms the southern edge of the new village centre. The civic square, 'Miller's Square' and two of three separate mixed-use apartment buildings on the square are complete. A large convenience store has recently opened, and a 2-storey creche has been constructed to shell and core, ready for a tenant.

North and immediately adjacent to the subject site is a new playing pitch, changing rooms (under construction), a MUGA (mixed-use games area), landscaped open spaces, walking routes, calisthenics equipment and two playgrounds (also under construction). This 8.6 ha public park is the first phase of the future Swords Regional Park and is programmed for completion in April 2022. The park will open to the public in tandem with a second significant public park, the Rathbeale Archaeology Park, which is a 3.5 ha park to the east of the school campus.

The lands to the south of the subject site and the Rathbeale Road are also undergoing significant development. This is the Mooretown townland, and planning permission has been granted for a large new school campus, 489 dwellings and two creches. The school campus is open and comprises a large secondary school, Swords Community College and a primary school, Broadmeadow Community School. The residential element of Mooretown is under construction, and is called 'Cronan's Well'. A Strategic Housing Development application is to be submitted in respect of the balance of the Mooretown lands owned by Gerard Gannon Properties. This currently comprises some 649 dwellings and a mixed-use village centre.



Above: Ariel photograph with SHD site outlined in red. (Image: Google Earth, not geo-referenced)



Left: The Copse, Miller's Glen, first development phase



Middle: Anchor shop and cafe, Miller's Square



Right: Part V apartments, Park Avenue, Miller's Glen

2.2 SITE DESCRIPTION

The subject site has been in constant agricultural arable use until quite recently and was part of a huge 70 acre field once known very simply as 'the big potato field'.

The lands slope from +33.246 OD in the south to +15.5 OD in the north, levelling out to a relatively flat area. There are good long distance viewsheds to the rural lands in the north and to the lines of mature trees along the Broadmeadow and Saucerstown streams. The subject site is outside the riparian corridors for these watercourses.

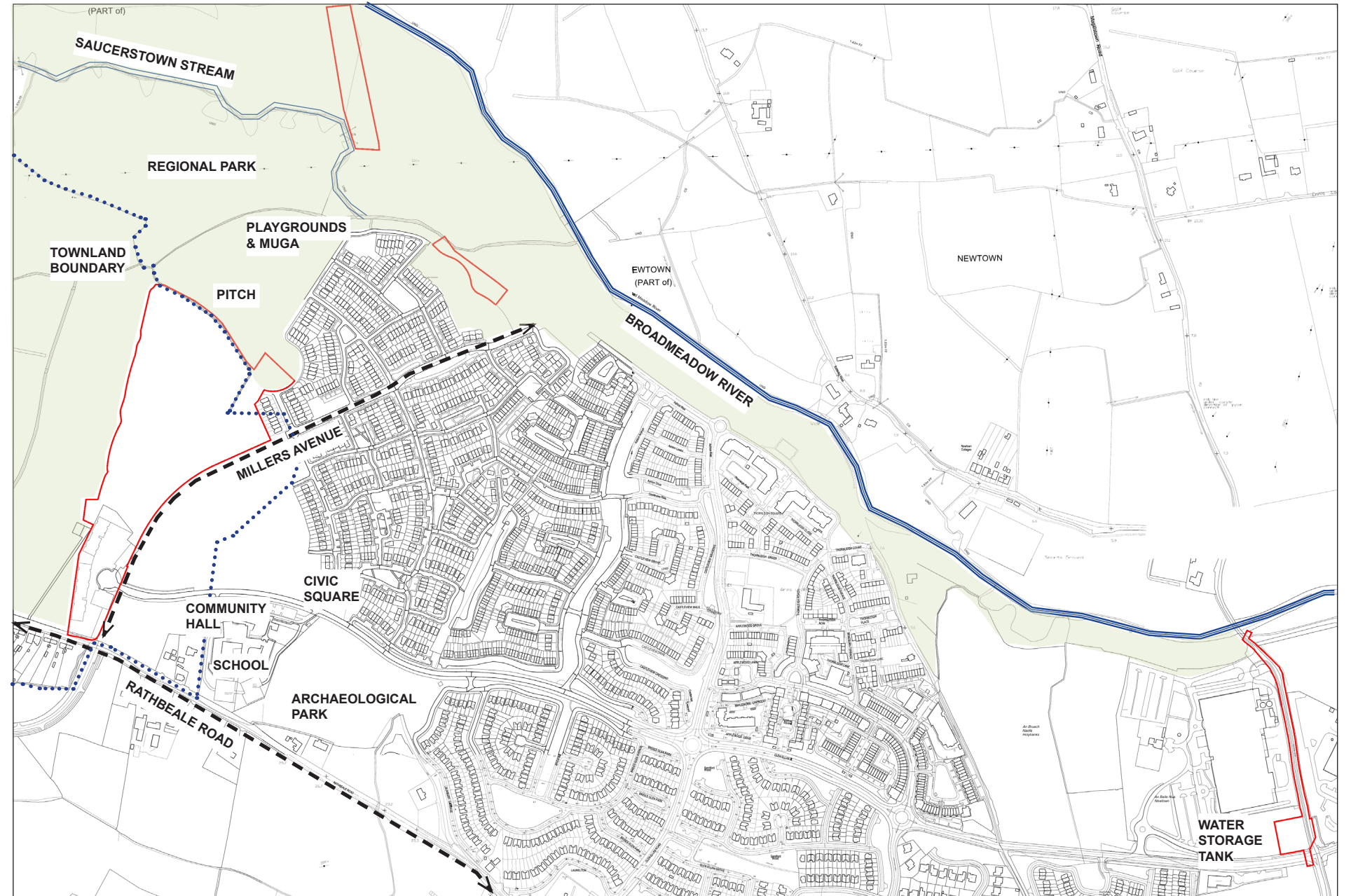
There are no existing hedges or mature trees of note on the site. An historic townland boundary crosses the northeast of the site and continues as the natural boundary between the development lands and the regional park. The ditch and hedge that demarcated the townland boundary in this part of the Oldtown site was removed some time ago to facilitate underground ESB cables. It is proposed that this section of townland boundary is reinstated by new hedgerow planting for the greater part, and recorded by its integration into the site layout and street pattern for the short stretch that occurs in the urban plan.

There are no existing permanent structures or other features on the site. There is a large red barn adjacent to the western boundary and there are newly completed houses on the northeast boundary ('Meadowbank', Planning Phase 4D Reg. Ref. F18A/0750). There are several temporary prefabricated buildings on the site which housed Swords Educate Together and Scoil Bhriain Boromhe primary schools before their permanent buildings were completed on the Glen Ellan Road. The prefabs are currently being used as site offices by the Contractor.

The playing pitch constructed as part of the Class 1 open space for the first planning phases is located the north of the site, and the Swords Regional Park wraps around the north and western boundaries. Development is under construction on the lands east of the site, Reg. Ref. F18A/0412, and planning has been granted for the plot to the southeast, F19A/0101, which gives this planning application an urban context.

Miller's Avenue (WDLR) has been constructed for its entire length within the Oldtown lands and will be completed and opened in tandem with this phase. Short sections of this road to the north are already open to the public. Upgrade works to the Rathbeale Road, including the southernmost leg of Miller's Avenue connecting the Glen Ellan Road and the Rathbeale Road crossroads are complete.

Class 1 open space for the proposed development is to be provided on OS zoned lands within and contiguous with the Swords Regional Park.



Above: Ordnance Survey map with SHD lands outlined in red



Left: Townland boundary to northern boundary of the site on the left, new playing pitch on the right



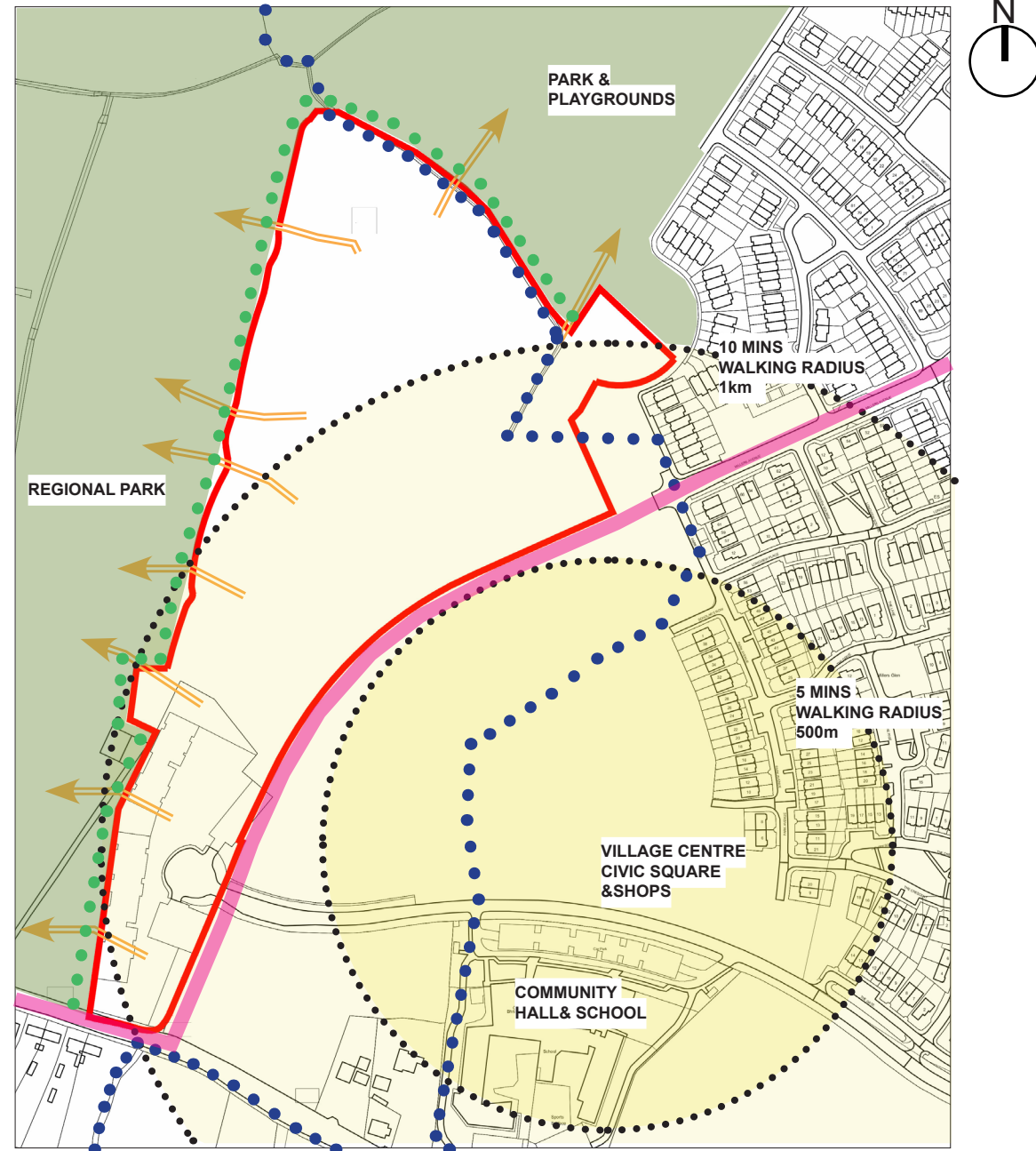
Middle: Tree line along Saucerstown stream (outside the application site)



Right: The '12 apostles' cottages on Rathbeale Road, looking east to the crossroads. Image from Google

2.3 STRENGTHS-WEAKNESSES-OPPORTUNITIES-THREATS

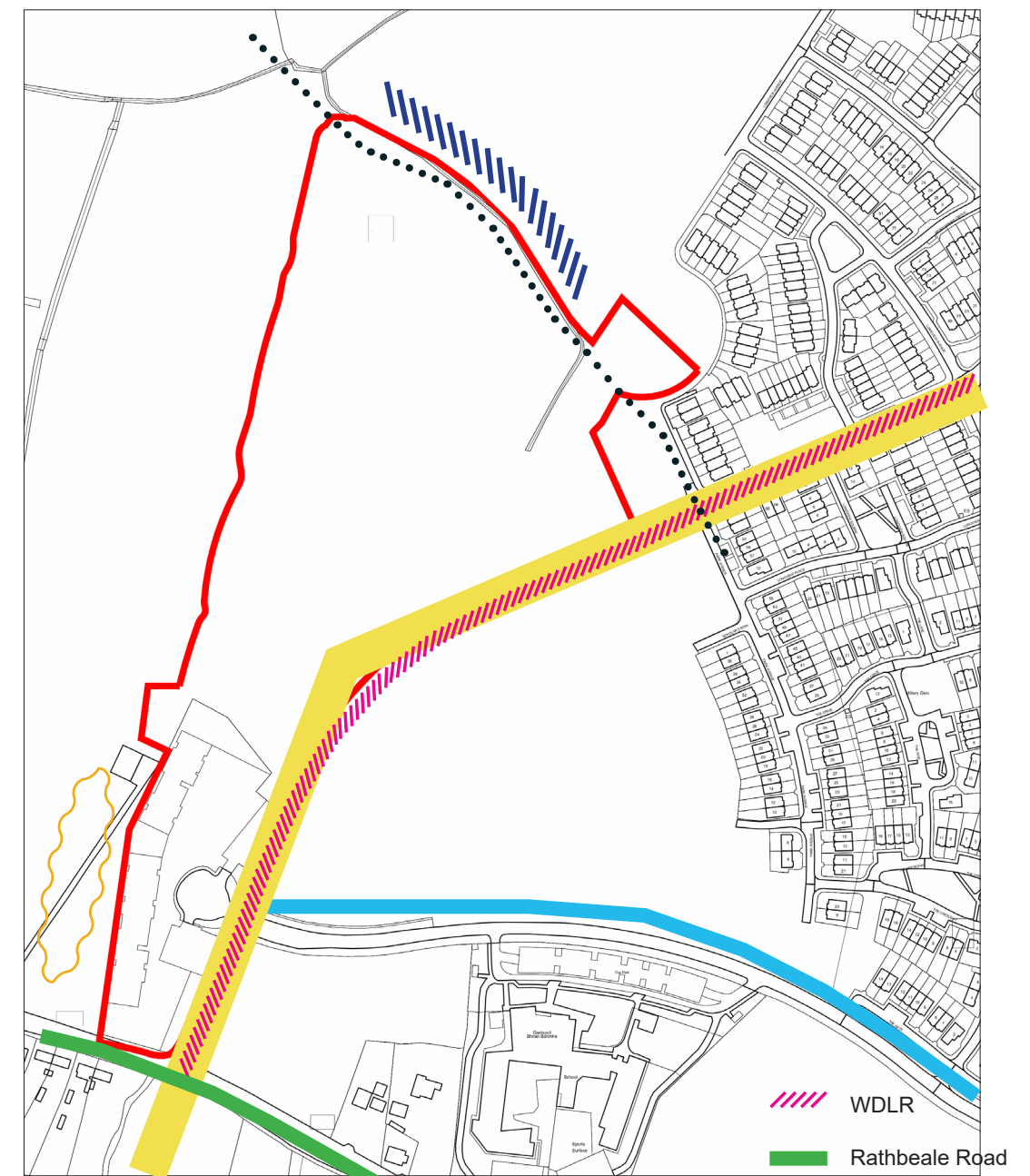
Strengths



- Serviced site whereby civil infrastructure is complete: link road and cycle paths, trunk drainage and Suds
- Local social infrastructure complete: schools (PS and PPS), community hall, local shop
- Green infrastructure: archaeology and regional park with pitch, playgrounds, MUGA near completion (opening April 2022)
- Good connectivity and permeability to existing village centre
- Regional park forming west and north boundary forms part of a large green 'arc' around west Swords
- Townland boundary

- Views North + West
- Proximity to Village Centre
- Legibility
- Park Access
- Townland Boundary
- Regional Park

Weaknesses

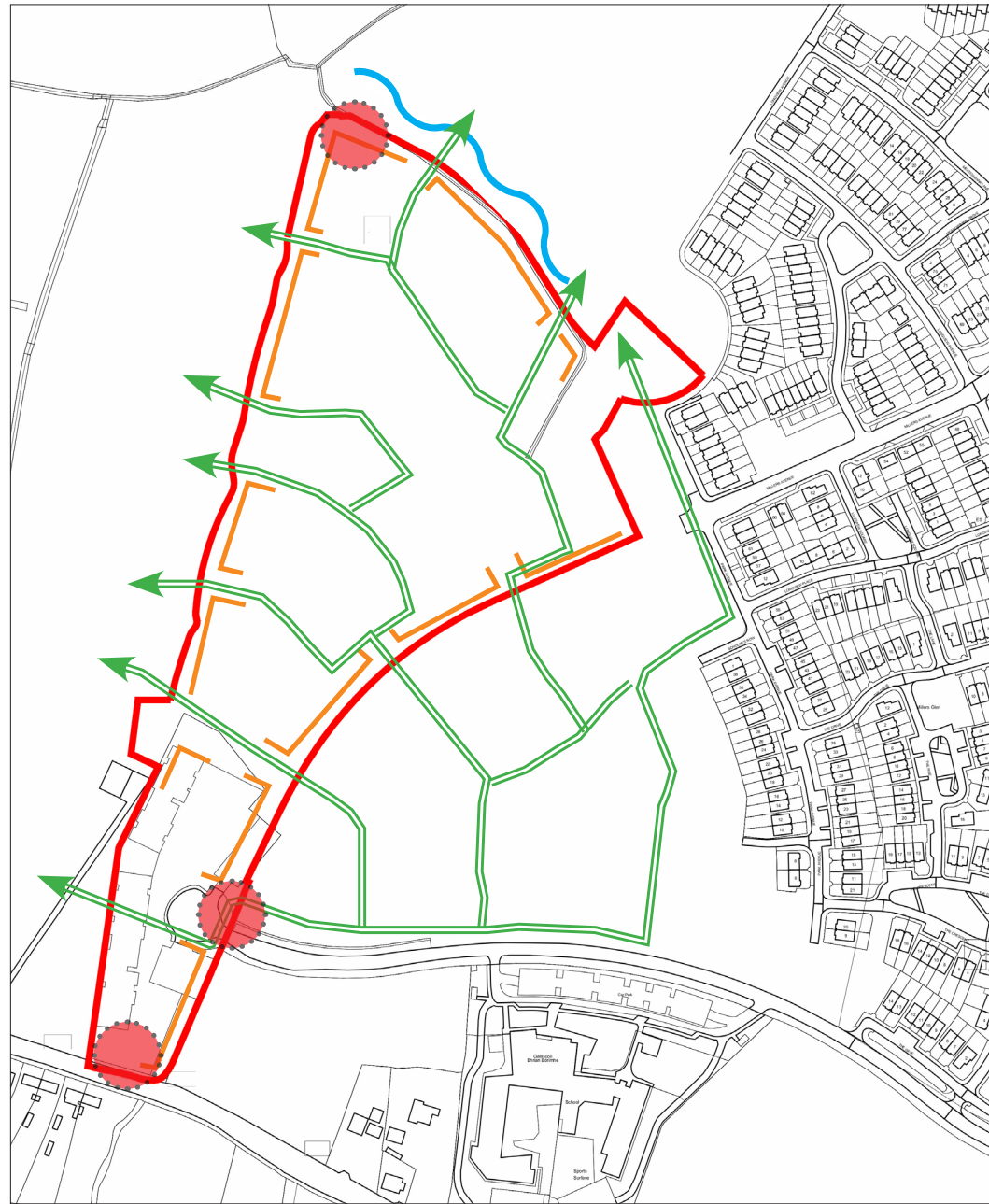


- Miller's Avenue (WDLR) is a link road with restricted access and movement
- Trunk watermain 16m wide limits active development on or close to Miller's Avenue for the greater part
- Sharp change in level between northern development boundary and playing pitch in regional park
- 110kv ESB cable underground offset from northern boundary

- WDLR
- Rathbeale Road
- Glen Ellen Road
- Lands not owned by Applicant: no scope to provide lands as part of regional park.
- Wayleave
- Existing 110kv ESB cable
- Steep bank to park

2.3 STRENGTHS-WEAKNESSES-OPPORTUNITIES-THREATS

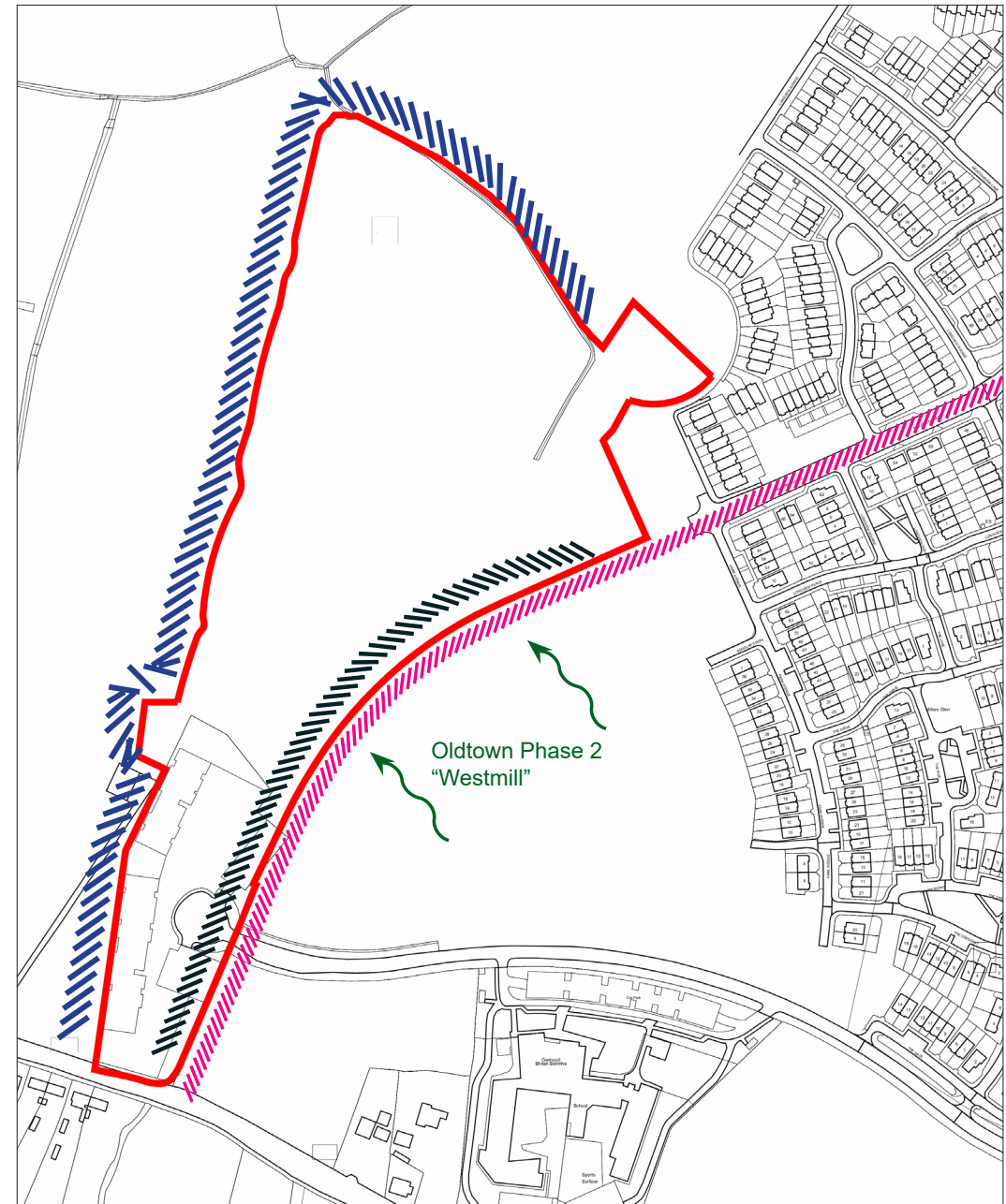
Opportunities



- Consolidation and completion of the Oldtown development lands (Miller's Glen)
- Removal of the contractor's compounds and temporary prefabs which are visually unattractive
- Active frontage and new access points to the regional park from the west
- Permeable internal network connects to Miller's Avenue and the existing/ permitted Miller's Glen
- Active frontages to Miller's Avenue/WDLR traffic calm the nature of this link road
- Reinstatement of indigenous planting along the line of the townland

- Permeable Links from Village Centre + School to Regional Park.
- Continuous + Defined building edge to Swords + Park
- Building Edges
- New landmarks
- Reinstated hedgerow

Threats



- Regional park to the west is remote and unsupervised without the SHD development
- No short, direct access to the regional park from Oldtown Planning Phase 2 (Westmill)
- Miller's Glen incomplete and former site compounds are an eyesore
- Miller's Avenue/WDLR as a single-sided road encourages faster traffic

- WDLR
- No Frontage
- Barrier to Park

3.0 PLANNING CONTEXT

3.1 DEVELOPMENT PLAN

The subject lands lie within the jurisdiction of Fingal County Council and the Fingal Development Plan 2017-2023 and are zoned RA Residential Area: provide for new residential communities subject to the provision of the necessary social and physical infrastructure.

There are two specific objectives on the subject lands:

1. Local Area Plan, LAP 8.2
2. Road Proposal

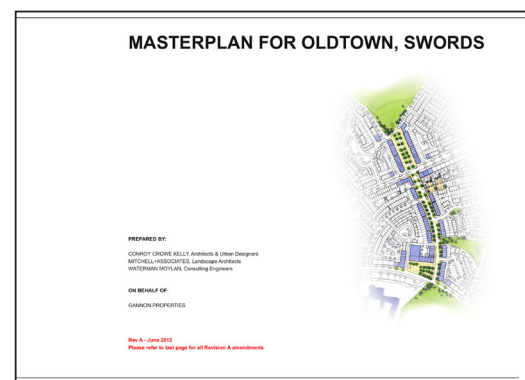
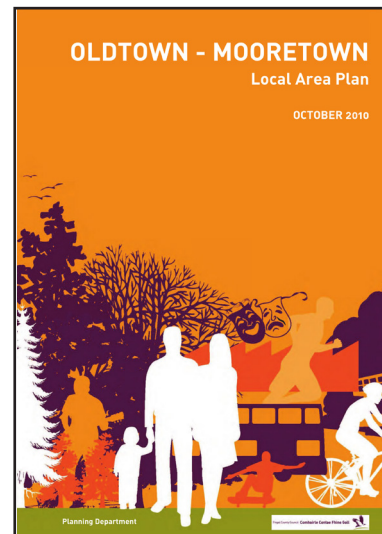
1. Oldtown-Mooretown Local Area Plan 2012

The relevant local area plan is the Oldtown-Mooretown Local Area Plan which was adopted by the elected members in October 2010. This plan-led blueprint for development set out a number of key objectives and design considerations for the proper planning and sustainable development of the lands. The Local Area Plan was extended once, and expired in July 2020. Miller's Glen and all of the Oldtown development granted and constructed to date complies with the objectives of the LAP.

The LAP required the preparation of a non-statutory urban design and landscape masterplan for each of the Oldtown and Mooretown townlands. The Oldtown Masterplan was prepared and published in June 2012 and is a design code to inform the preparation of planning applications for the Oldtown lands. The subject lands for this final planning application comprise the character area identified as 'Parkside Upper'.

2. Road Proposal

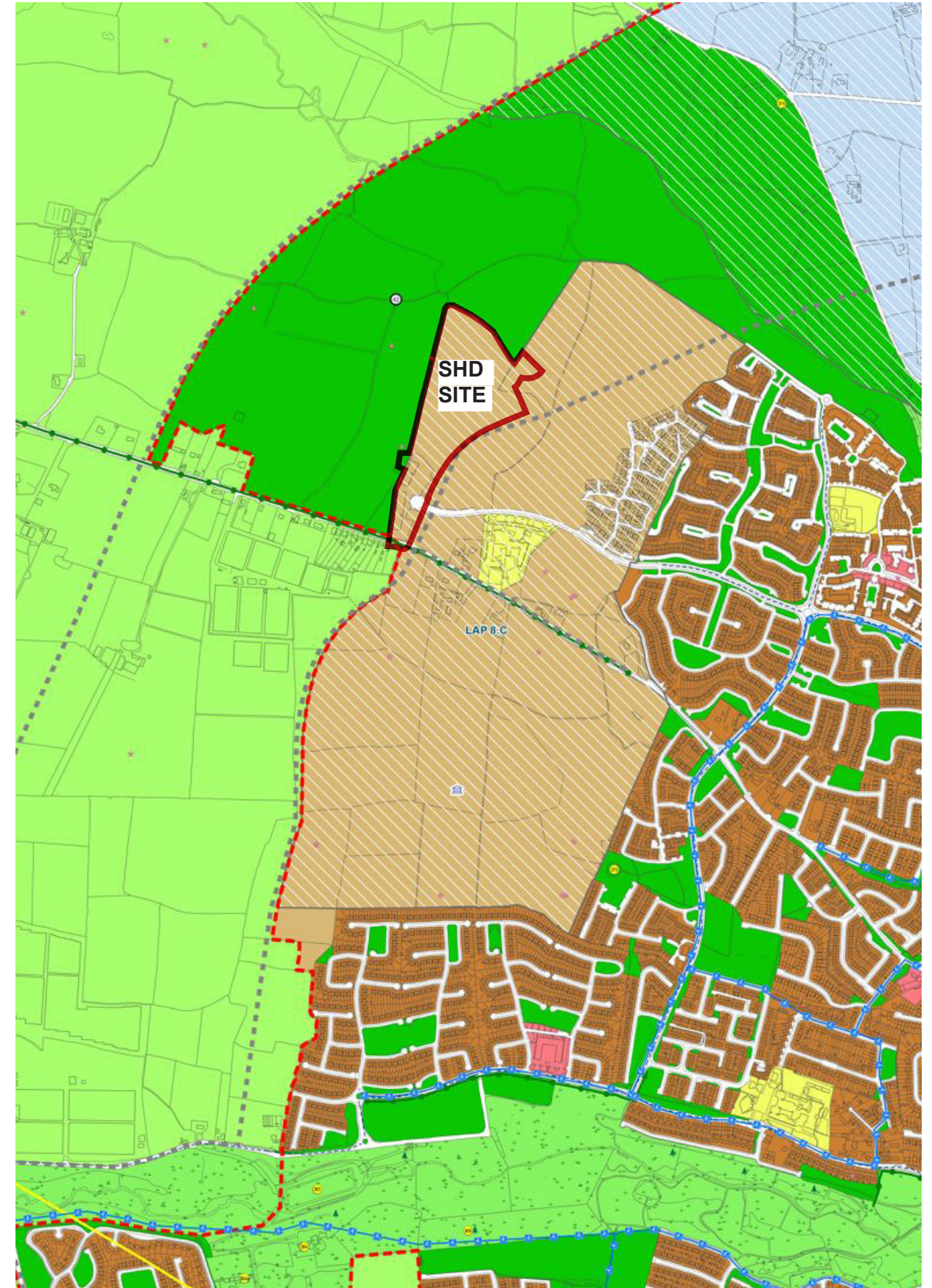
The Fingal Development Plan has a specific objective to construct a new road from the M1 and Lissenhall arching around the western edge of Swords to Brackenstown Road and the Ward River Valley. This road is known as the Western Distributor Link Road or WDLR. It cuts diagonally through the Oldtown lands and forms the east boundary of the subject site. The WDLR has been constructed within the applicants lands and sections of it are already open to the public. The remaining section is currently used as a construction haul road for the ongoing development and will be opened in its entirety for public use when it is safe and appropriate to do so.



Top: Fingal Development Plan 2017-2023

Middle: Oldtown Mooretown Local Area Plan 2020

Bottom: Oldtown Masterplan 2012



Above: Extract from Fingal Development Plan 2017-2023, SHD site outlined in red

3.2 PLANNING HISTORY

The Oldtown lands are zoned RA (new residential communities subject to the provision of the necessary social and physical infrastructure) under the Fingal County Development Plan 2017-2023 and were subject to the Oldtown-Mooretown Local Area Plan 2010 before it expired in July 2020. The primary objectives of the LAP are recognised and considered in the preparation and detailed design of this planning application.

There are a number of extant primary or 'parent' planning permissions for the Oldtown lands, summarised in Table 01.

A combined total of 967 dwellings, 5 crèches and 1537sqm of retail uses have been granted planning permission. Of these, 647 dwellings are complete and 207 dwellings are under construction.

Reg. Ref.	Description	Status
F11A/0436 'Miller's Glen'	'Phase 1' Parent Permission: 245 units, amended by subsequent permissions to 243 units	243 units complete
F11A/0473 'Westmill'	'Phase 2' Parent Permission: 224 units and the village centre, amended by subsequent permissions to 249 units	Civic Square, 1372sqm commercial uses, 48 dwellings and creche complete. 108 dwellings under construction
F13A/0185 'Longview'	'Phase 3' Parent Permission 246 units, amended by both planning conditions and subsequent permissions to 181 units.	161 units complete
F17A/0666 'Meadowbank'	'Phase 4A' Parent Permission: 96 units amended by condition to 95 units	41 units complete 54 units under construction
F17A/0735 'Meadowbank'	'Phase 4B' Parent Permission: 98 units granted	53 units complete 45 units under construction
F17A/0687 'Meadowbank'	'Phase 4C' Parent Permission: 92 unit, amended by subsequent permission to 101 units.	101 units complete



3.3. DESIGN RESPONSE TO ISSUES RAISED IN AN BORD PLEANÁLA OPINION

The Section 5 Pre-Application Consultation, or Tripartite Meeting, took place via Microsoft Teams on the 30th November 2020. An agenda was circulated prior to the meeting and raised 3 items for discussion, plus any other matters:

1. Development strategy for the site to include layout: height/density, permeability/accessibility; open space; childcare facility; Part V.
2. Transportation
3. Drainage

Subsequent to this consultation, An Bord Pleanála issued their Opinion in December 2020, requiring the following two issues to be considered and addressed in order to constitute a reasonable basis for an application for a strategic housing development.

1. Design and Layout

(a) Justification of the documents as they relate to the layout of the proposed development and in particular to the 12 criteria set out in the Urban Design Manual.

Arrangement and hierarchy of streets, configuration of the layout, connectivity with adjoining lands, provision of hierarchy of open space and the creation of character areas.

(b) Consideration/justification of the extent of surface parking and arrangement of same, and impact on vitality of streetscape.

(c) Consideration to the elevational treatment/expression of the materials/finishes of the proposed development to make a positive contribution to the character of the area over the long term.

2. Height and Density

Further consideration to height and density of the proposed development, with regard to guidance in relation to height and sufficiently high density to provide for an acceptable efficiency in serviceable land usage given the location of the site to the Key Town of Swords and its established social and community uses.

Applicant's Design Response

1. Design and Layout

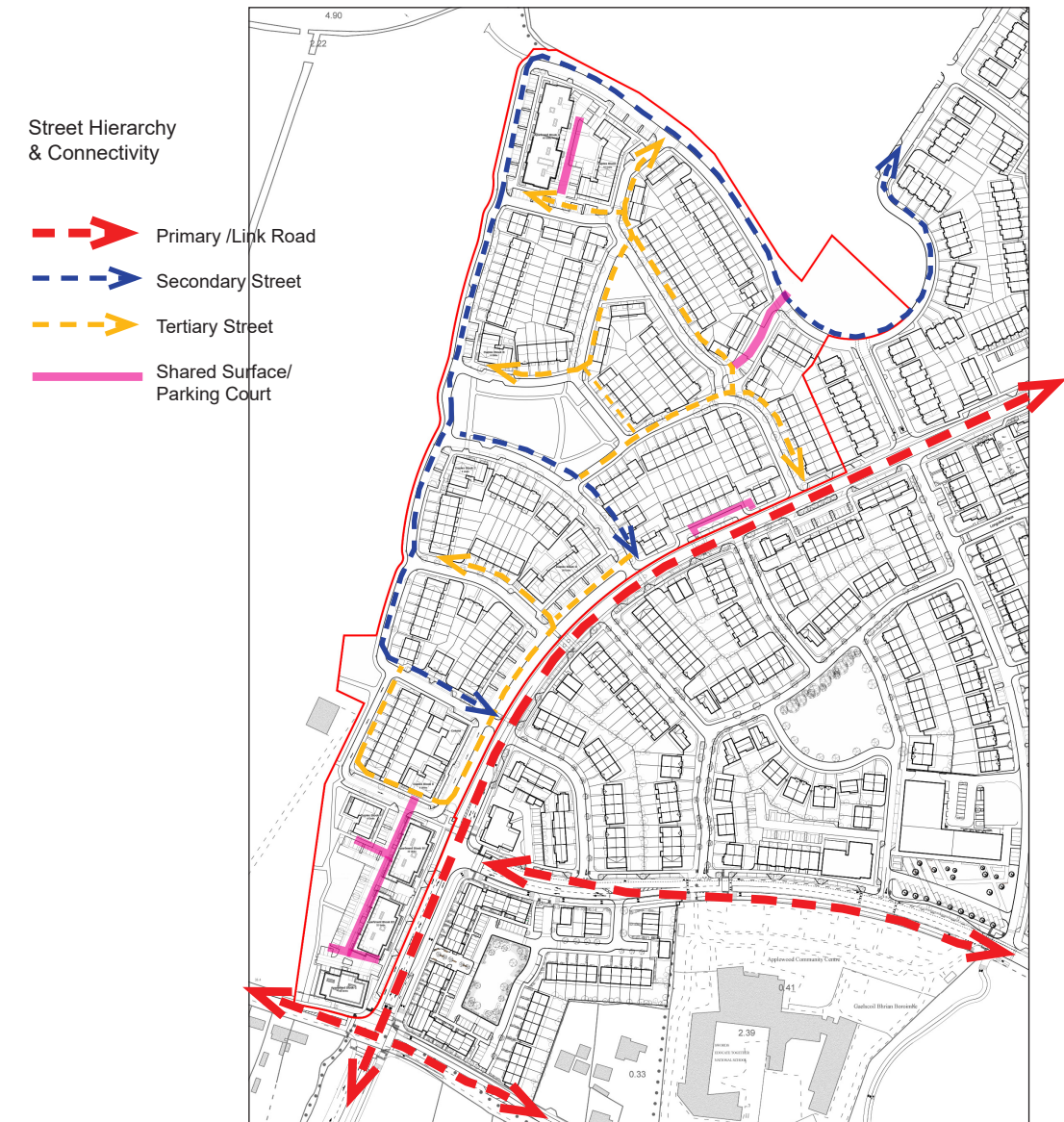
(a) A comprehensive and detailed justification of the proposed development as it relates to the 12 criteria of the Urban Design Manual is provided point-by-point basis in Section 4.0 of this report.

The arrangement and hierarchy of the streets is described in Sub-Section 4.2 *Connections* and also in Sub-Section 5.1 *Street Hierarchy and DMURS*. There is a clear hierarchy of primary, secondary and tertiary streets, all of which are connected, permeable and integrated with the existing urban development, the regional park and the wider area.

The layout is configured to maximise physical and visual connections between the existing/permitted phases of Miller's Glen and the regional park which will run the full length of the subject site's west and north boundaries. The WDLR distributor road is a potential barrier in any urban situation but has been traffic-calmed by design using the principles of DMURS to better integrate into Miller's Glen urban street network. Multiple junctions, both staggered and crossroads, horizontal deflections, parallel on-street parking, active frontage, street trees and soft landscaping contribute to a more pedestrian-friendly street.

Open space proposed within the subject lands has a clear hierarchy ranging from small, intimate pocket parks unique to their character area (Park 2 and the shared surface space linking Roads 1.1 and 2.1), to the large central open space which is ideal for kick-about and active uses (Park 3). Additional open space is provided contiguous to the development and the regional park (Park 1 and Park 4), which provides a natural amenity for the wider neighbourhood as well as the new residents of this development. Linear and buffer spaces unsuitable for active or amenity uses are proposed to be planted for bio-diversity, and have not been included in the calculation of open space. Additional open space in the form of active Class 1 open space is to be provided further north as part of the Regional Park. Drawings indicating the location and quantity of open space are provided, and the details of these are described and scheduled in Section 8.0 of this report.

Consideration has been given to greater definition and variation of character areas within the proposed development, and how these relate to the existing Miller's Glen development. There are broadly 3 character areas, within which subtle variations make transitions from one to the other: (i) the higher density, taller section to the south, (ii) the mid-density development of 2-3 storey houses and 3-storey duplex clustered around the central open space and (iii) the park-side neighbourhood with its landmark building and organic street pattern tracing the irregular line of the townland boundary. Details of the character areas are described in Section 5.5 of this report.



Above: Increased building height onto Rathbeale Road (CGI and verified view by Modelworks)

3.3. DESIGN RESPONSE TO ISSUES RAISED IN AN BORD PLEANÁLA OPINION

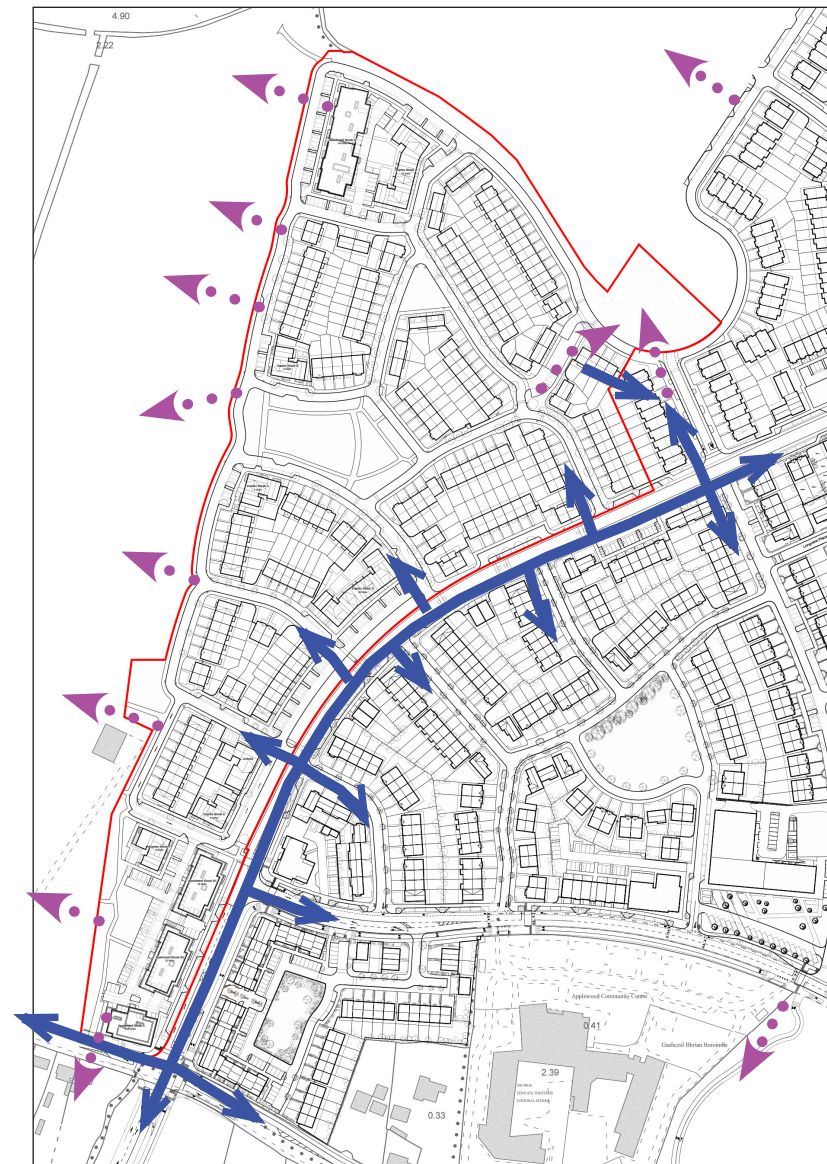
(b) The parking strategy for the development has been considered and revised to reduce the extent of surface parking proposed and to mitigate against its visual impact.

Basement and podium or covered parking is not economically viable for this development but there are other means of providing sufficient, convenient and attractive parking courts at ground level: undercroft parking for the apartment blocks, high-quality landscaping, a mix of on and off-street parking bays, reduced parking rates and the provision of Go-Car. The proposed layout and streetscape is more varied and attractive as a result of these interventions, and it is considered that the visual impact has been addressed. A parking schedule is provided in Section 8.0 of this report, and the details of the parking arrangements for all units is shown on the Architect's site layout.

(c) The external materials and finishes of the proposed new buildings have been chosen with regard to their maintenance, robustness, life-span and availability. Clay bricks, painted render (through-colour render is very difficult to maintain and repair), concrete tile and zinc are perfectly matched to these requirements and perform well in the east coast climate.

Details and specification at tender and construction stage will have regard to the long-term appearance of the building, particularly where eaves or facade projections must be designed to avoid staining.

Consideration is given to the colour and texture of materials specific to building types (e.g taller apartment blocks) and to particular character areas where distinct variations are appropriate. Detailed design and examples of proposed materials are provided in Section 4.12 and Section 6.4 of this report.



→ Road Connections
 ... Pedestrian/ Park Connections



Landscaped Open Spaces



Above: CGI of Park 4 and Duplex E in 'South-Parkside' Character Area 1 (image by Modelworks)



Above: CGI of Duplex Block D in 'Mid-Parkside' Character Area 2 (image by CCK)



Above: CGI of shared surface Road 1.1 ('North East Pocket Park') in 'North Parkside' Character Area 3 (CCK)

3.3. DESIGN RESPONSE TO ISSUES RAISED IN AN BORD PLEANÁLA OPINION

2. Height and Density

Further consideration has been given to the net residential density of the proposed development and the range and variety of building height, with regard to Guidelines for Planning Authorities on sustainable Residential Development in Urban Areas (May 2009) and Urban Development and Building Heights, Guidelines for Planning Authorities (2018).

Net Density

The original proposal, subject of this consultation process, comprised 339 dwellings (179 houses, 160 apartments and a creche) on the net development site area of 8.13 hectares. This was a net density of 41.7 dwellings per hectare.

The Opinion of an Bord Pleanála has been considered and the scheme has been revised to now provide for 377 dwellings (173 houses, 35 duplex units, 169 apartments and a creche). This is a new net density of 48.3 dwellings per hectare on a revised development site area of 7.80 hectares.

The Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (May 2009) recommends a net density in the range of 35-50 dwellings per hectare on Outer Suburban/ Greenfield sites and the proposed development falls comfortably in the higher end of the range.

The Oldtown-Mooretown Local Area Plan (2010, expired 2020) requires a net density range of 35-50 dwellings per hectare with higher density in the upper end of this range in pockets around the Local Centres and main streets, and adjoining the Broadmeadow Linear Park. The proposed development generally complies with the objectives of the LAP, albeit now expired.

The overall density has been increased by the provision of new 3-storey duplex blocks woven into the urban plan, located on street corners and overlooking public spaces where height and intensification of development is required.

It is considered that this is the appropriate density for the subject lands having regard to their integration and relationship with the existing and permitted pattern of development in Miller's Glen, their location at the very western edge of Swords and their remove from high-quality public transport nodes and corridors.

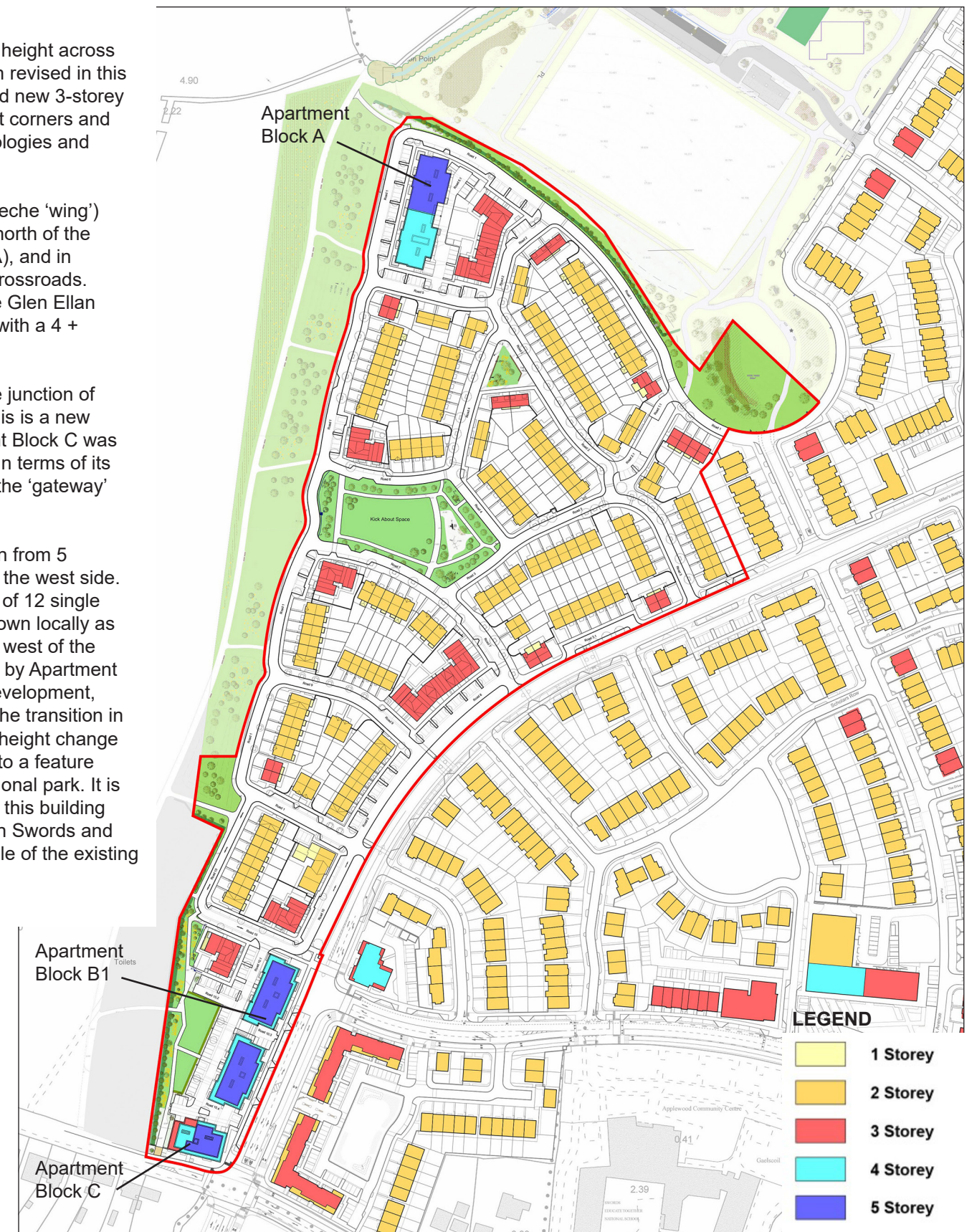
Height

Consideration has been given to variation in building height across the proposed development and the scheme has been revised in this regard. The introduction of 3-storey duplex blocks and new 3-storey house types provides variety, defines important street corners and public spaces, increases the range of residential typologies and serves to define different character areas.

Building heights now range from single storey (the creche 'wing') to 5-storeys, with taller elements located at the very north of the site overlooking the regional park (Apartment Block A), and in the southern section at the Rathbeale Road/WDLR crossroads. Apartment Block B1 is located at the T-junction of the Glen Ellan Road and Miller's Avenue (WDLR), closing the vista with a 4 + penthouse storey apartment block.

Apartment Block C marks the northwest corner of the junction of Miller's Avenue (WDLR) and the Rathbeale Road. This is a new crossroads and will be a busy interchange. Apartment Block C was the subject of discussion with the Planning Authority in terms of its relationship with the busy crossroads and its role as the 'gateway' building into Swords from the west.

Apartment Block C is a small building that steps down from 5 storeys on the crossroads to 4 and then 3 storeys on the west side. The step-change is made in consideration of the row of 12 single storey hip-roofed houses on the Rathbeale Road, known locally as the '12 Apostles'. These houses are to the south and west of the proposed development, and are not directly opposed by Apartment Block C. They won't be overshadowed by the new development, but nevertheless cognisance is made with regard to the transition in building height between them and Miller's Glen. The height change is aided by another 'step' from the 3-storey shoulder to a feature brick archway and pedestrian path leading to the regional park. It is considered that the revisions to the form and grain of this building address the dual need to mark the beginning of urban Swords and the entrance to Miller's Glen while respecting the scale of the existing cottages.



Building Height Diagram

4.0 URBAN DESIGN

4.1 CONTEXT

HOW DOES THE DEVELOPMENT RESPOND TO ITS SURROUNDINGS?



Planning permission for almost all of the Gannon-owned lands in Oldtown and Mooretown has been granted under the umbrella of the Oldtown-Mooretown Local Area Plan and the relevant Oldtown Masterplan: 967 dwellings in Oldtown and 498 dwellings in Mooretown to date. The Oldtown/Miller's Glen development has been under construction since 2013 and 647 dwellings plus significant civil and amenity infrastructure has been completed.

Miller's Glen is a masterplanned, well-defined and now established neighbourhood, and the SHD development is the final piece of the jigsaw for this new village on the edge of Swords. It 'slots' into the undeveloped western edge, bridging the gap between existing and permitted development, and the regional park. It is cognisant of the need for a strong, defined edge to Miller's Avenue (WDLR) and the regional park.

The form, architecture and landscaping of the proposed development are informed by the context of the new and permitted Miller's Glen development, by sustainability goals and by good urban design practice. The proposed development has a permeable, tightly-planned, fine-grained pattern, with variation in dwelling typology, tenure, form and height.

Green Links and Strategic Context for Western Swords

The location of Oldtown on the edge of the regional park and the Broadmeadow River park makes it pivotal in linking these two parks and contributing to the creation of a large green arc of open spaces around the western edge of Swords.

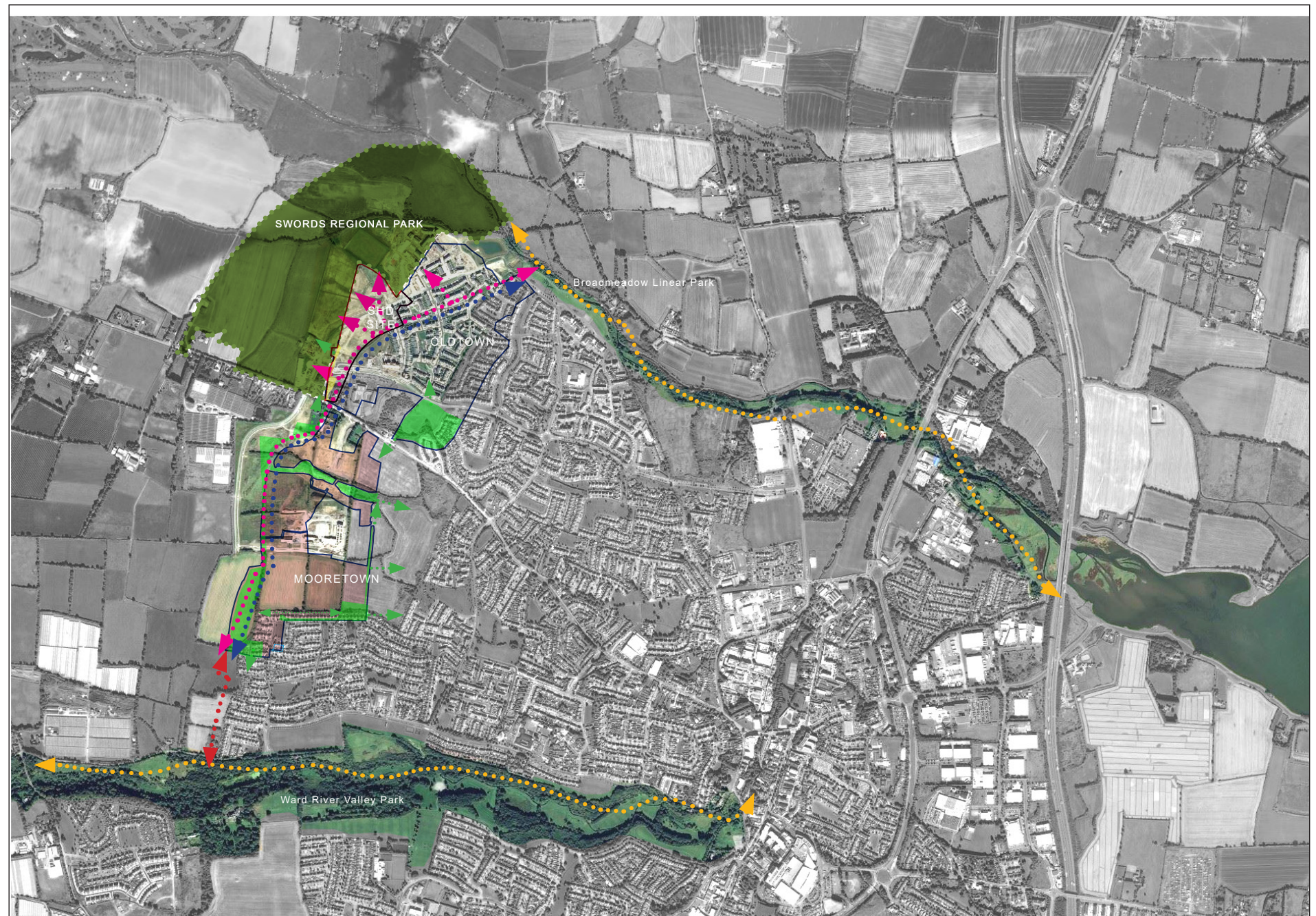
Since the 1990s, Gerard Gannon Properties have provided 8 ha of Class 1 open space along the Broadmeadow River, have transferred 22 ha of land for the Swords Regional Park, are currently developing (i) another 8.65 ha of open space for the same Regional Park as part of the Oldtown (Miller's Glen) development, and (ii) a 3.9 ha archaeology park on the Rathbeale Road. Gerard Gannon Properties have also transferred the 4.9 ha Mill Site in the Ward River Valley and a 0.43 ha site on Church Road to Fingal County Council to enable their consolidation of the Ward River Valley.

In all, Gerard Gannon Properties have contributed c.47.9 ha of public open space since 1998, exclusive of internal pocket parks and Class 2 open space. That is roughly equivalent to 37.5 Croke Park pitches or 5.3 St. Stephen's Greens.

Oldtown and Miller's Glen is delivering one piece of the green network infrastructure that will not just benefit the immediate Miller's Glen neighbourhood, but the wider environment. The proposed SHD development will complete and consolidate the urban and green space infrastructure of the Oldtown lands and those regional park lands that can be delivered by Gannon Properties.

Right 'Green Links' from Broadmeadow River to Ward River

-▶ Linear Park / Riparian Connections
-▶ Future Connection into Ward River Valley Park
-▶ Western Distributor Road
-▶ Pedestrian/Cyclist Routes Connections
-▶ Internal Green/Woodland/Biodiverse Trails



4.2 CONNECTIONS

HOW WELL CONNECTED IS THE NEW NEIGHBOURHOOD?

The new neighbourhood has excellent connectivity to the local and wider environment.

The proposed development is 3km from the centre of Swords, 12km from Ashbourne and just under 5km from the M1 motorway interchange. It is immediately accessible from the Rathbeale Road, from Miller's Avenue/WDLR (currently used as a construction haul road but ready to open in tandem with the proposed development), and from the new Meadowbank phase of Miller's Glen. Miller's Avenue/WDLR will ultimately link Lissenhall and the M1 in the northeast to Brackenstown Road and the Ward River Valley in the southwest, giving the proposed development excellent access to the wider environment and western Swords.

This phase of the Oldtown/Miller's Glen development takes every opportunity to make multiple connections to Miller's Glen across Miller's Avenue (WDLR), 5 in total. Safe pedestrian crossing points across the avenue have been located by the consulting engineers to tie neatly into the path and street network on the east side of the avenue. From here, it is a 250m or 3 minute walk to the civic square, shops and school campus.



Road 1 of the proposed development connects directly into the existing road (Meadowbank Road) that runs along the perimeter of the regional park from Park Avenue to the northeast extremity of the Oldtown site. Road 1 completes the perimeter road frontage to the regional park to the west boundary before tying back into Miller's Avenue.

A number of pedestrian and cycle connections into the regional park are proposed along the western edge of the development and through the circular open space at the northeast boundary. There is a considerable change in level between the northern boundary and the park for a stretch of 200m and pedestrian access is not possible; the nearest level access points are located at either end of this section and the furthest distance from any one dwelling to the park is 100m or 1-2 minutes walk.

As part of a scheme to enhance wider connectivity and especially walking routes, a pedestrian connection is proposed from the Rathbeale Road along the west boundary of Apartment Block C. The Rathbeale Road crossroads is a pinch point on the green 'necklace' of open space arching from the Broadmeadow River to the Ward River Valley. This pedestrian walkway links into the regional park and provision is made for future connections to the west as part of the long term future development of the regional park.

Road 1



-  Road Connections
-  Pedestrian/ Park Connections

4.3 INCLUSIVITY

HOW EASILY CAN PEOPLE USE AND ACCESS THE DEVELOPMENT?

The scheme proposes housing of different types, sizes, tenures and styles to suit a wide demographic and to facilitate for all stages of life. There is a mixture of houses, own door apartments, own-door duplex units and shared access apartments. It is envisaged that different tenures will be present, including Part V. The apartment development is designed to meet the format required for either individual sale and owner/occupiers or professional managed rental tenancies should the need arise.

A variety of dwelling sizes are proposed – both houses and apartments, ranging from 1 bedroom apartments to 4 bedroom houses. The design and layout enables easy access for all.

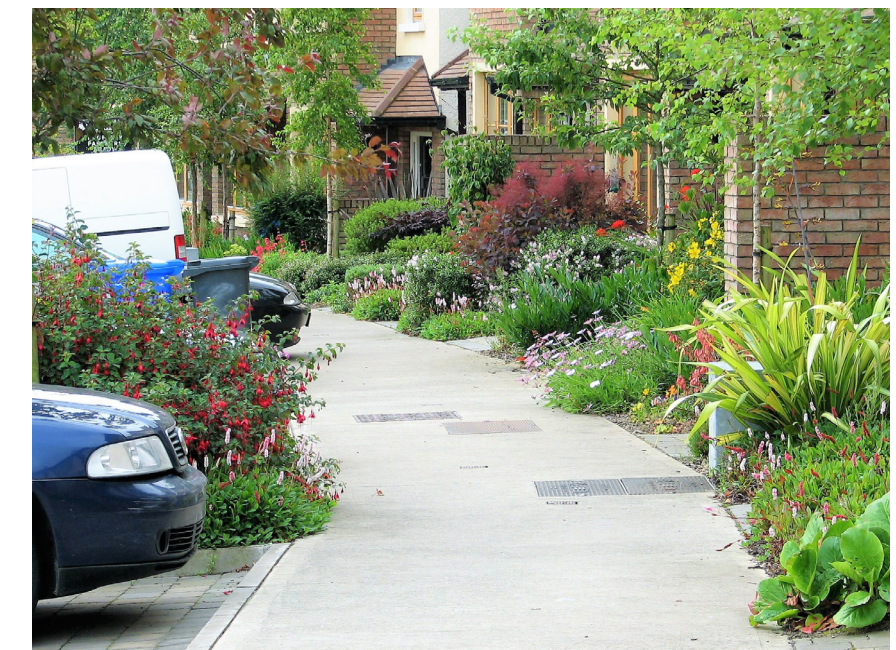
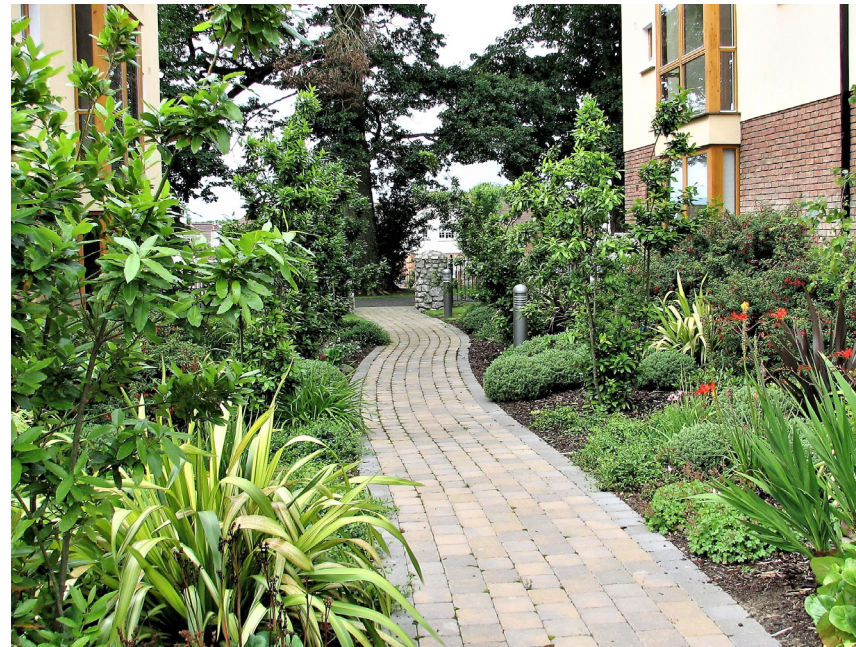
House designs allow for adaptability to resident's needs. Living/ kitchen areas are located to the rear and are capable of extension into the rear garden. Attics in most cases are capable of conversion because to the pitch angle and gable walls (hipped roofs are not proposed). A number of houses have been designed to have a straight stairs facilitating a chair lift, and the ground floor is arranged to suit disabled access or impaired mobility. In some instances large open plan kitchen / living areas allow the further possibility of the main living room to be used as a downstairs bedroom with side by side WC.

The mix of dwellings within the scheme allows residents to move to a more suitable home within their own community if or when the need arises. Apartments suitable for downsizing are generally closer to the village centre and local services.

There is an excellent range of public, communal, and private open space available. Swords regional park is on the doorstep of the development and provides active and passive amenities: a playing pitch, changing rooms, visitor carparking, two playground for different age groups, a MUGA, ponds, wetlands, informal play areas, walkways and calisthenic equipment; something for everyone. These works are programmed for completion and public use in April 2022. The regional park connects to the Broadmeadow River Park and provides an opportunity for longer walking routes and potentially pedestrian/cycle routes to the future Metro stop at Balheary. Small pocket parks within the development provide more intimate spaces for people and children to use.

The village centre provides a landscaped civic square, shops and childcare. The school campus comprises two primary schools and a community hall, and a new secondary school and third primary school has opened in Mooretown, c.950m from the subject lands via the WDLR.

The development is easy to access and use and, most importantly, offers choice.



Above: Photographs of Steeplechase, Rathoath.

Generosity in the public and semi-public realm, and an abundance of soft, lush landscaping makes this mixed-tenure development welcoming and inclusive. Even the alleys and spaces between dwellings are considered and looked after. Private, social and sheltered tenures are indistinguishable from each other.

4.4 VARIETY

HOW DOES THE DEVELOPMENT PROMOTE A GOOD MIX OF ACTIVITIES?

Being the last phase of Miller's Glen, the proposed development will immediately benefit from new and recently completed civic, social, educational and physical infrastructure, and the support of a growing community of new residents.

Existing/Completed

- Two primary schools within minutes walk: Gaelscoil Bhriain Boraimhe and Swords Educate Together
- Applewood Community Centre: indoor sports, fitness, dance and children's activities
- New primary school in Mooretown: Broadmeadow Community NS
- New secondary school in Mooretown: Swords Community College
- High-quality civic square & meeting place: Miller's Square
- Local convenience shop
- Small shop units: built to shell and core and ready for fit-out
- Creche: built to shell and core and ready for fit-out
- Coffee shop: built to shell and core and ready for fit-out
- Pocket parks within completed phases
- Full size playing pitch

Under Construction

- Changing rooms & Car park.
- Playgrounds: large-scale within regional park, smaller play in pocket parks
- Mixed-Use Games Area
- Passive and informal open space within the regional park
- Passive and natural play within the Rathbeale Archaeology Park

Proposed by the Subject Development

- Creche with capacity for 102 children
- New pocket parks
- Safe and overlooked access to the regional park from Miller's Avenue
- Attractive streets and spaces
- The completion of the Miller's Glen development and an end to the construction phase.
- Increase in the local population of Miller's Glen

The proposed development itself will contribute a sizeable population (c.1114 people) to the Miller's Glen community, on which the civic, social, educational and retail elements rely to thrive.



Top: New local shops and cafe on Miller's Square



Top: New civic space for the local village centre, Miller's Square



Above: Suds attenuation ponds naturalising in the regional park
Below: New secondary school campus in Mooretown (c. 950m away)



Above: New changing room building in the regional park
Below: Primary school campus and community hall, Miller's Glen



4.5 EFFICIENCY

HOW DOES THE DEVELOPMENT MAKE APPROPRIATE USE OF RESOURCES, INCLUDING LAND?

Oldtown SHD is mid to high density development of 48 units per hectare, which is considered appropriate for an outer suburban site that does not, at present, have the benefit of immediate and high-quality public transport nodes and corridors.

The subject site is constrained by the presence of (i) Miller's Avenue/WDLR which is essentially a distributor link road and (ii) a large trunk watermain cutting diagonally across the Oldtown lands, broadly running below Miller's Avenue/WDLR. Where frontage can be achieved, buildings and entrances are located close to the edge of the carriageway, particularly along the southern stretch where the higher-density apartments are located. Where building cannot take place, i.e. within the very substantial 20m wayleave for the trunk watermain, the edge has had to be set back. The intermediate space between the building line and the carriageway is proposed to be landscaped as a lush, bio-diverse swathe of shallow-rooting hazel and juneberry.

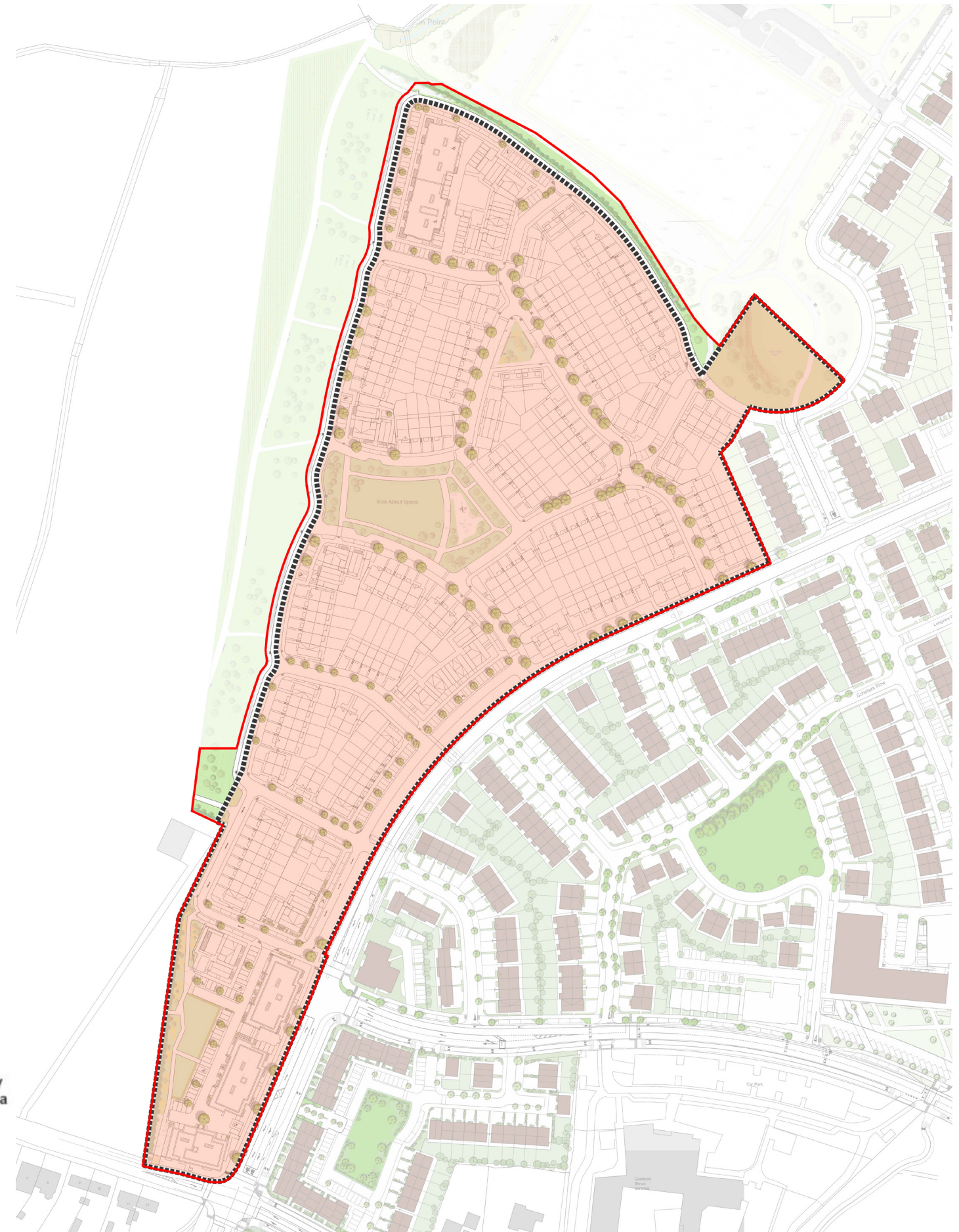
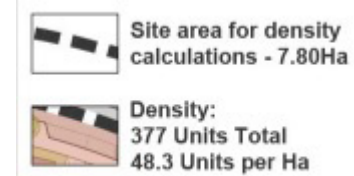
Public open space is provided at a rate of 25sqm per person which amounts to 2.24375 hectares of open space. It is a requirement of the Fingal Development Plan to designate 10% of the net development land as public open space, therefore it is proposed to provide 0.8715 hectares of open space in the form of 3 parks and a nature walk. The balance of open space generated by the proposal, 1.37225 hectares, will be located on the OS zoned lands to the north as part of the regional park.

Surface water is controlled in large attenuation ponds and wetland in the regional park. These were constructed with Phase 1 of the development and are slowly naturalising. The provision of such a large SUDS feature makes for more efficient use of land for buildings and active open spaces.

Net residential density is calculated as follows:

- Gross site area = 10.2233 hectare
- Net development site area = 7.80 hectares
- Dwellings = 377
- Net Density = 48.3 units per hectare

Section 5.11 of the Guidelines 'Sustainable Residential Development in Urban Areas' states that the greatest efficiency in land usage on sites such as this is achieved by providing net residential densities in the range of 35-50 dwellings per hectare, and with which this proposal complies.



4.6 DISTINCTIVENESS

HOW DOES THE DEVELOPMENT CREATE A SENSE OF PLACE?

Miller's Glen is a masterplanned new urban village with a distinctive character that is completely unique from the surrounding older neighbourhoods of Castlevue, Ashton Broc and Bunbury Gate

The proposed SHD development is the final phase of Miller's Glen and last in a series of 'primary' character areas that have comprised the village centre (Miller's Square), Miller's Glen, Longview, Meadowbank and Westmill (under construction). Whereas the earliest phases of Miller's Glen were of low to mid-density cells, and predominantly comprised picturesque gable-fronted 2-storey houses, the proposed development is much denser, taller and considerably more contemporary.

The proposed SHD development comprises 3 sub-character areas: South Parkside, Mid-Parkside and North Parkside. The urban form of each responds to the immediate site constraints and features, the first in many layers of subtle differences and design considerations.

The urban pattern is legible and easily navigated. Landmark buildings on key corners and nodal points provide markers or 'way-finders' for visitors. Streets have wide pavements with continuous and active frontages, and a high percentage of own-door dwellings (55% of the 377 units) ensuring excellent passive surveillance and safety. The continuous frontage to the regional park makes this neighbourhood an attractive and desirable place to live.



Top Right: CGI of Apartment Duplex Block D (CCK image)

Below: L: CGI of creche (CCK image)

Below R: CGI of Park 2, the triangular pocket park (Modelworks image)



4.7 LAYOUT

HOW DOES THE PROPOSAL CREATE PEOPLE-FRIENDLY STREETS AND SPACES?

The site plan is a permeable, legible and connected network of streets and spaces radiating from the existing link road (Miller's Avenue) that runs diagonally through the Oldtown lands. Short streets and small residential blocks frame views from Miller's Avenue of the park that wraps around the west and north boundaries.

The southern section of the SHD development is a narrow tapering shape and has restricted access and movement onto Miller's Avenue and the Rathbeale Road. Higher density apartment blocks are proposed to contain and overlook these busy streets. To the rear of these blocks is a large managed communal open space for residents and a generous 'buffer' between their curtilage and the regional park in the west. The 'buffer' is designed as a public walkway which will link Rathbeale Road to the SHD development and the regional park. The walkway entrance on Rathbeale Road is marked by a large brick archway spanning from the development boundary to Block C.

The central section of the development steps back from Miller's Avenue. This is because of a wide trunk watermain that cuts into the site, and on which no structures can be built. The space between stepped-back building edge and Miller's Avenue is book-ended by a 4 + penthouse apartment block to the south (Apartment Block B1) and by the 3-storey Type R houses and Duplex Type D in the north, after which the building line is at liberty to step back to the road edge. A generous and lush verge of hazel and juneberry is proposed to be planted along this short section of slip road which will support bio-diversity and will provide visual interest and character (note: Irish Water does not permit trees to be planted on wayleaves).

The northern section of the site has a more organic and informal street pattern which takes its cue from the line of the townland boundary. Unfortunately the hedge and ditch marking this feature were removed to facilitate the undergrounding of an ESB cable some time ago, but a good length of it along the northern boundary is proposed to be reinstated. The townland boundary's sharp zig-zag has been integrated into the street pattern, and will be developed as a small, shared surface space (Roads 1.1 and 2.1). Southern sections of the same townland boundary have been integrated into the street pattern and pocket park of the adjacent phase under construction (Phase 2, Westmill).

Internal streets are designed for regular and sustainable planting of street trees: generally one side of the street will have street lights and the opposite pavement will be widened to 3.7m to accommodate services and a large structural tree pit. This allows for a continuous run of good-sized trees rather than a hit-and-miss approach of trees weaving around lamp posts.

Continuous and active edges provide enclosure and passive surveillance. All residential buildings 'turn the corner' with specially designed end units that present a public face to both sides, and blank garden walls are kept to a minimum, notably by the 'backless' wide-fronted houses that can have shorter rear gardens. There are a number of pocket parks within the development and one is particularly big and central. This park opens up towards the regional park and will be a focal point for active play, especially amongst primary school children. All of the public open spaces are overlooked by residential buildings, and a mix of on and off-street car parking will create regular footfall between public paths and building entrances.



4.8 PUBLIC REALM

HOW SAFE, SECURE AND ENJOYABLE ARE THE PUBLIC SPACES?

All public open space is overlooked by residential development and forms an integral part of the local housing character. The public realm hierarchy for streets and open space are mutually supportive. Streets are places in themselves and form spatial sequences framing views within and through the development.

Footpaths are generously widened on one side of a street to provide for the regular planting of street trees in structural tree pits and high-level green canopies will draw the eye along the street to the park beyond. 'Blank' stretches of garden walls are kept to a minimum and are as short as possible, and every block corner has a house or duplex building specially designed to present an active and public face on both sides, usually with the main entrance on the long gable.

There is clear definition of open space as public and communal, as distinct from private, and the organization of pocket parks define sub-character places within the scheme, e.g. Open Space 3 is a large focal point for active play, whereas Open Space 2 is an unusual triangular and smaller, more intimate space for passive uses.

Formal play equipment is provided where appropriate and where it shouldn't be a nuisance in terms of noise for closest houses.

The regional park has continuous active frontage with increased overlooking and passive surveillance from the 5 storey landmark building on the northernmost point. Where the subject site narrows to the south, a landscaped walkway linking the Rathbeale Road to the development and the regional park is overlooked by Apartment Blocks B1, B2 and C and Duplex Block F.



Above: CGI of Park 3 looking along Road 4 to Park 2 and the regional park beyond



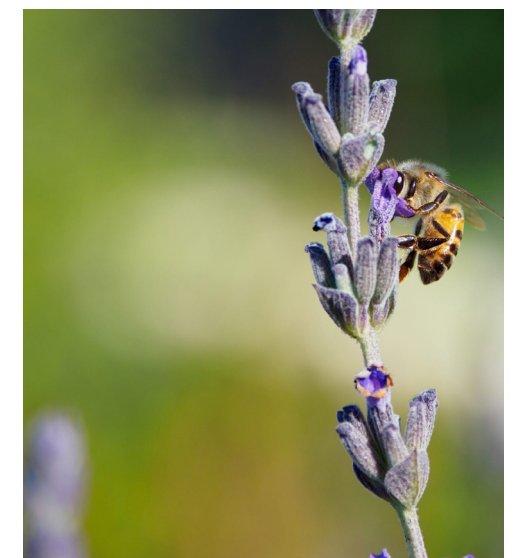
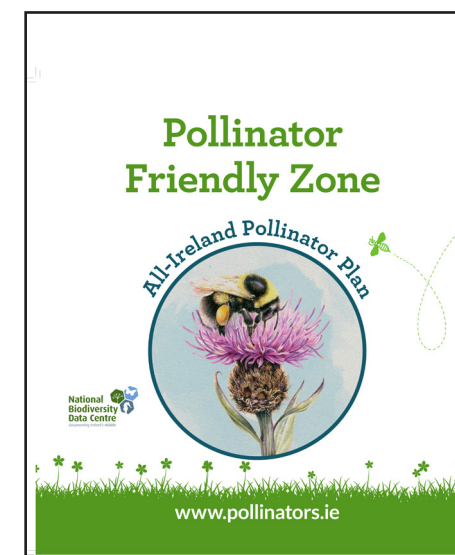
Bio-Diversity

Gerard Gannon Properties are active business supporters of the All-Ireland Pollinator Plan and were the first residential development company to sign up.

They are actively working for and with the Pollinator Plan on sites in Belcamp and Clongriffin, paying particular attention to the planting of pollinator-attractive plants year round, providing new habitats for birds, bees and bats, modifying grass maintenance to allow wild flower growth, and eliminating the use of herbicides and pesticides.

It is of great importance to Gannons that Miller's Glen and the Oldtown SHD development embraces the Plan's objectives and implements these and other positive actions supporting bio-diversity on the ground.

Left: Natural play at new development in Clonskeagh



4.9 ADAPTABILITY

HOW WILL BUILDINGS COPE WITH CHANGE?

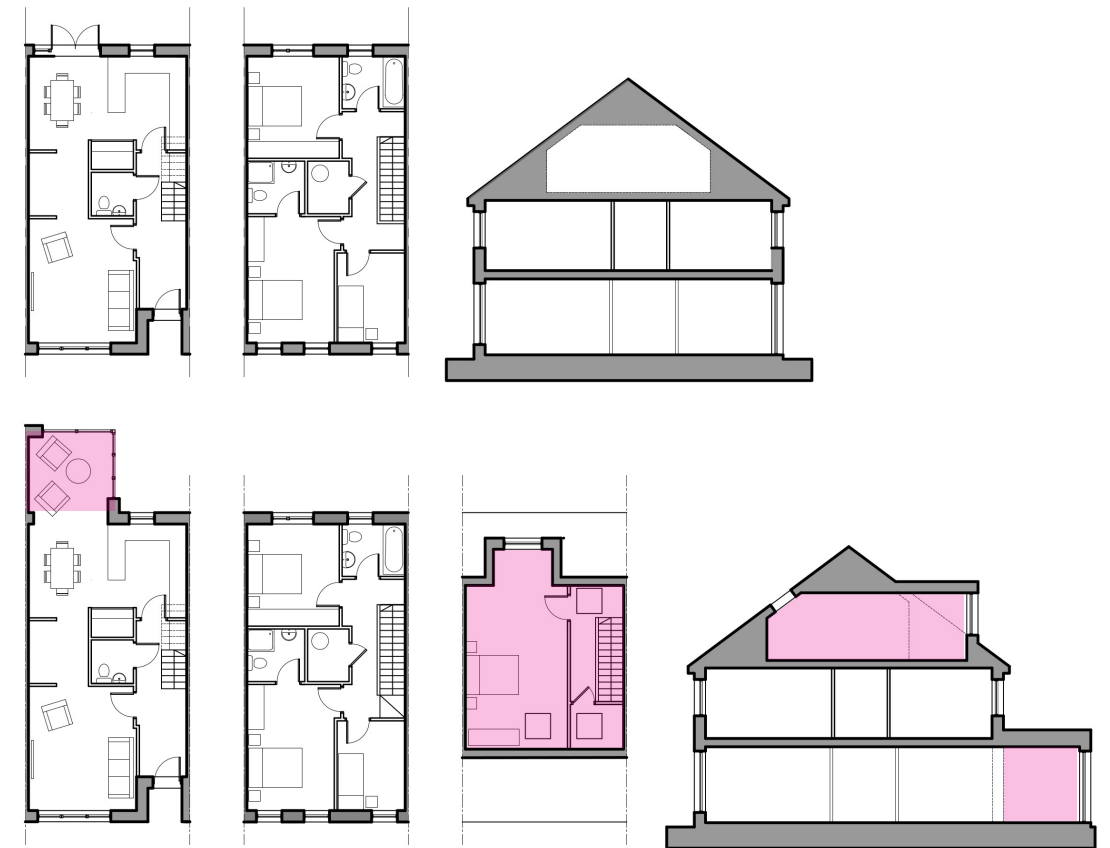
The neighbourhood provides a variety of typologies suitable for all life stages that will make it easier to move home within one's community if circumstances require it.

There are opportunities for houses to extend into the rear gardens for both the narrow and wide fronted house types. In all 2-storey house types, space in the A-pitched roof can be converted into habitable accommodation, subject to professional advice and planning regulations.

The Type N and P 3-storey houses have the benefit of a second living room on the ground floor that could, if required, become a home office, playroom or guest bedroom. A separate space for home-working has become essential for many families during the pandemic and is set to remain a preference for new home-owners.

The scheme has been designed to allow all the dwellings achieve nZEB status, meaning they will need a very low amount of energy, which will be fuelled mainly by renewable energy sources. Measures adopted include optimised siting for solar gains, e.g. the north-south axis of Apartment Blocks A, B1 and B2, and optimised window sizes for daylighting, a high amount of insulation to floors, walls and roofs and careful detailing to limit thermal bridging. The use of high-performance windows and doors, careful airtightness detailing and a designed ventilation system will limit heat loss and ensure thermal comfort.

All private houses will have electric car charging points on their driveways, usually a power point that can be fitted with the appropriate socket for their electric vehicle. Charging points for on-street parking and managed private parking courts will be bollard-style and located between bays where they won't cause an obstruction to pedestrians.



Above: Adaptability in houses.

Scope for rear extensions and for attic conversions (highlighted in pink) with potential for different uses within the lifetime of a typical 2-storey 3-bedroom home.



4.10 PRIVACY & AMENITY

HOW DOES THE SCHEME PROVIDE A DECENT STANDARD OF PRIVACY?

Every house has a rear, private and usable garden that meets and often exceeds Development Plan standard. Wide-fronted houses are 'backless' and do not have any first-floor bedrooms to the rear overlooking gardens and ground floor living areas opposite. This allows for shorter back-back distances and more efficient planning without compromising amenity and privacy.

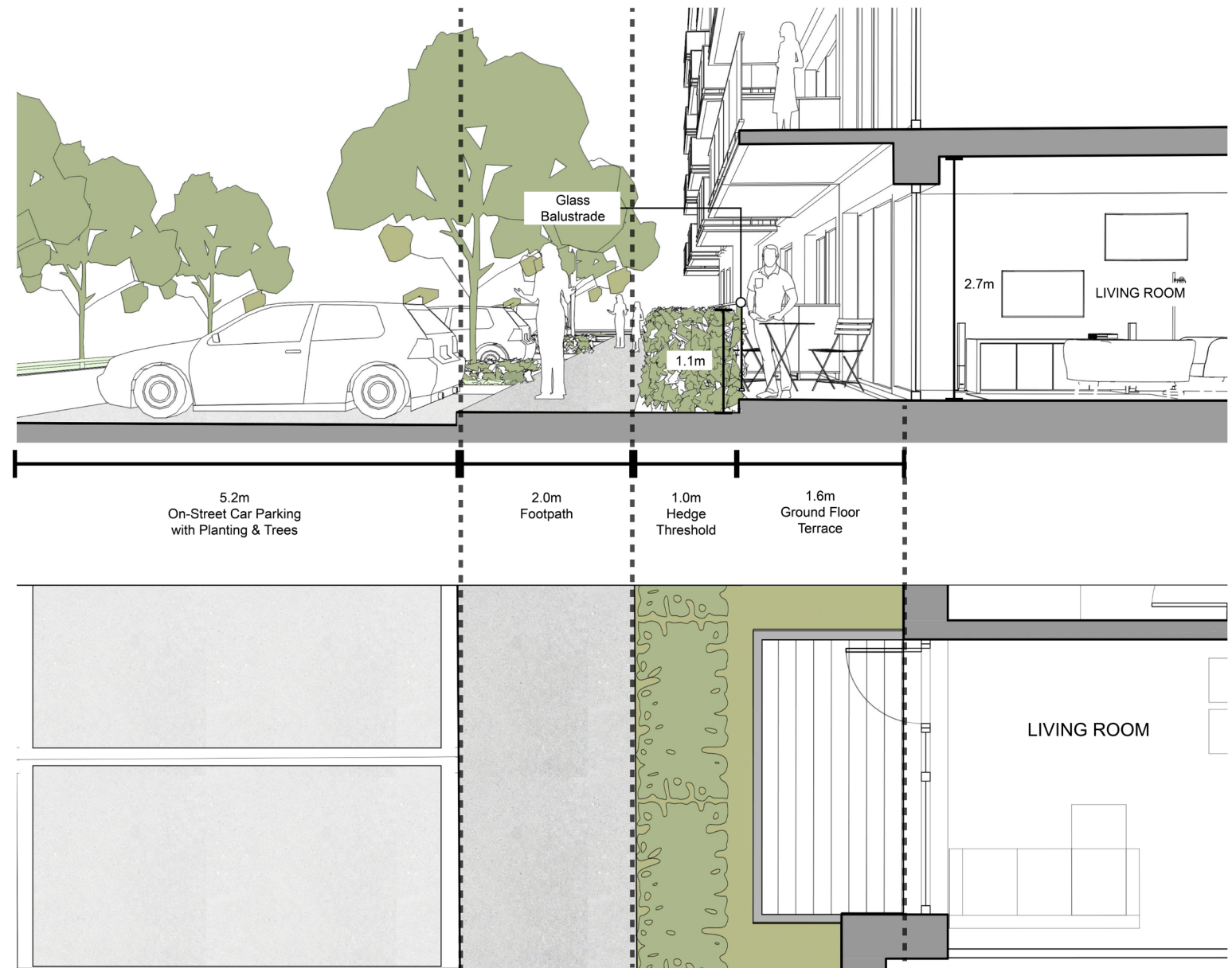
Apartments have integrated private balconies which are partly setback into the building line for privacy, and partly extend out for more sunlight and for better passive surveillance of public and private areas below.

Ground floor duplex or 'simplex' units have private terraces to the rear, and a threshold zone to the front, usually 2m deep. Upper level duplex units have balconies at first and second floor, always looking out and over public streets and spaces.

The design of the ground level curtilage to single aspect ground floor apartments that do not have a private external space to the rear is given extra consideration. Terraces with a minimum width of 1.5m are protected by a steel railing or glass balustrade on the edges, and by soft landscaping on the form of evergreen hedging as a buffer to the public path.

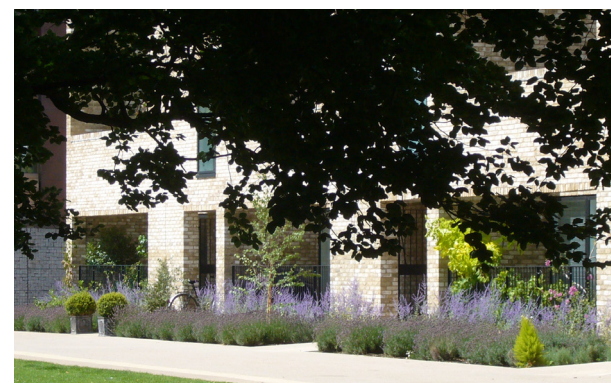
All apartment and duplex units have a landscaped area of managed communal open space to the rear curtilage of the block and with good exposure to natural sunlight. All are sized to meet or exceed Section 28 guidelines.

By their nature, houses are all dual aspect, as are all of the duplex units within the development. 60% of the 164 apartments and duplex units are dual aspect, exceeding the 50% minimum outlined in Design Standards for New Apartments (Revised 2020), and there are no north facing single aspect units.



Above: Typical terrace detail for ground floor dwelling (Apartment Block A)

Below: Examples of terrace boundary details, soft and hard landscaping, for ground floor dwellings.



4.11 PARKING

HOW WILL PARKING BE SECURE AND ATTRACTIVE?

Private car parking is predominantly provided on-curtilage for private houses with some exceptions on Road 8. There is a substantial 16m wide wayleave for a large trunk watermain crossing the site which must remain in the public realm, i.e. not in private property. Parking for the houses and duplex units adjacent to this wayleave is on-street, in bays of 4 spaces subdivided by street trees.

On-curtilage parking bays are finished with permeable paving and demarcated with estate railings, small trees, shrubs and clipped hedges to provide an attractive streetscape. Where on-street parking is provided it is located in front of the dwelling it serves.

Car parking for the apartment and duplex buildings is a mix of on-curtilage and on-street spaces, depending on location and demand. Parking bays are close to the building where they can be easily seen, and they are dispersed in different ways to avoid dominating the landscape.

Parking bays are generally grouped in 4's and broken up with tree and shrub planting. Visitor parking is on-street and in the public realm where it is available to all visitors to the development.

Six parallel parking bays on a one-way 'loop' street to the south and east of the creche are proposed for drop-off and collection, thereby avoiding reverse movements.

Disabled parking spaces are provided for Apartment and Duplex Blocks where they are easily accessible and close to the building they serve.



Above: Example of well landscaped surface car parking

4.12 DETAILED DESIGN

HOW WELL THOUGHT THROUGH IS THE BUILDING AND LANDSCAPE DESIGN?

The detailed house type and apartment drawings indicate proposed elevational materials and finishes. Materials and systems proposed are low maintenance, and what maintenance there is, it is straightforward and easily managed.

The material palette is shared across the majority of the buildings within the proposals. There will be differences in application on each block and character area, but a common language of materials will tie all the buildings together and into their context.

The proposed palette consists of various buff, pink and red bricks with a light grey mortar, light sand or off-white textured render, aluminium framed glazing (apts and duplex units), pvc frames (houses) and highly glazed penthouses framed in aluminium or zinc.

Consideration is given as to how this development relates and links to the existing development, particularly on Road 1 (Meadowbank Road). and it is proposed that the brick used in Meadowbank is continued along Road 1 for a holistic approach to this enclosing section of the park.

Aluminium or PVC window frames, rainwater goods, fascia and soffits require little to no maintenance beyond regular light cleaning, and concrete roof tiles require no maintenance at all.

Private bin screens and gossip walls for houses are proposed to be of robust blockwork and brick, softened by low hedges to demarcate between properties.



Above: Example of balcony details

5.0 SITE LAYOUT & URBAN DESIGN STRATEGY

Working as a collective, the design team of urban designer, landscape architect, engineer, ecologist, archaeologist and architect have carefully considered the development of this site with regard to its context, its physical features and its potential to be a successful new neighbourhood within Miller's Glen.

Placemaking is at the core of this design process and is wholly evident in the 2012 Urban Design and Landscape Masterplan for Oldtown. Placemaking is the leading principle for both the applicant and the design team, and underlies the early urban framework plans for the development.

The 12 Criteria expounded by the Urban Design Manual (May 2009) have been tried, tested and applied in the design considerations for the development, as have all core pillars of good urban design. DMURS, in particular, is a constant companion for the design team, and the nature of the proposed streetscape reflects this.

Oldtown/Miller's Glen is an urban masterplan for a sustainable, walkable, green, safe and attractive neighbourhood that endeavours to place people first.



Above: Early sketch layout for the Masterplan (CCK)
Right: Oldtown/ Miller's Glens Masterplan.





*CGI - Looking north along from Park 4, the landscaped walk way, 'Connector' open space, from Rathbeale Road along the western boundary with the regional park
(Image Modelworks)*

5.1 STREET HIERARCHY & DMURS

In designing the internal street network, pedestrians were considered first, with a descending order of priority from bicycles and public transport to private cars. The key design principles of DMURS for connected networks, multi-functional streets, pedestrian focus and the close collaboration of the design team are foremost in mind.

Pedestrians

Convenience, safety and enjoyment are key factors for pedestrians and the street network reflects this. Residents and visitors have a choice of many routes into and through the development, both direct and indirect, with variety in streetscape and landscape. Active street edges, short blocks with good enclosure, sustainable street trees, good public lighting provide security and comfort on desire lines to the village centre from all parts of the development.

Pedestrian and cycle entrances are provided into the regional park at a number of points, ensuring ease of access and choice of route.

Cyclists

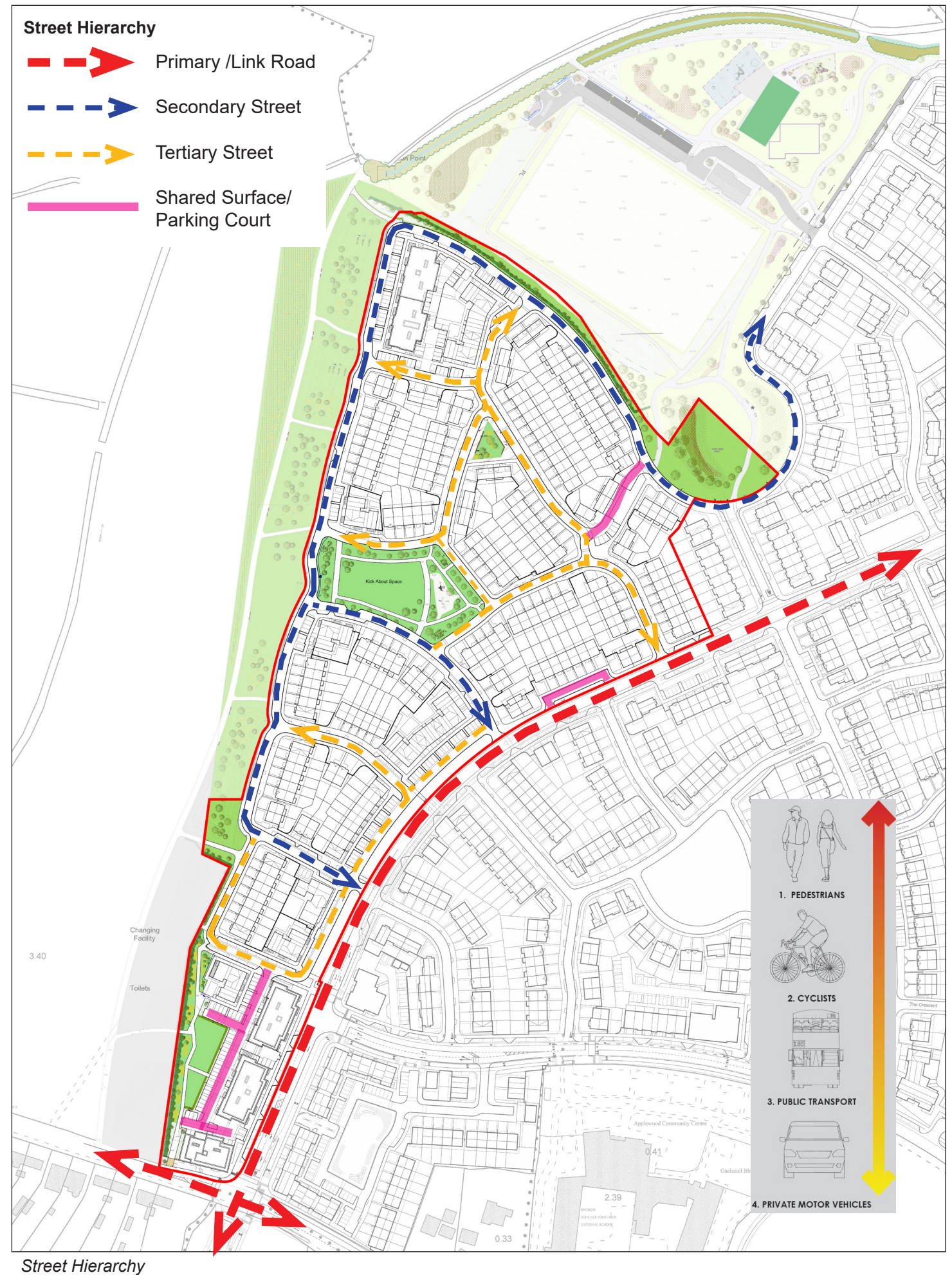
On-street separate cycle paths have been constructed on either side of Miller's Avenue/WDLR, and these connect into (i) a 2-way off-street cycle path that makes a full circle around the school campus block, (ii) new cycle paths on the recently upgraded Rathbeale Road and (iii) existing off-road 2-way cycle path following the WDLR south and east to the new secondary school campus. The internal street network of the proposed development comprises secondary and tertiary streets, which are low volume and traffic calmed by design, so separate cycle paths were not deemed to be necessary.

Public Transport

At present, there is no direct bus service from Miller's Glen to Swords or Dublin City Centre, although the civic space and Glen Ellan Road have been designed to cater for the bus; a 2012 scheme for a BRT (Bus Rapid Transit) proposed to extend that service into Miller's Glen but was shelved pending a decision on the Metro. Local and express bus services run on the Rathbeale Road (adjacent to the SHD site) and Glen Ellan Road (c.12 minutes walk). If and when the Metro is constructed, the Estuary stop will be c.3km from Miller's Glen via the Broadmeadow linear park, which is a comfortable distance for cyclists, taking c.10 minutes travel time.

Private Cars

The constructed Miller's Avenue/WDLR will cater for the primary vehicular movements to and from the site. Three new secondary streets will make the connection from Miller's Avenue into the site and there is a 4th local connection from Road 1 to Meadowbank Road, which is an existing secondary street running the perimeter of the regional park. Tertiary streets sub-divide larger residential blocks and define pocket parks. Roads 10.1-10.4 to the rear of the apartment blocks in the south are private parking courts serving those blocks. Road 10 is a one-way street that contributes to traffic calming on this block and in particular the proposed creche. Roads 1.1 and 2.1 are short sections of shared surface that connect for pedestrians and cyclists only. The landscaped space between them is an important feature in marking the position of a townland boundary and creates a 'threshold' between the development and the main pedestrian entrance to the regional park.



5.2 NODES AND EDGES

Nodal points are areas of activity and focus at intersections on the desire lines of the proposed layout.

Movement routes between nodal points have been identified and will be integrated into the site layout, these offer the provision of high quality, direct, safe and secure routes that connect the key locations along the desire lines. Connections are provided by way of primary, secondary and tertiary routes along with giving priority to pedestrians and cycles that encourage legible permeability.

Connections between nodes are all defined by clear edges that will offer passive surveillance by active frontages. The avoidance of blank garden walls, gables will be achieved by the use of high-quality treatment for buildings that 'turn the corner'. Connections between nodal points will also be provided with good visibility and preference is given to pocket parks over narrow alley-ways.



Above: Example of nodal retail & civic space opposite the primary school campus in Millers Glen, Oldtown



5.3 LANDMARK BUILDINGS

There are a number of landmark buildings proposed to aid way-finding and legibility within the development. These are set at key intersections within the layout.

1. The T-junction at the intersection of Glen Ellan Road with Miller's Avenue/WDLR: this vista is closed by a 5 storey apartment building (Block B1).
2. The intersection of Road 7 with Miller's Avenue, which is a primary route between the existing development and the regional park: this corner is marked the Duplex Block D, which has very distinctive roof profile and gable elevation.
3. The northwest corner of the Rathbeale crossroads: Apartment Block C works hard to announce the beginning of Swords when approached from the west while respecting the scale and pattern of the single-storey cottages opposite 'the 12 apostles'. It steps from a strong brick-framed storey-height archway up to 5 storeys on the corner.
4. Apartment Block A on the most northern point of the development will be visible from long distances within the regional park. It is a full 5-storeys high at its tallest point.

In general, street corners on secondary and tertiary routes are marked by 3-storey houses and duplex blocks designed to 'turn' a corner with active and attractive frontages on both sides.



Above: Duplex Block D southeast elevation to Miller's Avenue/WDLR
Below: Apartment Block C on the corner of the Rathbeale crossroads



5.4 BUILDING HEIGHT

This is essentially a mid-rise scheme appropriate to its setting on the outskirts of Swords. For the most part, principle streets, edges and open spaces are defined by taller blocks of 3 to 5 storeys, with the highest buildings located to the Rathbeale crossroads and village centre, and on the northernmost point where a taller landmark is befitting.

Apartment Block A is a 5-storey building on the northern tip of the site where it will have expansive views over the regional park, and be a landmark building viewed from within the park.

Apartment Blocks B1, B2 and C, in the southern section of the site, address the Rathbeale Road crossroads, and terminate the t-junction of Glen Ellan Road with Miller's Avenue (WDLR).

Three-storey duplex buildings and houses are located on key corners and intersections where height is considered appropriate.

There is good variation in building height across the SHD site, and the pattern proposed in this development is compatible with the pattern established in the permitted and existing adjacent development. The change in level falling from south to north will result in stepped terraces, adding another layer of interest and variety in the scheme's roofscape.

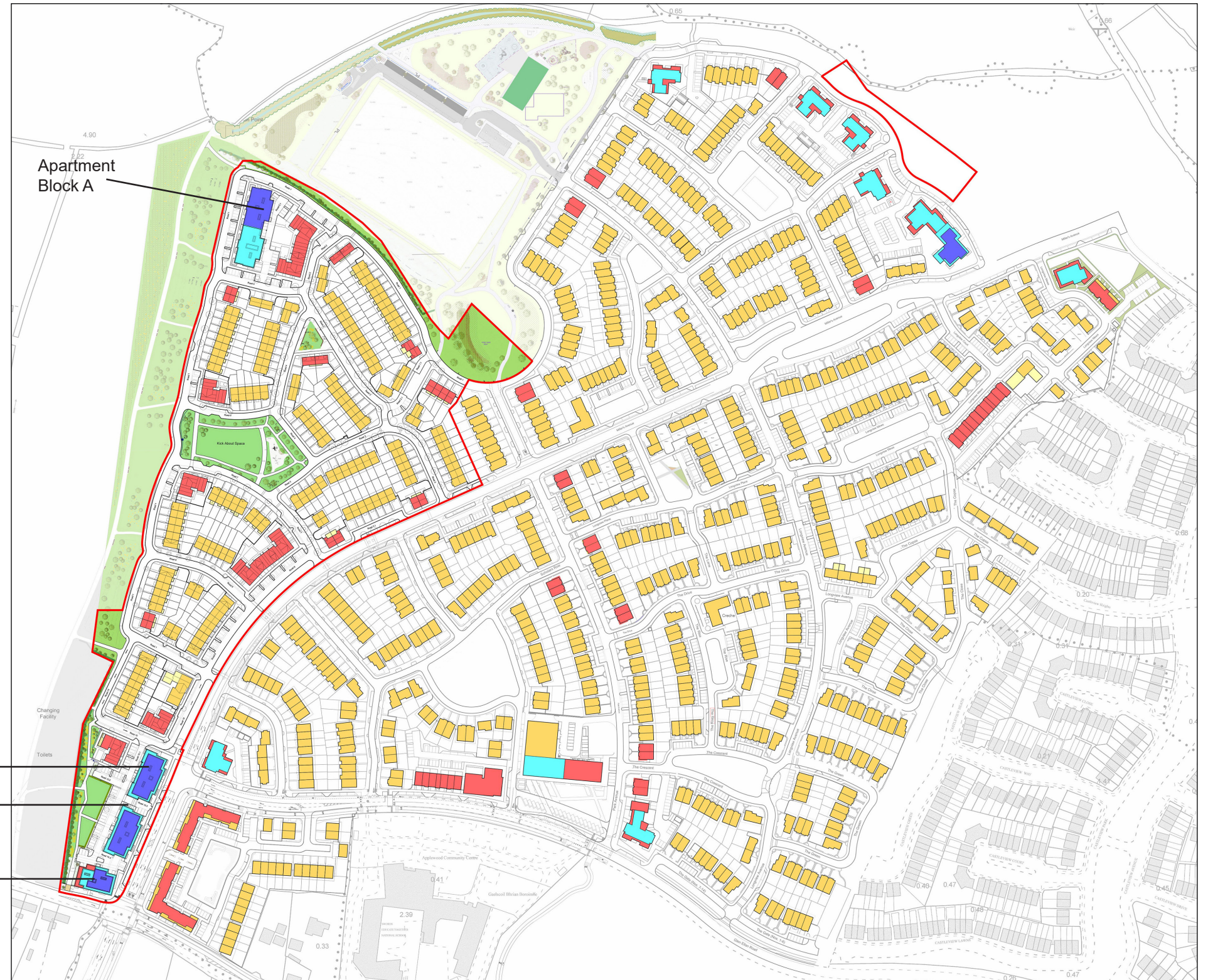
LEGEND



Apartment Block B1

Apartment Block B2

Apartment Block C



Above: Building heights for the overall Oldtown/Miller's Glen development.

SHD application site is outlined in red

5.5 CHARACTER AREAS

The proposed development is one character area of the larger Oldtown/Miller's Glen development, originally identified as 'Parkside Upper' and part of the 'Village Centre' in the 2012 Oldtown Masterplan. This phase differs from the existing and permitted character areas in a number of ways;

Context: its position bounding the regional park and the tapering plot depth to the south where Glen Ellan Road, Miller's Avenue and the Rathbeale crossroads intersect.

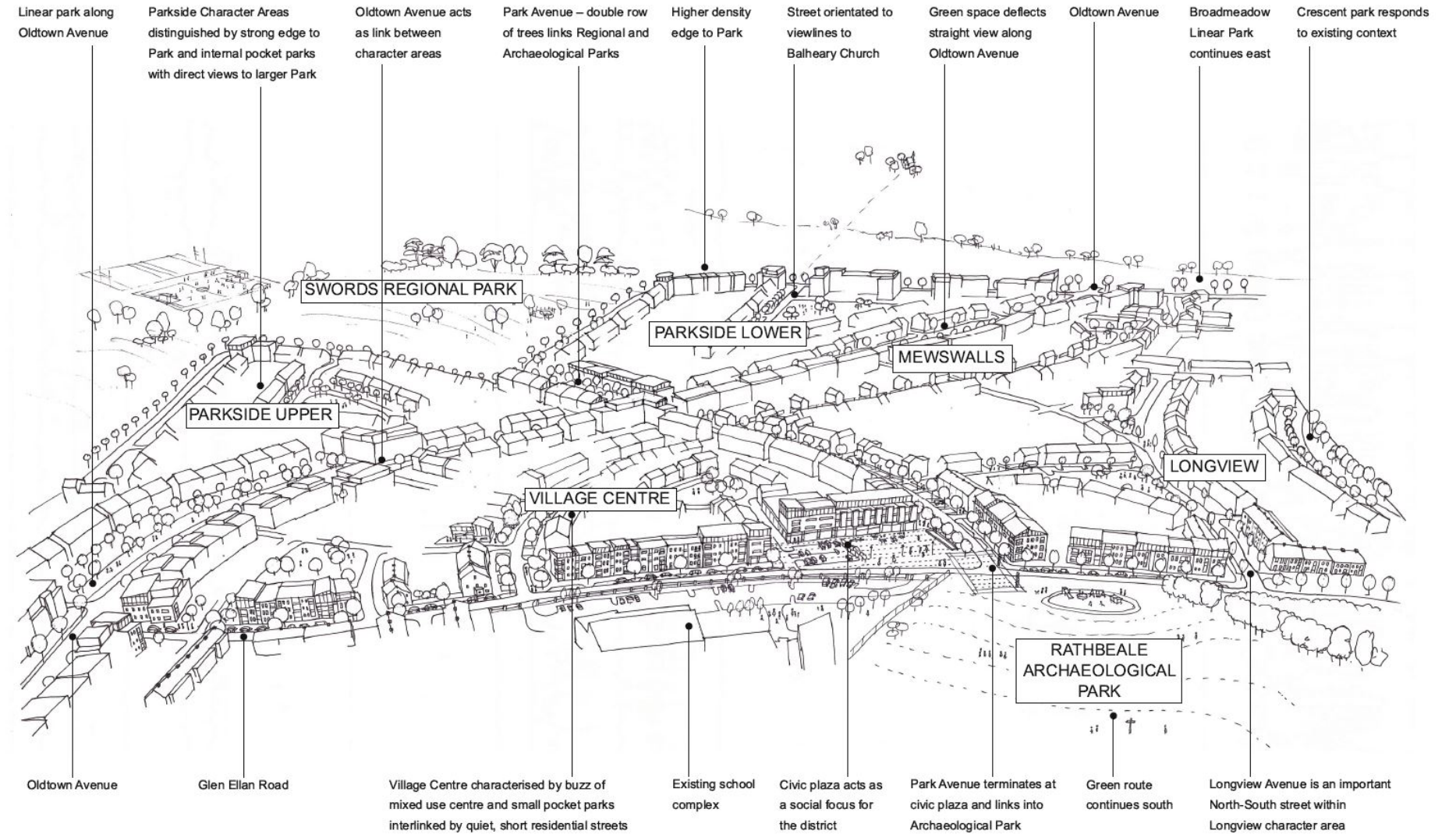
Density: it has a higher, more intense density, particularly in the 'Village Center' zone.

Building height: heights increase at the northern point overlooking the park, and at the southern intersection of the 3 primary roads.

Pocket parks: the central space (Open Space 3) is the largest and most active pocket park to be developed in Oldtown/Miller's Glen.

Dwelling mix: unlike earlier phases, this SHD comprises more apartment and duplex units than houses, a 54:46 split.

Materials: Form, mass, variety in colour/texture differentiate this character area from earlier and permitted phases of Oldtown/Miller's Glen.



Left: Extract from 2013 Oldtown Masterplan; Character Areas
 Above: Extract from 2013 Oldtown Masterplan; birds eye view of character areas
 Below L: Secondary streets ending in park vista
 Below R: Internal street edge and frontage to park



5.5 CHARACTER AREAS

Within the SHD development are three smaller sub-character areas, which create interest and legibility for the development: **South Parkside, Mid Parkside and North Parkside.**

1. South Parkside

This is a higher-density neighbourhood of 111 dwellings (94 apartments, 8 duplex units and 9 houses) and the creche located at the intersection of the Rathbeale Road, Miller's Avenue (WDLR) and the Glen Ellan Road. The urban form is determined by the constraints of these primary routes and the trunk watermain wayleave, resulting in taller, denser apartment buildings with strongly defined frontage. The two corner duplex buildings soften the transition from 4-5 storeys to 2-storey housing, and the distinctive creche building makes for a varied streetscape onto Miller's Avenue. This character area has a very regular and orthogonal plan, and is tightly planned onto the narrowest part of the development site creating a very urban streetscape with glimpses between blocks to communal and public open space in the west.

The apartment buildings are proposed to be finished in a combination of red brick and a pink/rose coloured brick bays, which have warmth and texture. Painted rendered sections to the rear and picked out on bay windows (Block B1) will add lightness to the appearance. Balconies are simple with dark painted fascias/frames and glass balustrades. The brick archway marking the entrance to the park walkway from Rathbeale Road will tie into the façade of Apartment Block C, and will be finished with a reconstituted stone cap. Penthouse floors and plant/lift overruns will be finished in zinc cladding with simple clean roof details.



Top Left: CGI of Apartment Block C and archway to the 'Connector' walk way



Bottom Left: CGI of Apartment Block C viewed from Rathbeale Road looking west. The buildings in the foreground are CGIs of permitted development in Phase 2 (F19A/0029, and amendment to F11A/0473)



5.5 CHARACTER AREAS

2. Mid-Parkside

The development plot widens from a narrow taper as it falls to the north and this central plot comprises a mix of 2-3 storey houses and 3-storey duplex blocks. There are 120 dwellings in this character area; 84 houses and 36 duplex/apartments.

The urban plan is regular, with short block depths, predominately own-door units creating streets with stepping terrace, fine-grain and gentle rhythm. At the heart of this character area is a large local park, Open Space 03. This is an unusually large pocket park for Oldtown/Miller's Glen; earlier phases have much smaller parks in compliance with an objective of the former LAP to provide Class 1/Regional Park at 20sqm and Class 2/Pocket Parks at 5sqm per bed space.

The building set-back and short slip road parallel to Miller's Avenue was unavoidable because of the position of the existing trunk watermain but it is proposed to make this a bio-diverse swathe of shallow-rooted, pollinator-friendly plants. It will be a lush and generous verge and a foil to the more manicured central open space. The swathe is book-ended by Apartment Block B1 to the south and by Duplex Block D and House Types R to the north, where they make a pinch point on the secondary street leading to the park.

The park itself framed on the west corners by mirrored 3-storey duplex corner blocks, framing a long-distance view into the regional park.

Red brick is the predominant material for Mid-Parkside, used in combination with painted render to upper floors and 2-storey gable bays. The houses and duplex blocks that enclose Park 03, the large central park, are fully finished in red brick, this being the only park or space to have this material treatment. The distinctive roof and gable profiles of Duplex Block D on Miller's Avenue and the 'twin' corner Duplex Blocks B and C on the corners of the park give this character area a lively and cheerful appearance.



Above: CGI of Park 3, the largest central park and kickabout space.

Below R: CGI looking south along Road 8 towards the creche and Apartment Block C

Below L: CGI of the Rathbeale pedestrian walkway in South Parkside looking north towards Road 10



5.5 CHARACTER AREAS

3. North Parkside

North Parkside comprises 147 dwellings of which there are 57 apartments, 9 duplex units and 82 houses. This character area takes its cue from the former townland boundary zig-zagging across the corner of the plot before curving northwest along the boundary of the regional park. The ditch and hedgerow marking the boundary were removed a few years ago but the proposed development seeks to embed sections of the line in the street pattern (Roads 1.1, 2.1 and 3). This has created a very organic and unusual street geometry and the memory of the townland is strengthened by the shared surface and landscaped space, the North East Pocket Park, linking Roads 1.1 and 2.1, and by making an attractive pedestrian connection to the regional park. Small, unexpected spaces like these often provide some of the most successful and recognisable places in a large development.

This character area makes a sharp acute angle into the regional park, and the corner is rightly addressed by a 5 storey apartment block (Apartment Block A) that forms a larger urban block with U-shaped Duplex Block A. By building on the irregular geometries created by the townland boundary and the acute corner, the street pattern intersects in the centre of this character area to form a triangular space (Roads 2 and 4). Three-storey double-fronted houses define the south side and a long terrace of 12 houses forms a spine to the east, catching the west sun.

This character area is contiguous to the completed phase called 'Meadowbank' and consideration is given to the transition of different house types and materials. It is proposed to use the same buff brick from Meadowbank for those new terraces immediately adjacent, i.e. (i) the east side of Road 3 where it backs onto to Meadowbank, (ii) the small enclave of houses on the shared surface streets of Roads 1.1 and 2.1, and (iii) along Road 1 from Meadowbank to Road 2.

It is proposed to transition brick tones from buff to a soft pink/rose brick for the balance of North Parkside, this being Apartment Block A, Duplex Block A and the houses clustered around the triangular open space where the warm rosy tones will make this space feel more intimate and special. The longest terrace of 12 houses on Road 2 is finished in painted white render with brick details, bouncing southwest light back onto the little pocket park, and acting as a way finder or 'pointer' between the organic street pattern at the junction of Roads 2 and 3 to the park and Duplex Block closing the vista.



Above: CGI of Apartment Block A

Below R: CGI Character area "North Parkside": buff bricks to match existing dwellings on Meadowbank Road
Below L: CGI "Triangle Park open space": pink/rose bricks as one identifying element of this character area



6.0 BUILDINGS

6.1 HOUSES

There are 17 house types and then many variations of each proposed in the SHD development. These will offer a wide choice in the size and format of housing, ensuring a mixed and diverse population.

Many houses have been designed to work in different combinations with each other, and variations on the combinations provide interest and character to street corners and at the end of long terraces, creating an interesting and varied streetscape.

Steps in storey height and the natural level changes on the steeper contours add another layer of interest to the neighbourhood. Certain house types are specific to character areas, as are palettes of materials chosen for their colour and texture. Houses on block corners are always special 'corner-turning' houses which present a public face to both sides of the public realm.

House Type	Floor Area	Storeys	Bedrooms	No. of Units
AY, AZ	114	2	3	8
B, BX, BZ	118	2	3	36
C, CY, CZ	115	2	3	7
D, DZ	115	2	3	5
E, Ec, EX, EY, EZ	105	2	3	47
F, FX, FY	119	2	3	9
G, GX, GY	105	2	3	13
H	137	2	4	4
J, J1, Jc	88	2	2	9
KY/KX	115	2	3	8
L	101	2	3	2
Mc	107	2	3	2
N1X, N1Y, NX	144	3	3	5
P, PY, PX	144	3	3	5
QX	154	3	4	1
R-RX	154	3	4	3
SX-SY	151	3	4	4
T-TZ-TX	130	2	4	5
				173

House types are 'suffixed' to distinguish variations in form and in materiality specific to a character area.

Houses types with a '1' suffix is an end of terrace version of the original mid-terrace house.

House types with a 'c' suffix have a faceted plan to follow a curving terrace.

House types with a 'Z' suffix have full brick facades to the front.

House types with an 'X' suffix have buff or ochre brick details, and house types with a 'Y' suffix pink/rose colour brick.



6.2 DUPLEX BLOCKS

Duplex units are proposed for a variety of reasons, but essentially for their height, enclosure and character. The majority have own door access which benefits the streetscape in providing fine-grained street enclosure, elevational variety and active frontages, particularly on important corners to streets and open space. Their 3 storey form provides good spatial enclosure to the public realm. There are 6 separate blocks in the development, two long U-shaped buildings and 4 smaller corner blocks.

U-Shaped Duplex Blocks A, D

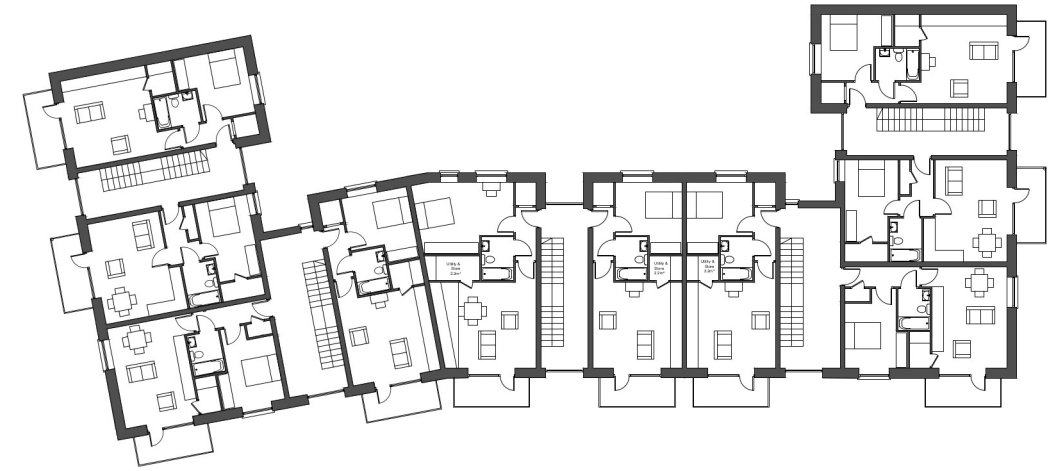
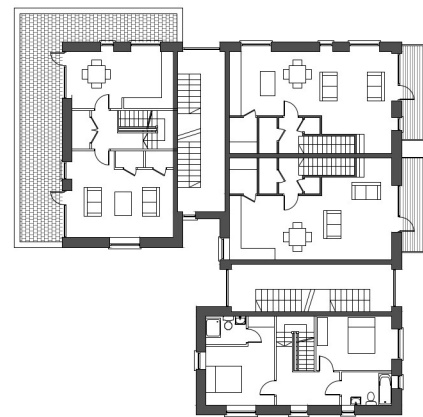
Duplex Block A forms one half of a perimeter urban block with Apartment Block A, enclosing a communal, managed courtyard within. Its fine grain and multiple doors onto the street make a smooth transition between the large Apartment Block A and the adjacent housing.

Duplex Block D fronts Miller's Avenue and together with House Types R makes a pinch point on the secondary street link into Character Area 2, Mid-Parkside. Similar in plan to Duplex Block A, it has multiple front doors and a fine grain facade which is articulated by the gabled walls.

Corner Duplex Blocks B, C, E, F

The corner duplex blocks are compact L-shaped buildings of 8 units. Ground floor units have own-door entrances and upper units share one of two common stairs. They have a particularly strong roof profile, very defined gables and turn a street corner with active facades and entrances on both sides.

The grain, scale and materials of the various duplex buildings are intended to complement those of the dwelling houses. Their 3 storey building height provides a seamless scale transition between 2 and 3-storey houses and the larger 4 to 5-storey Apartment Blocks. Buildings of this nature have what is termed 'gentle density', and contribute to a making a vibrant and sustainable neighbourhood.



Duplex Type F Elevations

Duplex Type F Plans and Elevations

Duplex Type D Plans and Elevations

6.3 APARTMENT BLOCKS

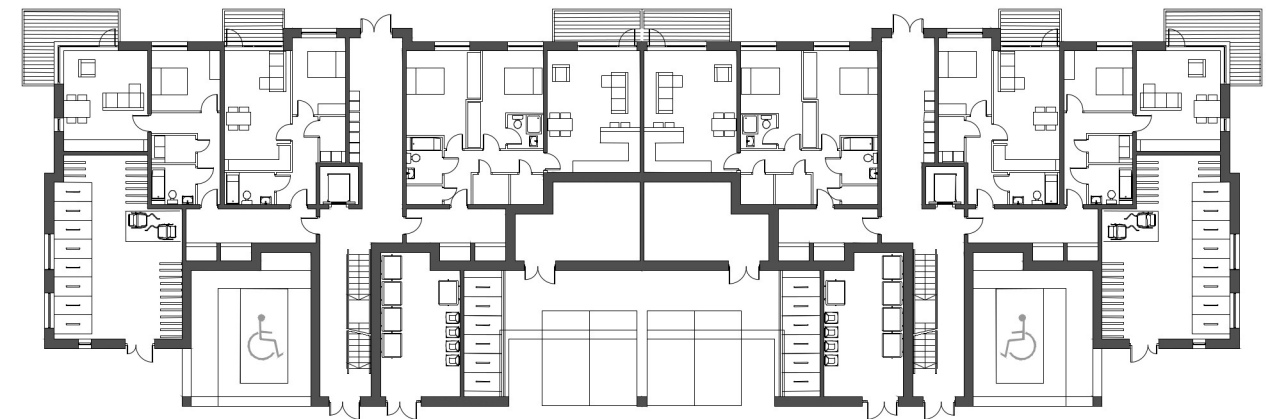
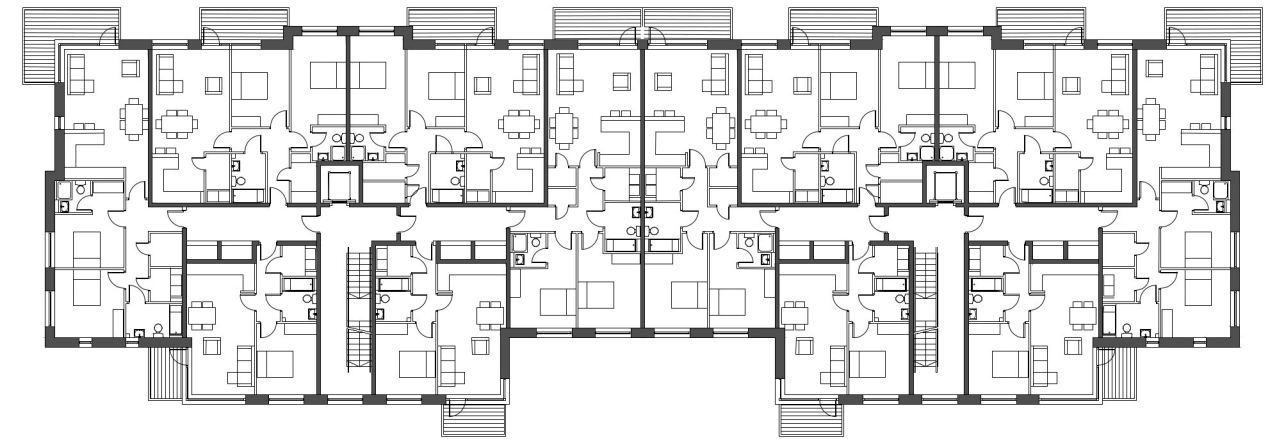
Apartment Block A

This is a linear block of 48 apartments (18 no. 1-beds and 30 no. 2-beds) arranged over 4 and 5 storeys with 2 main entrances and 2 separate circulation cores on a north-south axis. On a typical floor there are 6 apartments accessed from each core, of which 3 are single aspect and 3 are dual aspect, and overall the block is 50% dual aspect. The quiet location of this block overlooking the regional park and away from busy local traffic allows balconies to hang unhindered from the building, giving residents expansive views and, passive surveillance of the park and pitch. Bin and bicycle stores are integrated to the building envelope at ground level which frees up external space for a communal garden, to be shared with Duplex Block A. Bicycle stores have both space-saving vertical stands, Sheffield stands (the most user-friendly) and space for trailers or cargo bikes. Car parking is divided up between on-street around the perimeter of the urban block, at ground level within the private curtilage and under-croft to the rear. This combination of different parking arrangements mitigates the visual impact of parked cars and encourages footfall and activity around all parts of the block.

Apartment Block A is a landmark building at the northernmost point of the development site, where 5 full storeys was considered to be an appropriate height.



Above: Apartment Block A: CGI view of north west corner (CCK image)
Right: Apartment Block A: ground, typical mid-floor and 4th floor plans, & west elevation to park



6.3 APARTMENT BLOCKS

Apartment Blocks B1 and B2

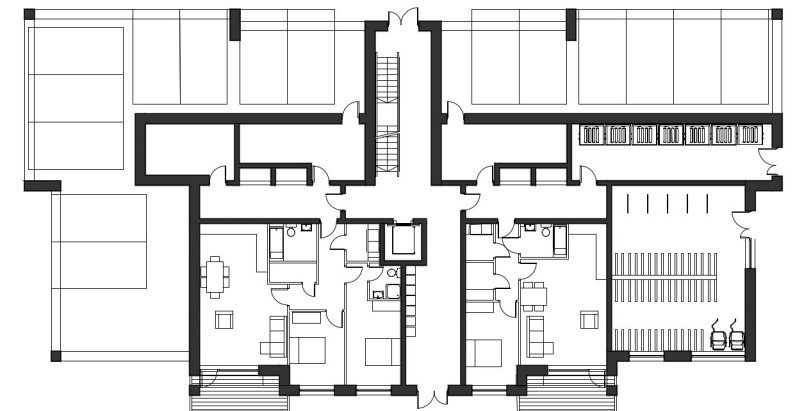
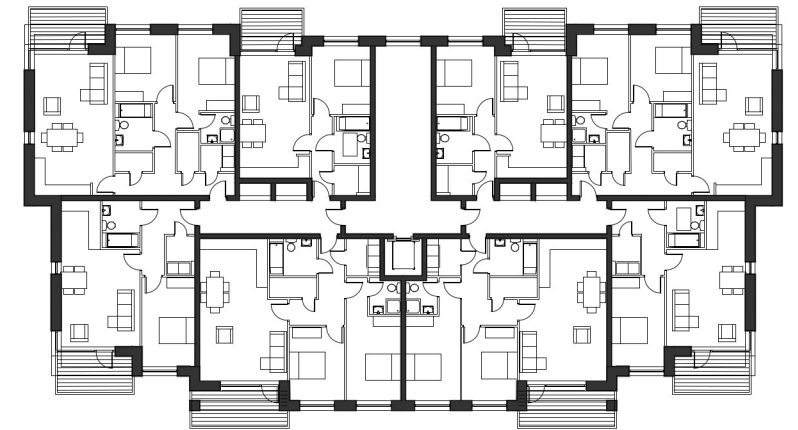
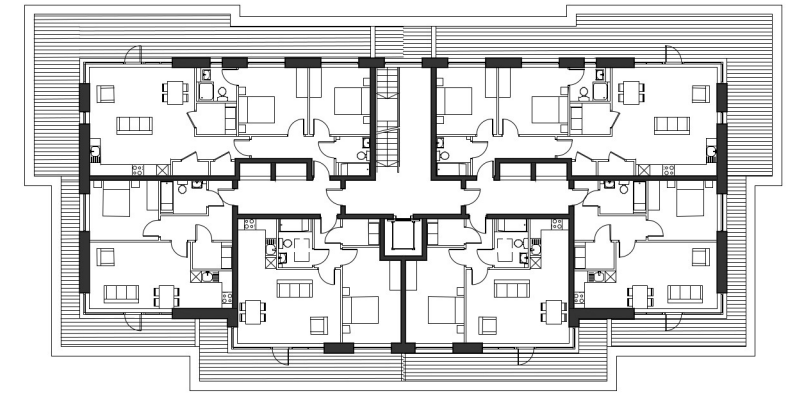
Apartment Blocks B1 and B2 are very similar buildings with small variations responding to location and access. Each building has 32 apartments and a height of 4 storeys plus set-back penthouse level. There are 8 apartments accessed from a single circulation core on a typical floor, and 6 dwellings on the penthouse floor. Both blocks are on a north-south axis to maximise sunlight and aspect, and 50% of the apartments are dual aspect. There are no north-facing single aspect units.

Bin and bicycle storage is provided at ground level, integrated with the building envelope and accessed from the curtilage. The main or public entrance is on Miller's Avenue and there is access through the building to the privately managed parking and communal open space to the rear. Car parking is within the managed curtilage and is a combination of surface level and under-croft, thus mitigating against the visual impact. Surface parking has been considered as part of the soft and hard landscape works to the curtilage and communal areas, with the provision of street trees, hedges, soft planting, and variety in surface material to demarcate bays and to traffic-calm the shared surface access road. Visitor parking is on-street on Miller's Avenue.

Apartment Block B1 is a landmark building on the T-junction of the Glen Ellan Road and Miller's Avenue and closes the vista from the Glen Ellan Road. It performs a double-job in closing the southern end of the space created by the set-back of buildings and frontages from the trunk watermain wayleave, and closing the vista at the end of the Glen Ellan Road. It also acts as a wayfinder or marker, pointing the way to the regional park at the western end of Road 10.



Apartment Block B1: Northeast corner with view through to regional park beyond



Apartment Block B2: Ground, First & Fourth Floor, East Elevation

6.3 APARTMENT BLOCKS

Apartment Block C

This is a medium-sized pavilion building of 22 apartments which ranges in height from 3 to 5 storeys. It is located on a key corner of the Rathbeale crossroads and essentially marks the entrance to urban Swords from the west and Miller's Glen from the south. A landmark building of height and scale is warranted on this corner site to announce this transition from rural to urban realm.

The quick step-change from 5 to 3-storeys on the west edge of the block is made in consideration of scale concerns raised by the Planning Authority with regard to the proximity of 12 single-storey cottages on the Rathbeale Road, known locally as the '12 Apostles'. Block C is located >24m across the road to the north and west of the cottages so cannot overshadow them, but attention has been given to the change in building scale between the two developments.

A feature brick archway springs from the west gable of Block C framing a very formal entrance to a new pedestrian path linking the Rathbeale Road to the regional park. Lands immediately to the west of the path are zoned for the park but are currently outside the control of the Applicant. It is envisaged that this pedestrian gate and path will be integrated with the regional park in the long term and in the short/medium term, the 'Connector' pathway is an alternative and pleasant route from Mooretown and the Rathbeale Road into the park. It is overlooked by the 3-5-storey Apartment Blocks C, B2, B1 and Duplex Block F.

Internally, Apartment Block C has 6 apartments on a typical floor which are accessed from a single circulation core. Fourteen of the 22 apartments are dual aspect (63%). Bin storage and secure bike parking is integrated into the building at ground level.

Car parking and communal open space is treated in the same manner as Apartment Blocks B1 and B2 and all 3 apartment blocks and Duplex Block F are designed to be part of the same managed area. Eight parking spaces are under-croft to the rear of the building and the balance are integrated into the landscape plan.

The public entrance to Apartment Block C is on the Rathbeale Road and all of the apartments have access to the rear parking courts, the large area of shared open space and the regional park from the building's rear entrance.



Apartment Block C Ground & First Floor Plans



Apartment Block C and Archway Entrance to the pedestrian



Street Section of Apartment Block C, Rathbeale Road and existing Cottages.

6.4 MATERIALS & BUILDING PRECEDENTS

6.4.1 MATERIAL PALETTE

The material palette of brick and painted render have been chosen for their durability, low maintenance requirements and long life span. Each character area is to have its own selected bricks to establish its distinct quality within the development

The extent of brick and render is shown on the drawings of individual building types and on composite elevations. In general terms, the houses and duplex buildings have a mixture of brick and render finishes, while apartment blocks have a greater extent of brick, with elevations to the public realm often almost entirely in brick.

The secondary material palette within the development will compliment the primary elements. At the houses and duplex units, pitched roofs will be in dark slate or clay/concrete tiles. All front doors will be coloured composite or painted timber doors with glazed fanlights and/or sidelights. Front door canopies will have a metal finish to match individual features of dormer windows in standing seam zinc cladding. At the apartment buildings recessed penthouse apartments will be clad in standing seam zinc cladding of light grey. Glazed balustrades are proposed on the apartment and duplex blocks, with options for simple galvanised steel railings on some blocks, chosen for their minimal maintenance.



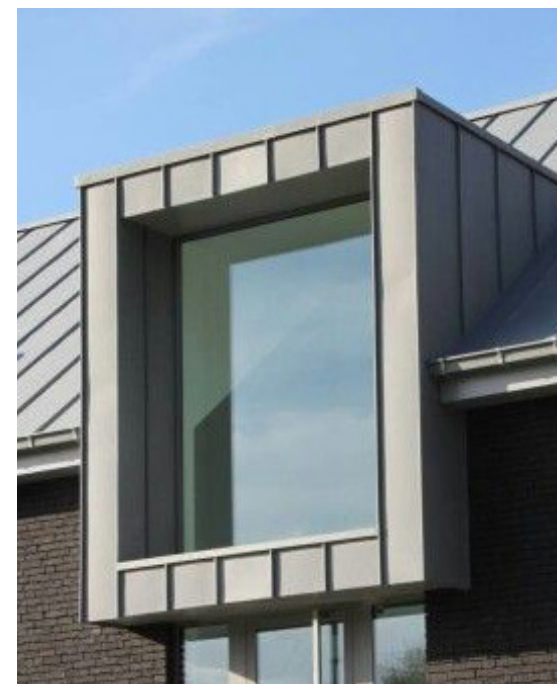
Examples of red, rose/pink and buff/ochre bricks which will aid in establishing character areas



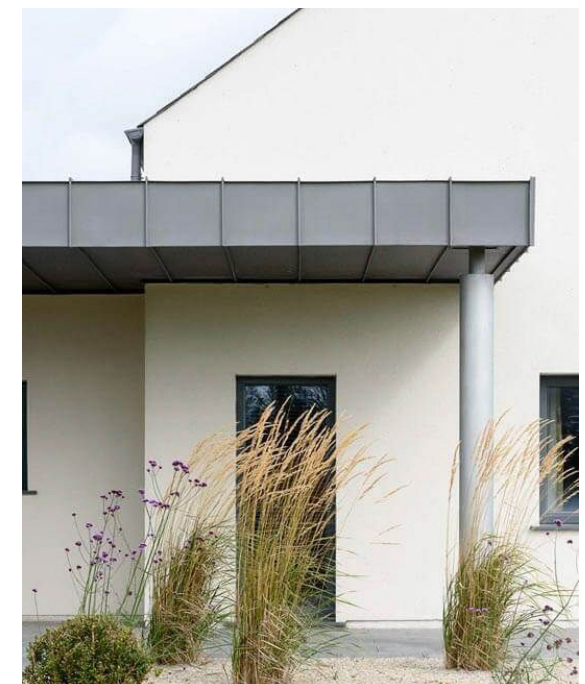
Glass guarding at balconies to apartment blocks



Coloured front doors at houses



Selected dormer windows to houses in standing seam zinc



Metal finish to entrance canopies

6.4.2 MATERIAL FINISHES - HOUSES AND DUPLEX UNITS



House Types N and P

Zinc dormer window

Dark tile/slate pitched roof

Selected facing brick

uPVC windows

Painted render

Selected brick lintels

Selected coloured composite or painted timber door



House Types E and S



Duplex Block D

Dark tile/slate pitched roof

uPVC or aluminium windows

Selected facing brick

Powder coated steel railings at balconies

Selected coloured composite
or
painted timber door



Bee Bricks

Bee bricks and blocks will be provided as alternative nesting spaces for solitary bee species such as red mason and leafcutter bees (which are non-aggressive). They will be installed up to 1m high on sunny south facing walls where pollinator-friendly plants such as lavender, honeysuckle, etc. will be planted nearby. Without a food source it is unlikely that the bee bricks will be used, so location is key.

6.4.3 MATERIAL FINISHES - APARTMENTS



Standing seam zinc cladding at penthouse

Selected brick

Glass railings at balconies

Aluminium windows and doors

Apartment Blocks C and B2



Standing seam zinc cladding at penthouse

Glass railings at balconies

White render

Selected brick

Aluminium windows and doors

Standing seam zinc cladding at penthouse

Glass railings at balconies

Selected brick

Aluminium windows and doors

Apartment Block C - West Elevation

Apartment Block C - South Elevation

6.4.4 BUILDING PRECEDENTS



Conroy Crowe Kelly Architects, Robswall Malahide - Buff Brick with Render



Percy & Co. Clay Street, UK Buff Brick & Shadow Gap/Recess



Coffey Architects, Woking, UK- Red Brick and Pitched Gable Form



Conroy Crowe Kelly Architects, Clonrath, Lusk - Buff Brick with Render



Conroy Crowe Kelly Architects, Robswall Malahide - Balconies - Steel Railing

7.0 DEVELOPMENT STANDARDS

7.1 DENSITY

The development has a net density of 48.3 units per hectare which is considered appropriate, feasible and sustainable for an outer suburban site. A mix of unit types, suitable for all home sizes and phases, are proposed.

7.2 ASPECT

The proposal has been designed to maximise opportunities for dual units. All of the houses are by their nature dual or triple aspect. Of the 35 duplex units, 100% are dual aspect. Of the 169 apartments, 102 are dual or triple aspect, which is 60%.

7.3 UNIVERSAL ACCESS

All of the dwellings and all of the public realm has been laid out to enable easy access by all and to fully comply with Part M of the Building Regulations. Building for Everyone: A Universal Design Approach has been used as a guideline for both external and internal environment design. Own-door units with level access are particularly suitable for older occupiers, and all main entrances to buildings will be fully accessible including their approach.

7.4 DWELLING MIX

The dwelling mix for the development is set out in the table below. The dwelling mix proposed relates to urban design considerations and strikes a balance between higher-density apartment blocks (1 and 2-bed units) and more traditional freehold dwellings. The great proportion of own-door units (208 units overall) provides excellent on-street activity and surveillance of the public realm.

The majority of 2-storey 3 bedroom houses are capable of attic conversions for additional bedrooms and many have plot sizes that can comfortably accommodate a small rear extension at ground level.

Table 1 Dwelling Mix: Bedrooms

1 bed	98	26%
2 bed	113	30%
3 bed	149	39.5%
4 bed	17	4.5%
Total	377	

Table 2 Dwelling Mix: Unit Type

Houses	173	46%
Duplex	35	9%
Apartment	169	45%
Total	377	

7.5 SOCIAL HOUSING / PART V

Social housing units are grouped in small clusters across the site and are provided at a rate of 10% of all units. Thirty one of the 77 units are own-door dwellings.

Table 3 Part V: Summary

1 bed	31
2 bed	31
3 bed	15
Total	77

Table 4 Part V: Typology

Houses	17
Duplex	14
Apartments	46
Total	77



Above: Gannon Properties development of 84 social housing units + mixed-uses provided as Part V in Clongriffin



Below: A Gannon Properties development of 14 social housing units, provided as Part V, + creche on Miller's Square, Park Avenue

7.0 DEVELOPMENT STANDARDS

7.6 PUBLIC OPEN SPACE

Public open space is to be provided at a rate of 25sqm per bedspace. The total number of bedspaces is calculated at 897.5 and the total area of public open space required is 22437.5sqm

Table 5 Number of Bedspaces

1 + 2 Bed Units	211	x 1.5	316.5
3 + 4 Bed Units	166	x 3.5	581
Total	377		897.5

Table 6 Public Open Space Required

Bedspaces	897.5	x 25sqm	22437.5sqm
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The location and area of each plot of public open space is described in Table 6 and best read in conjunction with the Architect and Landscape Architects Drawings.

Table 7 'Class 2' Public Open Space Provided

Park	Area sqm	Description
Park 01	2771	Open space contiguous with existing circular open space and already under construction as part of the regional park works.
Park 02	500	Triangular pocket park designed for passive and social residential amenity
Park 03	4151	Large centrally located open space with primarily active uses
Park 04	1293	Generous landscaped walking route linking Rathbeale Road into the development and the regional park. Designed to be integrated with the regional park when it expands further west.
Total	8715	

Of the 22437.5sqm of public open space required, 8715sqm is to be provided within the proposed scheme. This is 11% of the net development lands, calculated at 7.80 hectares. The balance of 13722.5sqm is to be provided on OS zoned lands as part of the regional park. Refer to Table 7 for details. Narrow green 'strips' between the development and the regional park, such as the reinstated townland boundary along the northern edge, will be developed contiguous to the park. These and the shared surface North East Pocket Park on Road 1.1 are not included in the open space calculations.

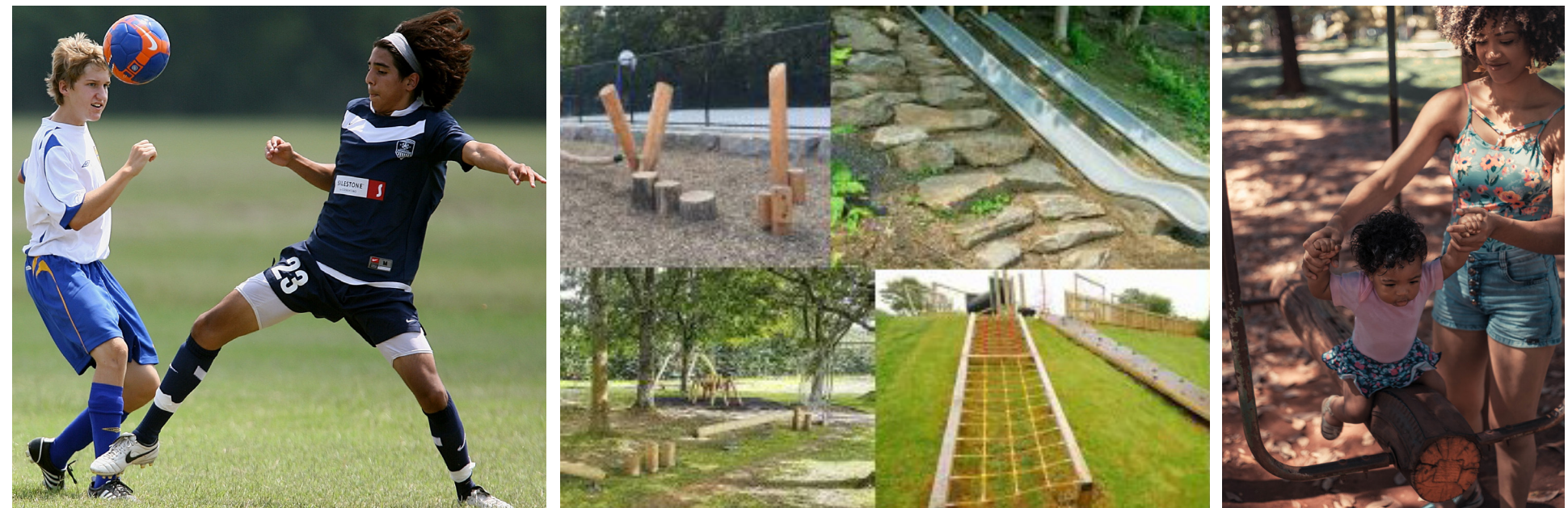
Table 8 'Class 1' Public Open Space Provided within Regional Park

Open Space	Area sqm	Description
Open Space 1	870	Open space adjacent to the proposed development and contiguous with the regional park. These lands are zoned OS, not RA.
Open Space 2	9956	Plot of OS zoned land within the regional park that has not been attributed to an earlier planning permission.
Open Space 4	2896.5	Plot of OS zoned land within the regional park that has not been attributed to an earlier planning permission. These lands are already under construction.
Total	13722.5	

Playground provision is to be provided at a rate of 4sqm per dwelling, which is 1508sqm.

Doyle O'Troithigh Landscape Architects have developed a proposal to provide 653sqm of playground within Park 3 (the largest, most central pocket park within the development), 562sqm within the regional park as part of a larger, 'destination' playground cluster, and 300sqm is to be provided as natural play within the regional park where it is immediately adjacent and accessible to the proposed SHD development.

The 'destination' playground in the regional park is under construction and planned to open to the public in April 2022. It includes a full-size playing pitch, changing rooms, parking, a mixed-use games area (MUGA), two playgrounds for different age groups, soft landscaped areas and places for kick-about, walks, ponds and wetlands.



7.7 PRIVATE & COMMUNAL OPEN SPACE

Private open space for houses is provided in accordance with the County Development Plan, i.e. a minimum of 60sqm for a 2-3 bedroom house and a minimum of 75sqm for a >4 bedroom house.

Private open space for apartments and duplex units is provided in accordance with the 2020 guidance document Design Standards for New Apartments. The area proposed for each unit is outlined in the Housing Quality Assessment that accompanies this document.

Communal open space for duplex units and apartments is provided in accordance with the same guidelines. These shared spaces generally are to the rear of blocks where they are protected and overlooked by the residents they serve. These spaces will be privately managed and are not proposed to be taken-in-charge by the Local Authority. Table 7 describes the area required and proposed; many blocks share a common space and these have been grouped together in the table.

Table 9 Schedule of Communal Open Space

Open Space	Block/Location	Area sqm Required	Area sqm Provided
Communal OS1	Apartment Block A + Duplex A	410	415
Communal OS2	Duplex B	48	65
Communal OS3	Duplex C	48	87
Communal OS4	Duplex D	122	265
Communal OS5	Duplex E	48	96
Communal OS6	Duplex F	48	75
Communal OS7	Apartment Blocks B1, B2, C	512	792
Total		1236	1795

7.0 DEVELOPMENT STANDARDS

7.8 CAR PARKING

A total of 600 parking spaces are proposed for this development. Of these, 537 spaces are to be designated for residents, 2 for Go-Car, 52 for visitors and 3 for staff creche, 6 for creche drop-off and collection.

Table 9 outlines the amount and designation of residential car parking proposed on a block-by-block basis. In general, 2 spaces are proposed for every 3-4 bedroom house, 1 space for every 2-bedroom house and 1 space for every apartment or duplex unit. The reservation of two spaces for the provision of a Go-Car scheme will compensate for the small shortfall in spaces serving Urban Block 1 and hopefully encourage residents to choose public transport, cycling and Go-Car over owning 2, or even 1 private cars.

The creche in Urban Block 2 has 3 staff spaces and 6 drop-off on-street spaces; these parking spaces have not been included in the residential schedule below. The drop-off spaces are parallel bays and are located on a one-way street, which is a conscious design to mitigate against reverse movements and to make the street as safe as possible for families with small children. Staff parking is off-street and is not considered a risk; most staff will have parked or left after drop-off and collection times.

EV Charging Points

Charging points for electric cars will be provided on-curtilage for all private dwellings. This is generally an electrical point on the metre wall, to which a socket for a particular vehicle can be fitted.

EV charging points for managed parking courts and on-street spaces will be provided at a rate of 10% across the site. These are provided in the form of a bollard, usually between two parking bays, and often include a designated disabled parking space and, within this phase of the development, a Go-Car space so that EV may be an option for that entity.

Disabled Parking Bays

Disabled parking bays have been identified on the Architects site layout and are provided at a rate of 5% for all duplex and apartment blocks. They are located where they are easily identifiable to residents and visitors alike, accessible and well-overlooked. They can be either on-curtilage (i.e. management company) or on-street (i.e. intended to be taken-in-charge).

Parking Variation & DMURS

Different types of car parking bays are proposed in the development: on-curtilage to the front or side, on-street parallel bays, on-street perpendicular bays, privately managed communal parking courts

and under-croft parking. Whereas the Development Plan looks for residential parking for private house to always be on-curtilage this is not always possible nor is it the best design solution. A wide 16m watermain wayleave crossing the site does not allow for landscape or surface parking above it to be privately owned. This had led to those dwellings fronting the wayleave to have on-street parking bays, which are divided into groups of 4 with street trees between them.

DMURS advocates for well-designed on-street parking as a means to calm traffic by (i) increasing driver caution, (ii) visually reducing the carriageway and (iii) reducing forward visibility, and (iv) by adding to the vitality of the community by supporting local retail, social and commercial activities by the generation of pedestrian activity as people come and go from their vehicles.

This is particularly true for the small corner duplex blocks which are parked on-street and the larger apartment blocks which have a blend of on-street, curtilage parking courts and under-croft. Activity generated on all sides of the building as people come and go makes for a vital and neighbourly community.

The variation in type and location of car parking spaces within the development makes for a more interesting and characterful neighbourhood than one with a homogeneous pattern of 2-car driveways fronting every dwelling.

Table 10 Car Parking Schedule

Urban Block	No. of Dwellings	Parking Spaces	Visitor Spaces	Go-Car	Total	of which Communal EV Spaces	Residential Parking Rate
UB 1	94	81	17	2	100	10	0.86
UB 2*	17	26	4		30	2	2.1
UB 3**	21	42	3		45	2	2.14
UB 4***	48	68	9		77	4	1.6
UB 5	35	62	2		64	2	1.8
UB 6	66	66	14		80	8	1.2
UB 7	33	66			66	1	2
UB 8	14	28			28	1	2
UB 9	31	62			62		2
UB 10	18	36			36		2
Millers Avenue			3		3		
Sub Total	377	537	52	2	591	30	1.57
Creche		3	6		9		
Total		540	58	2	600		

** this block includes 3 no. 2-bedroom houses with 1 parking space each

*** this block includes 4 no. 2-bedroom houses with 1 parking space each



7.0 DEVELOPMENT STANDARDS

7.9 BICYCLE PARKING

Bicycle parking is to be provided in accordance with Section 4.15 of the 2020 guidelines Design Standards for Apartments.

Duplex and apartment buildings will have a secure, accessible and sheltered purpose-built store. These are integrated into the ground floors of the larger apartment blocks and are provided as individual external storage buildings for duplex units.

Different types of bike racks will be provided: vertical racks are very efficient but not the most-user friendly for less than able -bodied persons, whereas sheffield stands are universally accessible and will be provided in combination with the vertical racks. Space will be made for cargo bikes and trailers.

Visitor bike racks will be sheffield stands located close to entrances and in the public realm if suitable. Table 10 below outlines the quantity of bicycle parking spaces to be provided for each apartment and duplex block.

Table 10 Bicycle Parking Schedule for Apartments and Duplex Units

Apartment or duplex block	No. of bedrooms	Bicycle spaces provided	Visitor spaces	Space for cargo bikes and/or trailers	Total
Apartment Block A	78	100	14	4	114
Apartment Block B1	47	47	6	2	53
Apartment Block B2	47	58	6	2	64
Apartment Block C	33	33	4	2	37
Duplex Block A	28	28	6	2	34
Duplex Block B	12	12	4	2	16
Duplex Block C	12	12	4	2	16
Duplex Block D	30	31	8	3	39
Duplex Block E	12	12	4	2	16
Duplex Block F	12	13	4	1	17
Total		346	60	22	428

Table 11 Bicycle Parking Schedule for Creche

	No. of Classrooms	Staff spaces	Visitor spaces	Total
Creche	6	4	8	12
Total	6	4	8	12

Bicycle Parking for Private Houses

Houses are proposed to secure and store their bicycles on their own private property. All end-of-terraced houses have a secure gate to their rear gardens and bikes can be stored there. Terraced houses do not have rear access to their private gardens and while bikes can be wheeled through the house it is not always ideal. Storing and securing bikes to the front of terraced houses is a growing trend and there are many ways to do this.

The simplest measure is to install a cycle hoop or 'sheffield' stand on the driveway or threshold of the house, usually to the side where it won't impede access or parking. Gerard Gannon Properties will provide a lockable hoop or stand to the front of every mid-terraced house as part of their external landscape works.



Above & R:
Simple sheffield and hoop stands for securing bicycles and suitable for installation in the front driveways or thresholds of private houses.



Top: Short-stay bike parking for apartments/duplex
Above: Secure bike store for apartments/duplex



*CGI: View from Park 03 (the central park) looking north along Road 4 towards Park 02
(Image Modelworks)*