



## ARCHITECT'S URBAN AND ARCHITECTURAL DESIGN STATEMENT

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for PROPOSED STRATEGIC HOUSING DEVELOPMENT

**SHD at Holybanks, Swords, Co. Dublin**

on behalf of

Cairn Homes Properties Ltd

Planning Application

March 2022

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## 1. INTRODUCTION

### 1.1 DESCRIPTION OF PROPOSED DEVELOPMENT

This design statement has been prepared in support of a SHD application by Cairn Homes Properties Ltd for a new residential development comprising 621 no. units on lands measuring approximately 14.17 hectares at Holybanks, Swords, Co. Dublin.

Cairn is an Irish home builder founded in 2014 with a clear strategy to deliver high quality new homes with an emphasis on design, innovation and customer service. Following a successful initial public offering (IPO) in June 2015 to raise funds to finance the development of new homes in Ireland, Cairn is actively engaged in the delivery of some 13,000 homes over the coming years. Cairn is led by a highly experienced management team with a proven track record in delivering high quality residential properties at scale supported by a high calibre and experienced team. Cairn is focused on design driven by place making, high quality design and sustainability which will support sustainable communities.

The proposed development consists of 621 no. dwellings comprising:

- 110 no. Houses
- 8 no. Maisonettes
- 154 no. Duplex Unit/Apartments
- 349 no. Apartments (138 no. in Block A and 211 no. in Block B)

The proposed development also includes childcare facilities, residential amenity facility, basement, under-croft and surface car parking, bicycle parking, surface water attenuation including landscaping and all associated site development works.

This report describes the current scheme proposed in this Stage 3 planning application and incorporates all amendments to previous submissions.

#### DESIGN TEAM

Client	Cairn Homes Properties Ltd
Planning Consultant	KPMG Future Analytics Consulting
Architect	McCROSSAN O'Rourke Manning Architects
Civil and Structural Engineer	Waterman-Moylan Consulting
Landscape Architects/Arboriculture	Cunnane Stratton Reynolds_Land Plannign & Design
Daylight and Sunlight Analysis	IES
M&E Engineer	Waterman-Moylan Consulting
Fire Consultant	JGA Fire Engineering Consultants
Access Consultant	OHAC Access Consultancy
LVIA / CGI	ModelWorks
Environmental and acoustics advisors	AWN Consulting
Archaeology	IAC
Conservation	Historic Building Consultants
Ecologist	Openfield
Bat Survey	Bat Eco Service

## 2. ARCHITECT COMMENTARY RE: AN BORD PLEANÁLA OPINION

Please refer to KPMG Future Analytics's Planning Report for the complete response to ABP opinion. Commentary regarding Architectural and Design responses are set out below.

### URBAN DESIGN RESPONSE, LAYOUT AND DENSITY

**Further consideration and/or justification of the documents as they relate to the rationale of the proposed residential layout and urban design response with particular regard to the creation of distinct neighborhood areas within the overall site, the creation of active and aesthetically pleasing urban street frontages having particular regard to the site context and presence of High Amenity lands to the north of the development lands, and how the proposed elevation treatments respond to the site context particularly the interface with Jugback Lane to ensure a qualitative design response with optional passive surveillance of streets and public and private open spaces throughout the scheme.**

In response to this item, the scheme is designed to deliver a distinct neighborhood with a strong sense of place. The integration of existing site features with the proposed building forms will result in a unique public realm which aligns itself with the natural characteristics of the local environment. Variety within the development is achieved through a diverse range of residential typologies which generates a distinctive aesthetic with the materials proposed and a sensitive response to the existing context.

The central existing hedgerow is one of the key existing site features that has driven the overall design. The scheme was designed considering the central green spine and creates green areas for social recreational activities characterized by captivating biodiversity with the intent to reinforce and integrate the existing green infrastructure in a manner which will provide a meaningful interaction with the new urban fabric.

On the northern side, the Riverside Park will comprise of an amalgamation of new and existing landscape features and will connect to the existing Riverside Park to the east. The combined route and the connectivity brought about by the development of this site will unlock this significant amenity to the wider district, promoting biodiversity through the provision of a major ecological corridor. The urban design solution along this edge is proposed as medium density development set out in a meandering pattern with frontage which balances the requirement for a built edge with the sensitivity of the natural context.

Along Jugback Lane, the existing urban character has been significantly impacted by recent development along its western edge. Various options for accommodating the hedgerow in this area were carefully explored and we consider its retention is not the optimum solution. We propose instead to open up and activate the lane by removing it with the intent to create a green link with a safe segregate pedestrian pathway that confers a new "well-kept" residential character. The urban design solution along this edge is proposed as low-density development with front gardens facing the green link that provide a passive surveillance and active edge.

Along Glen Ellan the development is flanked on either side by higher density apartment development at a scale appropriate to this prominent location. The cranked configuration of the blocks together with massing of the building forms result in a dynamic architectural response each side of the green spine.



**Further considerations should be given to the 12 criteria set out in the Urban Design Manual with accompanying the Sustainable Residential Development in Urban Areas Guidelines and also reference to the Design Manual for Urban Roads and Streets.**

The Architect's design statement has been prepared allocating a specific section to the 12 criteria set out in the Urban Design Manual. Please refer to section 3.3 of this documents.

**Considerations should be given to the proposed density having regard to inter alia local planning policy context for the subject lands which outlines a net range of ABP-304421-19 between 70-75 units per hectare. Further consideration of these issues may require an amendment to the documents and/or design proposal submitted.**

The scheme achieves a density of the 70 units per hectare. Please refer to KPMG Future Analytics Statement of Consistency for details.

**Furthermore, Pursuant to article 285(5)(b) of the Planning Development (Strategic Housing Development) Regulations 2017, the prospective applicant is hereby notified that, in addition to the requirements as specified in articles 2597 and 298 of the Planning Development (Strategic housing Development) Regulations 2017, the following specific information should be submitted with any application for permission:**

- 1. Details demonstrating that the qualitative and quantitative standards of the proposed residential units having specific regard to the provision of Specific Planning Policy Requirements contained in inter alia the Sustainable Urban Housing: Design standards for the New Apartments, Guideline for Planning Authorities 2018**

A Housing Quality Assessment detailing specific criteria for each residential unit within the development has been prepared by MCORM Architects and is included with this application. We also noted that a commentary on the HQA is provided in the Statement of Consistency prepared by KPMG Future Analytics Planning Consultants.

- 2. Details of any consultation undertaken with the Department of Education and Skills with regards to the reservation of lands for a school as identifies in the Estuary West Masterplan.**

In response to this item, refer to the Planning Report prepared by KPMG Future Analytics Planning Consultants.

- 3. Details of existing and proposed changes in contours/levels across the site. Photomontage images and cross-sections at appropriate intervals to illustrate the topography of the site, showing proposed residential units access roads including the land identified for a school and public open area.**

MCORM have prepared and submitted as part of this application a detailed set of drawings for the proposed development. These drawings in plan, section and elevation format clearly set out the architectural proposals for the development. We note that the architectural drawings form part of an overall submission which includes detailed engineering and landscaping proposals which together will provide the details requested in this item. Imagery supporting the proposal is provided within the reports of

the various disciplines and CGIs for the scheme have been prepared by Modelworks. Please also refer to architect's drawing: PL46 to PL 49 Site context elevations. We believe that the level of material submitted as part of the application provides the details referenced above.

**4. An Appropriate Assessment Screening report and/or Natura Impact Statement if considered necessary which should consider inter alia the issue of surface water run-off and in-combination effects of relevant Natura 2000 sites.**

An Appropriate Assessment Screening report and Nature Impact Statement has been prepared by Openfield and it is submitted as part of this application.

**5. Details of undergrounding or re-routing of any utilities that may exist on site.**

In response to this item, please refer to Chapter 15 Material Assets – Utilities of the EIAR prepared by WMM engineering consultant.

**6. A site layout planning indicating pedestrian and cycle connections through the development lands to existing and proposed transport modes in the vicinity. Connections from surrounding areas through the subject site should also be indicated.**

In response to this item, please refer to architect's drawings related to the Site Plan Layout: PL03, PL04, PL05 Site Plan Layout. Further, Section 3.3.2 Connectivity of this document contains diagrams and descriptions that clearly show the strategy adopted through the scheme. This needs to be read in conjunction with the drawings prepared as part of this application by WMM Engineering consultant and CSR landscape architect consultant. We believe that the level of material submitted as part of the application provides the detail referenced above.

**7. A construction and demolition waste management plan should be provided.**

Please refer to the package prepared by our Engineering consultant submitted as part of this application.

**8. A phasing plan for the development which clearly indicates the extent of transport infrastructural upgrades, social and community infrastructure including Part V units it is proposed to deliver in each phase having a specific regard to the provision of the local area plan.**

A response to this item has been provided on architect's drawing PL56 Phasing strategy. Details for Part V are provided on the architect's drawing PL57, PL58, PL59 and PL60. Further details are provided in the Planning Report prepared by KPMG Future Analytics Planning Consultants

**9. A site layout indicating all areas to be taken in charge.**

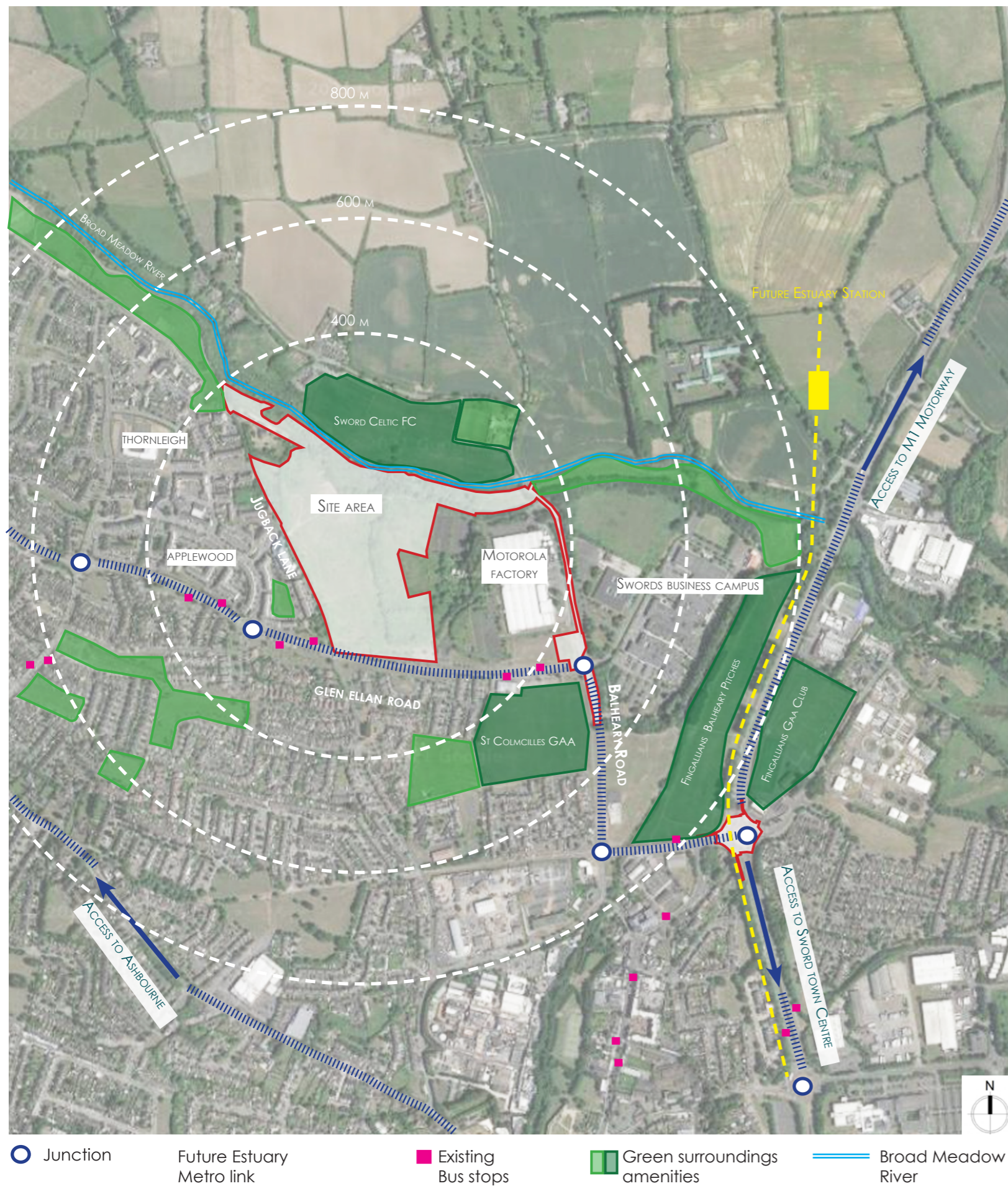
A plan indicating areas to be taken in charge is included with this application. Please refer to architect's drawing PL54 Taken in Charge.

**10. A building Life Cycle Report in respect of the proposed apartments as per section 6.13 of Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities (2018)**

A building Life Cycle Report is submitted by CAIRN as part of this application.



GOOGLE MAPS AERIAL VIEW - 2019 - NTS - SITE LOCATION MAP



### 3. ARCHITECT'S URBAN AND ARCHITECTURAL DESIGN STATEMENT

#### 3.1.1 SITE LOCATION

The subject site is approximately 14.17 Ha (including the extent of works as indicated in the map) and is situated on the northern edge of Swords in North County Dublin. The land, which was in agricultural use, is bounded to the north by the Broad Meadow River, to the east by the Balheary Industrial Estate, to the west by Jugback Lane and by Glen Ellen Road on the South. No vehicular access and structures are present on the land.

The site lies adjacent to existing and established residential developments at Thornleigh and Applewood to the west and the South Bank Estate to the south of Glen Ellen Road. This residential community is supported by a commercial centre in Applewood Village.

There are a considerable number of existing amenities proximate to the site with Swords Celtic Soccer Club and playing pitch to the North, the Broadmeadow Riverside Park to the North East and St. Colmcilles GAA Club to the South.

The subject site is approximately 20-25 minutes walking distance from the Town Centre and is also well positioned in relation to public transport routes with a bus stop to the south west of the lands on Glen Ellen Road. We also note that the preferred route for the Metrolink indicates a proposed station circa 1 Km to the north-east.

The site is characterized by undulating topography and with a prominent hedgerow running north to south through its eastern half. Existing hedgerow and vegetation is also very prominent to the northern edge along the Broad Meadow River and along the boundary with Jugback lane which forms an unresolved juxtaposition with the residential development immediately to the west.

For the purposes of the application the site area also includes part of the Broadmeadow Riverside Park in the care of Fingal County Council and junctions upgrade works as per the letter of consent enclosed with this application, please refer to KPMG Future Analytics Planning Statement.

#### 3.1.2 PLANNING CONTEXT

We note that a detailed analysis of the planning history and context is set out in the Planning Documents prepared by KPMG Future Analytics Consulting.

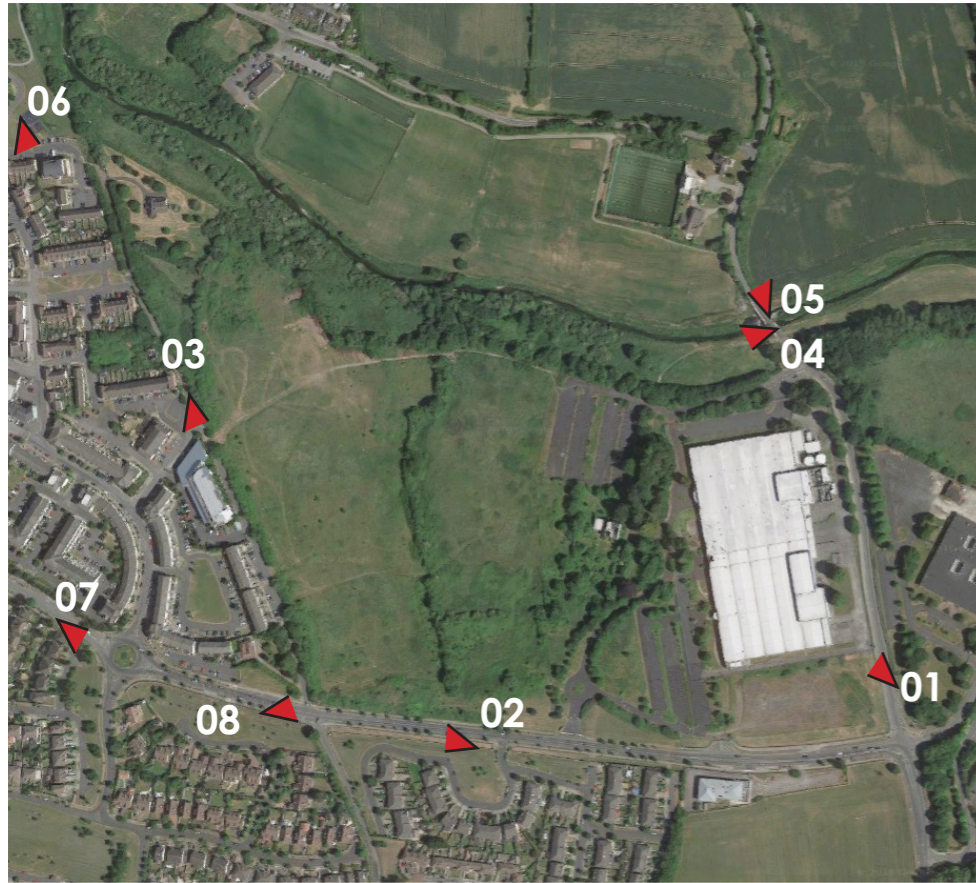
**Stage 1** - A pre-planning consultation meeting S247 was held with Fingal County Council on the 10th January 2019.

**Stage 2** - A tripartite meeting with An Bord Pleanála was held on 17th June 2019.

The design strategy for the site has remained broadly consistent over the pre-planning process but we note the urban design solution has evolved to reflect the feedback from the Local Authority and the Stage 2 Opinion provided by An Bord Pleanála.

We note a further meeting was held with Fingal County Council on the 12th June 2020 to discuss the design development and matters relating to civil engineering.



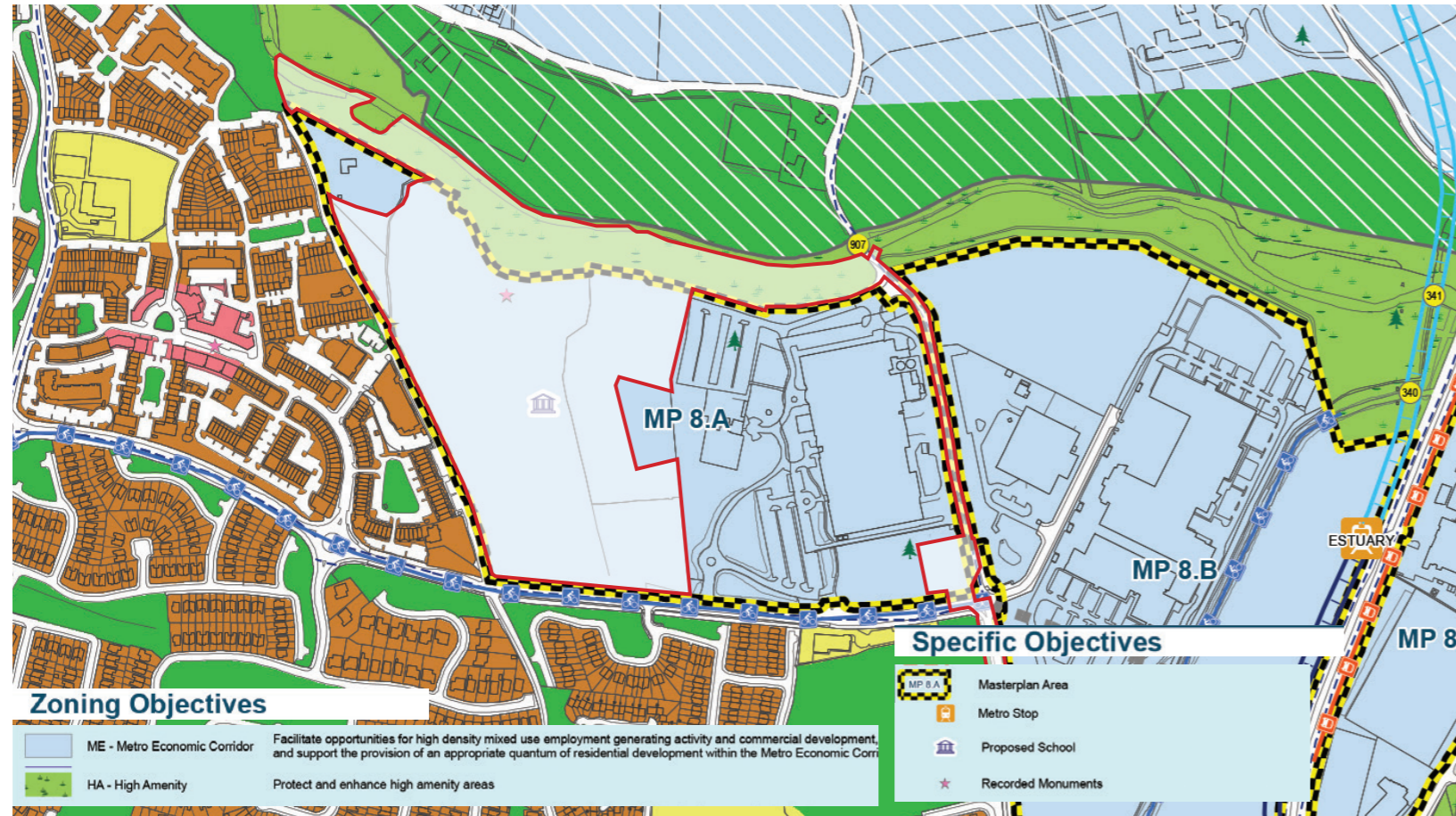


PHOTOGRAPH VIEW POINTS





EXTRACT FROM FINGAL DEVELOPMENT PLAN 2017-2023 -SHEET NO.8 SWORDS - NTS



3.1.3 SITE CONSTRAINTS AND OPPORTUNITIES INFORMING DESIGN

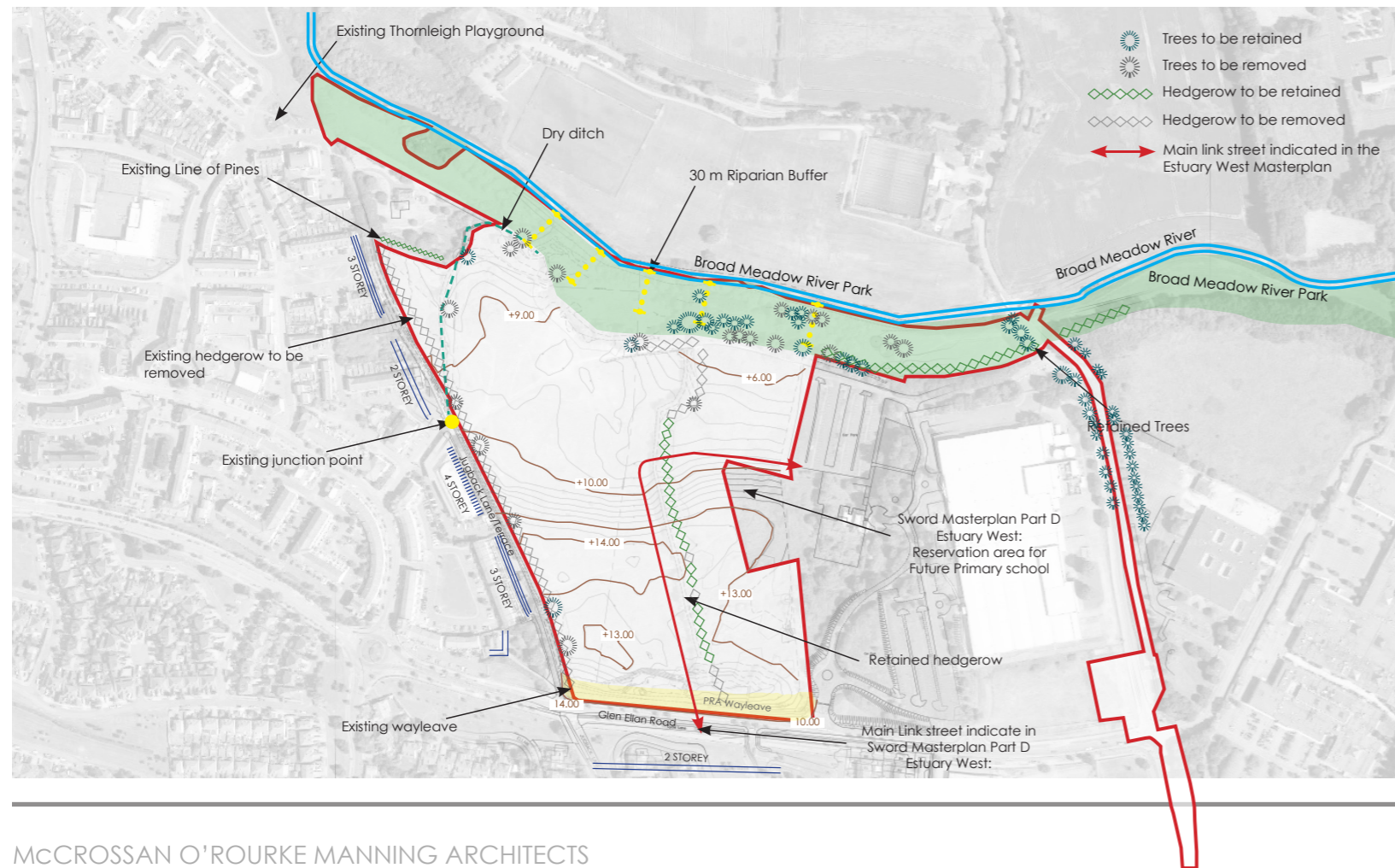
The subject site forms a large portion of the area designated for development as part of the Fingal Development Plan 2017-2023 – Swords Masterplan Part D: Estuary West Area MP 8.A and will serve as a significant driver in the delivery of the objectives within the masterplan.

The **Fingal Development Plan 2017-2023** sets out land use zoning objectives for the Estuary West lands with the majority of the subject site zoned as **Objective ME – Metro Economic Corridor** to: *“Facilitate opportunities for high-density mixed-use employment generating activity and commercial development and support the provision of an appropriate quantum of residential development within the Metro Economic Corridor”*.

The vision for ME designated lands is to: *“Provide for an area of compact, high intensity/density, employment generating activity with associated commercial and residential development which focuses on the Metro within a setting of exemplary urban design, public realm streets and places, which are permeable, secure and within a high-quality green landscape. Landmark buildings will provide strong quality architectural features, which respect and enhance the character of the area into which they sit. The designated areas will form sustainable districts which possess a high degree of connectivity and accessibility and will be developed in a phased manner subject to the necessary provision of social and physical infrastructure.”*

The northern portion of the lands are zoned **Objective HA – High Amenity** which is to *“Protect and enhance high amenity areas.”* The overarching vision for this zoning objective is to: *“Protect these highly sensitive and scenic locations from inappropriate development and reinforce their character, distinctiveness and sense of place. In recognition of the amenity potential of these areas opportunities to increase public access will be explored.”*

GOOGLE MAPS AERIAL VIEW - 2019 - NTS -SITE ANALYSIS MAP



The design solution will need to consider these objectives in terms of the subject lands and in the broader vision of the overall masterplan area. The key urban design considerations informing this area are as follows:

- The Interface with the Glen Ellen Road and facilitating an existing wayleave;
- Providing Pedestrian and Emergency Access to Jugback Lane;
- Providing and responding to a new Open Space/ Green Corridor to Broad Meadow River;
- Retention of the Central Hedgerow and supplementing it with SUDs and a strong pedestrian and cycle connection to provide a significant Linear Park;
- Building Form, Typologies and Density within the subject site;
- Allowing for future Educational Facilities;
- Anticipating future movement and connections.

We respectfully submit that the design response has appropriate regard to each of these criteria and seeks to create a vibrant new neighborhood with a strong emphasis on place making and provision of residential amenity







3.2.1 MASTERPLAN STRATEGY

TRANSPORT AND MOVEMENT OBJECTIVES

- GDA Cycling Network Routes
- Proposed junction upgrade
- Internal road (including pedestrian facilities)
- Vehicular access to Masterplan Areas
- Local Vehicular Access (no through traffic)
- Vehicular Access to basement / undercroft
- Pedestrian/ Cyclist Links (indicative alignment)
- Relevant pedestrian connections

- School / Future Primary School
- Creche - Footprint Apartment Block
- Local center
- Houses
- Maisonette
- Apartment
- Duplexes
- Flexible commercial

GREEN INFRASTRUCTURE

The following are the Key Objectives for the Estuary West Masterplan lands:

- 1 Facilitate the extension of the Broadmeadow River Park along the Broadmeadow River immediately to the north of the Masterplan lands encompassing pedestrian and cyclist infrastructure.
- 2 Provide two north-south green corridors linking the proposed extension to the Broadmeadow River Park to tGlen Ellan Road.
- 3 Provide active open space facilities in the form of playing pitches adjacent to the school site and available for use by local residents outside of school requirements.
- 4 Provide a high quality landscape space/square based around Newtown house and the proposed locale center.
- 5 Ensure that the proposed link streets and local access streets as shown on the road hierarchy are lined with trees planted in constructed tree pits.



ILLUSTRATIVE PROPOSAL OVERLAID ON THE ESTUARY WEST MASTERPLAN





ILLUSTRATIVE CONCEPT MASTERPLAN

**621 n.** Total units  
 Constituting in 118 n. Houses  
 and 503 n. Duplexes / Apartments

**705 n.** Car park spaces  
**856 n.** Bike spaces  
**21 n.** Motorbike spaces

**10008 m<sup>2</sup>** Public Open space  
**8541 m<sup>2</sup>** Communal Space  
**29400 m<sup>2</sup>** Broad Meadow Riverside park

### 3.2.2 URBAN DESIGN STRATEGY

The design approach for the scheme forming part of this application is directly influenced by the application of the Masterplan objectives and the physical characteristics of the subject site. As illustrated the design development progressed through a number of iterations which sought to balance the objectives of sustainable land use with the retention of important physical features in and around the site area.

The proposed development accommodates a total of n. 621 units consisting of n.118 2-storey houses and maisonette, n.154 3-storey duplexes and n. 349 apartments in Block A1/A2 and B along Glen Ellan Road ranging in height from 1 to 7 storeys. It is considered that the lands provide an opportunity to deliver a high-quality residential development which will respect the amenity of existing neighborhoods and will enhance the existing amenity of the Broad Meadow River Park.

The layout which finally emerged from the design development process seizes the opportunity to reinforce and integrate this existing green infrastructure in a manner which will provide a meaningful interaction with the new urban fabric. The importance of the central existing hedgerow was significant influence on the design of the overall development. The proposal, with the intent to retain the central green spine, follows the natural hedgerow, creating green areas for social and sporting activities characterized by captivating biodiversity. Further, this natural element has created the opportunity to develop a fluid layout in terms of footprint, well integrated into the site. To this end, the north/ south green corridor provides the central spine off which new streets will spur east and west providing maximum permeability through the site.

Within the final design solution, we considered it vital to provide frontage to both sides of the central corridor along its full length. This will highlight the primacy of the route and provide the passive surveillance necessary to encourage its safe use. The green spine will terminate and provide a gateway into a second significant open space amenity to be delivered as part of this development.

The Broadmeadow Riverside Park will comprise an amalgamation of new and existing landscape features and will connect to the existing Riverside Park to the east. The combined route and the connectivity brought about by the development of this site will unlock this significant amenity to the wider district, promoting biodiversity through the provision of a major ecological corridor. The urban design solution along this edge is proposed as medium density development set out in a meandering pattern along the zoning interface and replicating the river beyond. The 3 storey blocks will provide frontage in a manner which balances the requirement for a built edge with the sensitivity of the natural context.

Another key factor in the design development is the interaction with Jugback Lane. As noted earlier, the character of the lane has been significantly impacted by recent development along its western edge. Having explored the various options for accommodating the hedgerow in this area, we consider its retention is not the optimum solution and would result in poor integration with the adjacent development. We propose instead to open up and activate the lane by removing it and provide a new landscaped edge along its length which will be flanked with low scale frontage.



PROPOSED HEIGHT STRATEGY



- 2 STOREY
- 3 STOREY
- 5 STOREY
- 6 STOREY
- 7 STOREY
- Reservation Area for Future Primary School

Indeed, the proposal landscape will consist of more trees and planting intended to create a green link with a safe segregate pedestrian pathway that confers a new "well-kept" residential character. Further, front gardens facing the green link will provide a passive surveillance and an active edge. No additional vehicular traffic is proposed along the lane and the design solution will prioritize pedestrian and cyclist use.

We note a new road connection is proposed to traverse the lane in order to provide the single connection to Applewood envisaged in the masterplan. The strategy for the development gives fundamental consideration to movement and connectivity in the final configuration of the site layout. A clear hierarchy of routes is proposed resulting in a highly permeable scheme which promotes pedestrian and cyclist use. The proposed street network anticipates future development to the east of the site and the buildings are positioned to leave adequate separation to the boundaries.

The principal vehicular access to the site is from Glen Ellen Road, with an additional new secondary site entrance provided from Jugback Lane/Terrace. The main entrance to the development is flanked on either side by higher density apartment development at a scale appropriate to this prominent location.

The cranked configuration of the blocks together with massing of the building forms result in a dynamic architectural response each side of the green spine. We note the majority of the parking associated with the higher density development in this location is accommodated in basement parking in Block B and undercroft at Block A1/A2 resulting in greater potential to enhance the public realm at this location.

BUILT FORM STRATEGY: PROPOSED USES



- Houses
- Maisonette
- Duplexes
- Apartment Blocks
- Reservation Area for Future Primary School

3.2.3 BUILT FORM

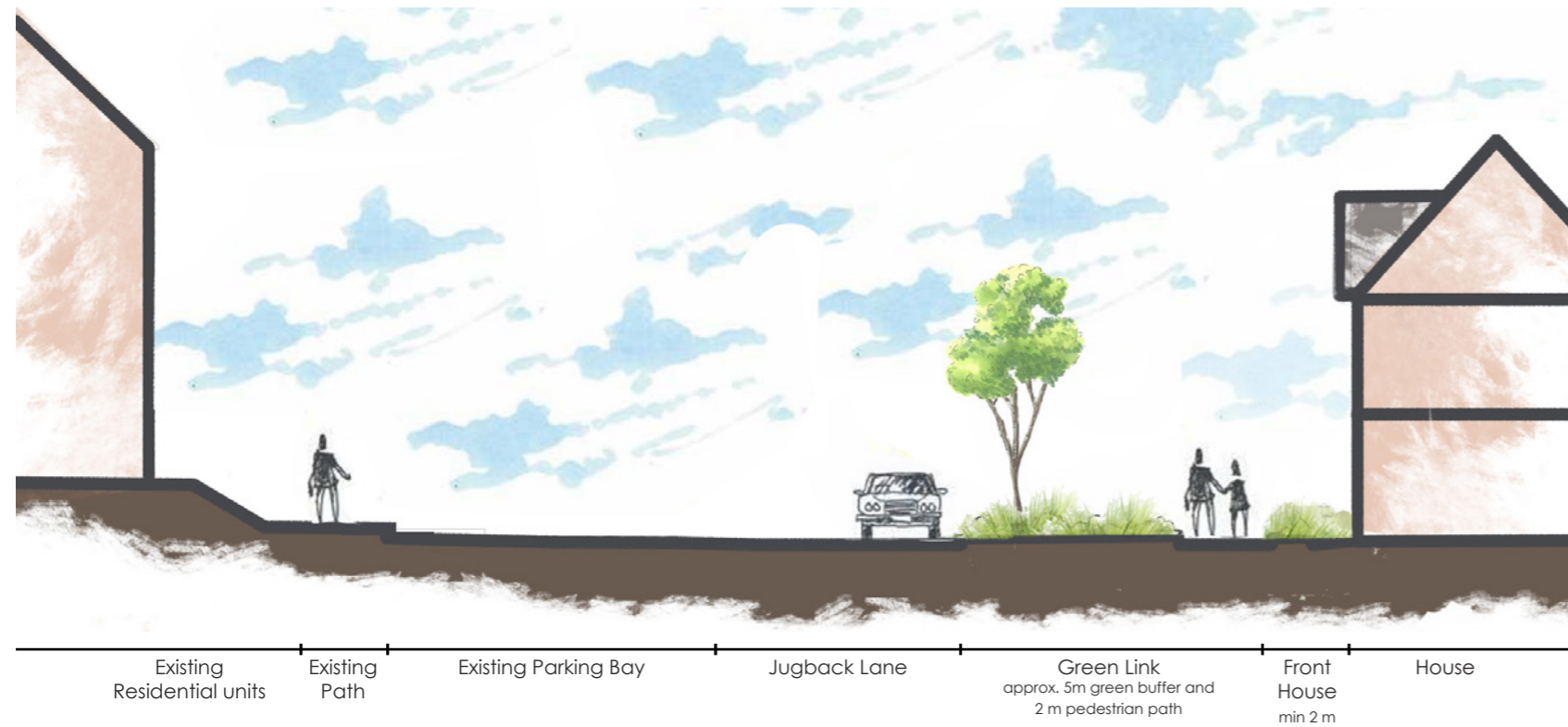
The strategy for the development outlined above is augmented by the coherent placement of building form in an appropriate response to its surrounding context at Glen Ellen Road, Jugback Lane and to the Broadmeadow Riverside Park. We have also noted the importance of the frontage to both sides of the central green spine. The proposed pattern of the development sits comfortably within the confines of this green infrastructure and the orthogonal street formation is relaxed where appropriate to tie in with the ambling nature of existing site features.

The massing of the configuration underpinning this urban design solution has resulted in an interesting variation in block forms throughout the development which reinforce the hierarchy of routes and legibility within the scheme. The variety of block shapes results from the typologies distributed through the development and range from two to seven storeys in height. As noted, the concentration of height is located adjacent to the main entrance to the development along the Glen Ellen Road. It is anticipated that this strong building edge will be replicated in the balance of the masterplan lands to the East which runs to the junction at Balheary Road.

The transition in scale between the differing forms has been carefully managed to provide a congruent relationship both within and adjacent to the development. The separation distances between the blocks are consistent with normal parameters and have been carefully considered to facilitate appropriate daylight and sunlight penetration to internal and communal spaces.



SKETCH CONCEPTUAL SECTION JUGBACK LANE - NTS



3.3 URBAN DESIGN CRITERIA

The design rationale outlined below identifies the key issues considered in the design process for the proposed residential scheme on the site, with regards to the 12 design principles set out in the Urban Design Manual, Best Practice Guide, as follows.

3.3.1 CONTEXT

*How does the development respond to its surroundings?*

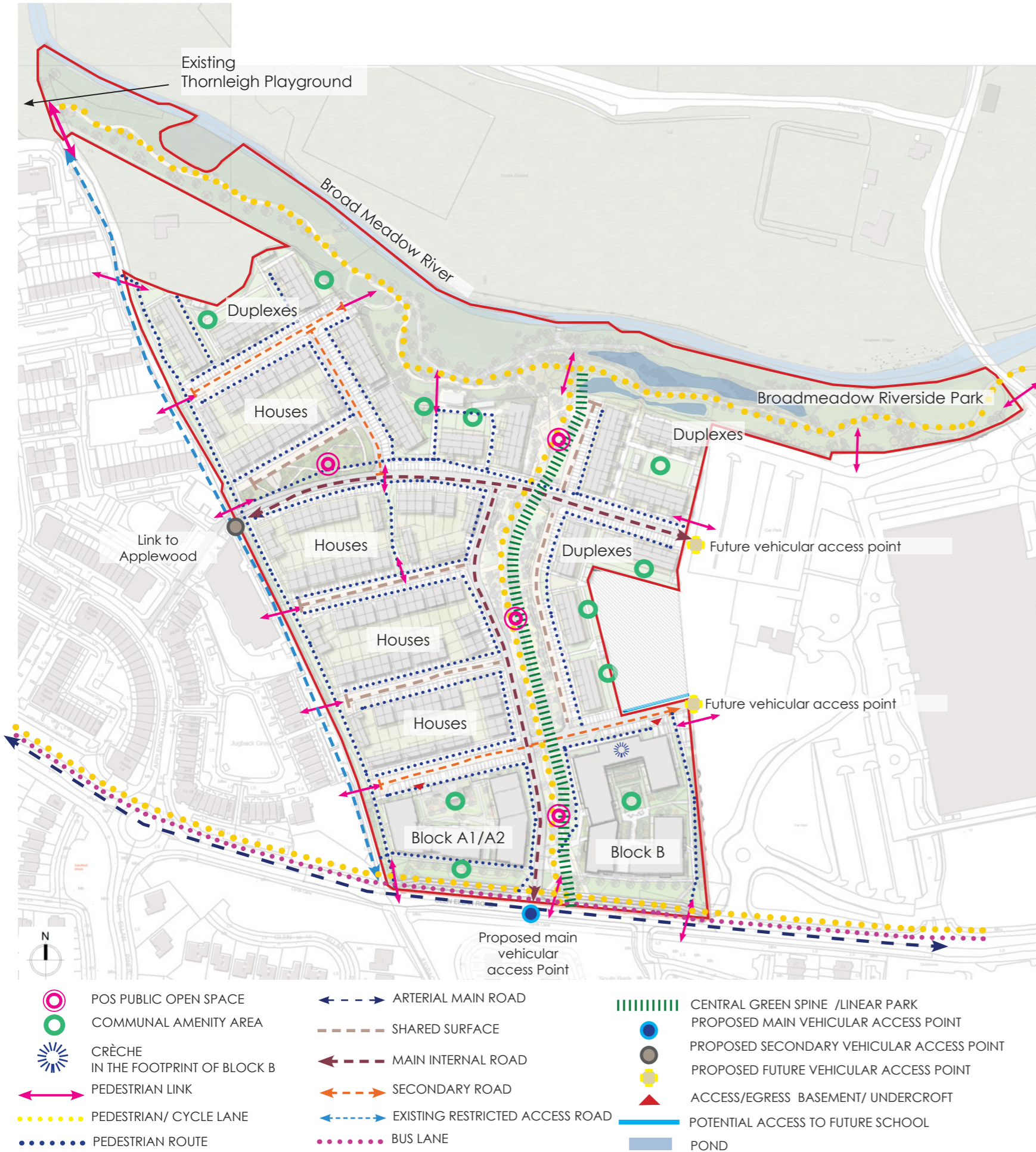
The context of the site has been carefully considered and we respectfully submit that the design solution has a strong regard to the characteristics of the site and future policy objectives for the surrounding lands. In summary the proposal seeks to achieve the following:

- An appropriate design response to Board Meadow River.
- The integration of the central green spine/ Linear Park.
- The completion of the Boardmeadow Riverside Park providing strategic links to the surrounding green infrastructure.
- A new built edge to address the frontages onto Glen Ellen Road together with a architectural design response to the main entrance to the scheme.
- The transition to adjoining existing residential areas to the west of Jugback Terrace.
- Consideration of future connectivity to the balance of the masterplan lands to the east.
- The provision of adequate separation distances in the limited situations where the development backs onto existing boundaries.

In each of the instances above the design team has developed detailed proposals which balance the provision of a significant new residential precinct with the existing natural and built context surrounding the site. The proposal endeavors to greatly enhance the interaction with current context to the west and north, anticipates the development to the east and recognizes the requirement for a new urban edge along the Glen Ellen Road.

In all instances the amenity of existing residents is respected by providing separation distances which are proportionate to the heights proposed. The transition in building form will mitigate any potential for overshadowing or daylighting impacts by the development onto existing residential units.





### 3.3.2 CONNECTIVITY

*How well connected is the new neighborhood?*

The proposed development will deliver the key objectives of the Estuary Masterplan in terms of connectivity. The central green corridor running through the scheme and the development of the Broadmeadow Riverside Park will open up the entire area and provide new links to surrounding residential development.

Pedestrian and cycle permeability is prioritized within the design and all street classifications are designed in accordance with DMURS criteria. This site layout has been developed to underpin this strategy and a clear hierarchy of routes is proposed. The hierarchy is reinforced by streetscape design and associated hard landscaping.

The interface with Jugback Lane clearly illustrates this approach, where high levels of permeability will allow cycle/ pedestrian access from every street and vehicular movement is restricted to a single crossing point where it is logical to connect with the existing east west road into the Applewood Neighborhood Centre.

Priority to pedestrians and cyclists is also provided to the north into the Broadmeadow Riverside Park where it is anticipated that this link route will eventually connect to the future Metrolink Station further east. Access to future development immediately adjacent to the east of the site is carefully considered and a number of connection points are provided for in the scheme design.

To the south, the proposed development is walkable to Swords town centre in under 20 mins and is less than a 10 min cycle. The development will be served by the existing 41 & 500 bus route into Swords, the Airport and the City with a stop currently provided at the junction of Glen Ellen Road and Jugback Lane.

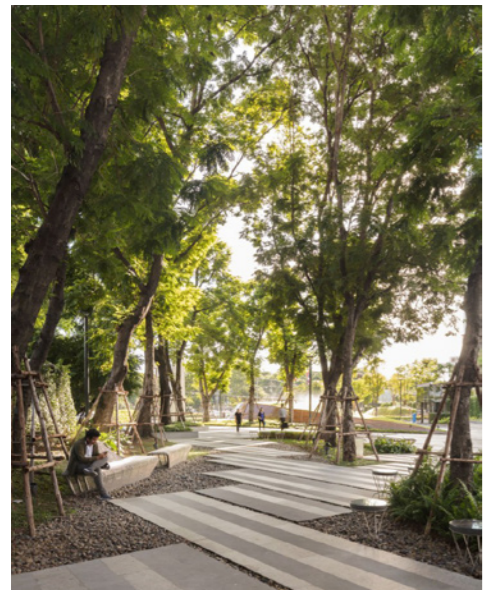
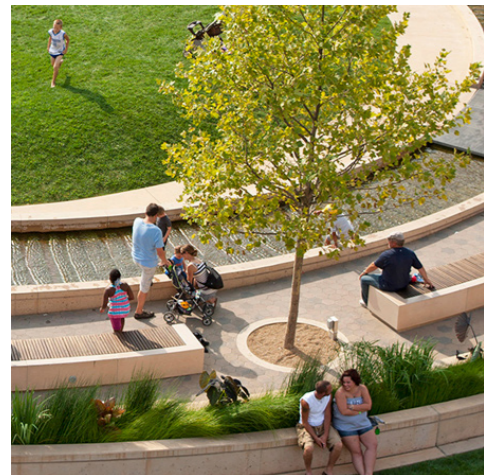
We respectfully submit that the design approach adopted in this design is consistent with best practice urban design standards and will result in a highly connected residential neighborhood which will also enhance the connectivity of surrounding communities.



BROAD MEADOW RIVER SIDE PARK

PUBLIC OPEN SPACE C

PUBLIC OPEN SPACE B



### 3.3.3 INCLUSIVITY

*How easily can people use and access the development?*

As previously noted, the proposed scheme has been designed to maximize the interaction with the surrounding context of the site and consequently places inclusivity at the heart of the layout design.

Permeability to adjacent schemes and within the development has been a fundamental consideration within the design development process. The movement of people through the scheme and connectivity to and from the development are both facilitated and encouraged.

Consequently, the proposed development has been designed with due regard to the principles of DMURS & Universal design, The main principles applied are as follows:

- All homes have level access and inaccessible areas have been eliminated as far as possible within the development, complying with Part M of the Building Regulations with regard to accessibility. The public realm is designed to ensure accessibility on equal terms for people of a range of ages and physical mobility. Site development works are required to achieve this objective and existing topography will be reshaped where appropriate.
- The proposed dwellings present a positive aspect to passers-by and open landscaping will be provided to the front of units in order avoid unnecessary physical and visual barriers. The aforementioned network of paths and cycle routes ensure full permeability throughout the scheme.
- A range of typologies are proposed in a variety of both size and designs to meet the accommodation needs of a range of people and households. The range of units are as follows: 1,2 & 3 bed apartments; 3 bed duplex units, 3 & 4 bed houses, 1 Bed Maisonette.

These units will provide a variety of accommodation for a diverse range of end users, accommodating people with smaller family sizes and providing a majority of universally accessible units with step-free access.

The sizes of the proposed residential units are generous, providing flexible living spaces in excess of the standards set out within the Quality Housing for Sustainable Communities Guidelines. The areas of the proposed apartments are set to provide spacious accommodation to attract those people who may wish to trade down to more manageable accommodation from larger houses in the local hinterland or within the proposed development.





INTERNAL SITE CONTEXT ELEVATION ALONG THE CENTRAL LINEAR PARK FACING WEST



INTERNAL SITE CONTEXT ELEVATION ALONG THE CENTRAL LINEAR PARK FACING EAST



SITE CONTEXT ELEVATION ALONG JUGBACK LANE

TYPE STRATEGY DIAGRAM

- Houses:
  - 3. Type A/D - Houses 4 beds
  - 4. Type B/C - Houses 3 beds
  - 5. Type M - Maisonette 1Bed
- Duplexes:
  - 1. Type A - 2 and 3 beds
  - 2. Type B - 2 and 3 beds
- Apartment Blocks 1/2/3 Beds:
  - 6. Apartment Block A1
  - 7. Apartment Block A2
  - 8. Apartment Block B
- CRÈCHE - FOOTPRINT OF BLOCK B
- Reservation Area for Future Primary School



3.3.4 EFFICIENCY

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

The proposed scheme provides a total of 621 no. dwelling units in this location which results in a net density of 70 units per hectare. At a macro level, the proposed development constitutes an efficient and sustainable use of the development land, zoned for residential within the area. The proposed density is appropriate to the zoning and the settlement strategy of the County Development Plan.

From a more detailed perspective, the proposed design endeavors to optimize the ratio between floor area and external wall surfaces to give a high performing thermal envelope. The majority of apartments are set out in blocks of predominantly 5/ 6 storeys with blocks A2, and B increased to 7 storeys at the gateway to the scheme. The Duplex and Maisonettes are proposed in an efficient two and three storeys block formats. The houses are generally designed in a deep plan format, the most efficient for this typology while also providing an efficient thermal envelope.

In use, all units will be constructed to meet the NZeb criteria set out in the current building regulations. The guiding principle will be to reduce the energy demands of the building through high levels of insulation and providing a portion of the energy required through renewable means.

3.3.5 VARIETY

*How does the development promote a good mix of activities?*

Variety within the development is achieved through a diverse range of residential typologies which will cater for all demographics.

Traditional family homes are proposed together with maisonettes for the elderly and a range of duplex and apartment units for smaller households. We anticipate that this broad range of units will foster a vibrant community within the scheme.

The new scheme will support and avail itself of a significant quantum of social infrastructure in the surrounding area. Within the development itself, a large creche and communal space for the apartments is provided.

The mix of activities required by this new community will be accommodated within the provision of a significant quantum and wide variety of communal/public open space within the development. These spaces are designed to deliver a range of activities for all ages groups and will link in with the wider green infrastructure of the area.





CGI from Broadmeadow Riverside Park



CGI Linear Park / Central green spine



CGI from Glen Ellan Road

### 3.3.6 DISTINCTIVENESS

*How do the proposals create a sense of place?*

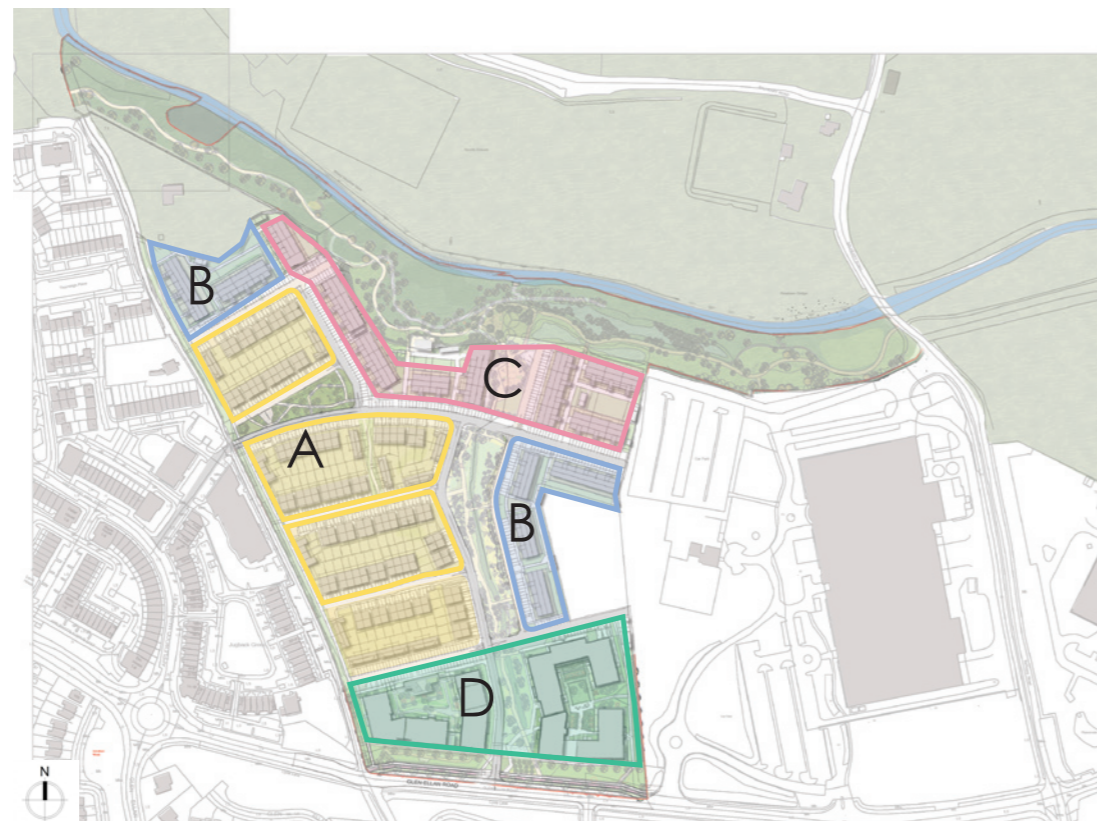
We believe that the principles informing the urban design strategy for this development will deliver a distinct neighborhood with a strong sense of place. The integration of existing site features with the proposed building forms will result in a unique public realm which aligns itself with the natural characteristics of the local environment. Existing landscaping will be retained where appropriate and enhanced with a significant level of new soft landscaping.

Opportunities for different play activities are intertwined within these green corridors balancing ecological and social requirements. The massing of the buildings and the architectural composition has been developed to reinforce the strategy outlined above in a meaningful manner.

Built form, Building Typologies and Scale respond to the existing context but are also fundamental factors in creating a distinctive new urban setting. The design proposal will provide a strong architectural rhythm along Glen Ellan Road and announce the entrance to a significant new neighborhood. It will provide a transition in scale and soft interface along Jugback Lane. The natural character of the Broadmeadow Riverside Park is supplemented by a low and meandering built edge that will provide important passive surveillance to this amenity. Character areas within the development are directly influenced by the three different building typologies.

Each typology generates a distinctive aesthetic which together with the materials proposed will provide legibility within the overall development. A coherent architectural language and consistency will be set through the use of repeating elements (materials, window types, balcony treatments, etc.) to visually tie the scheme together.

#### PROPOSED CHARACTER



- Character area A**  
Houses/Maisonette  
in selected Red Brick
- Character area B**  
Duplexes in selected brown  
colour and render
- Character area C**  
Duplexes in response to the  
Broadmeadow Riverside  
Park in selected brown brick
- Character area D**  
Apartments blocks in  
selected buff brick (dark  
and light) with render/metal  
cladding and metal balcony  
frame

- **Character Area A:** Housing and maisonette area located in this area. A robust and simple traditional style is proposed to create a simple legible streetscape. A strong sense of place is established by the provision of a green buffer which runs along Jugback Terrace/Lane, providing an active frontage. The materials proposed consist of red brickwork with render on the side or facing the rear garden.
- **Character Area B:** This area consists of a series of terraces of duplexes. The materials proposed to the public facing elevations consist of brown brickwork with render panels on the rear elevation.
- **Character Area C:** This area consists of a series of terraces of duplex units in response to the Broadmeadow Riverside Park. The materials proposed to the public facing elevations and the facade facing the Broad Meadow River Park is in selected brown brickwork.
- **Character Area D:** This consists of Apartment blocks (Block A1, A2 and B) proposed in selected yellow brickwork, in 2 tones, panels in render/metal cladding and metal balconies are framed at prominent locations



DETAIL HOUSING CELL

The Cell is adjacent to POS D on the north, Jugback Lane on the west and the Central Green Spine in the eastern side. The internal safe pedestrian path contribute to create friendly walkway connection. The front house gardens and entrances helps to activate the edge.



3.3.7 LAYOUT

How does the proposal create people friendly streets and spaces?

As outlined above, the layout for the development has been influenced by a number of key principles which underpin the urban design strategy for this new residential neighborhood. The urban design strategy is focused on providing an attractive, people friendly scheme which will give a sense of place to the residents who occupy the development and to those who choose to travel through it.

The organization of the residential cells within the development is designed to provide a legible scheme which will allow easy orientation for users. Street lengths are contained, and shared surfaces will promote interaction between residents at a local level.

The main principle of the housing cell is well represented on the detail on the left image. This cells constitute a significant representation of the approach applied.

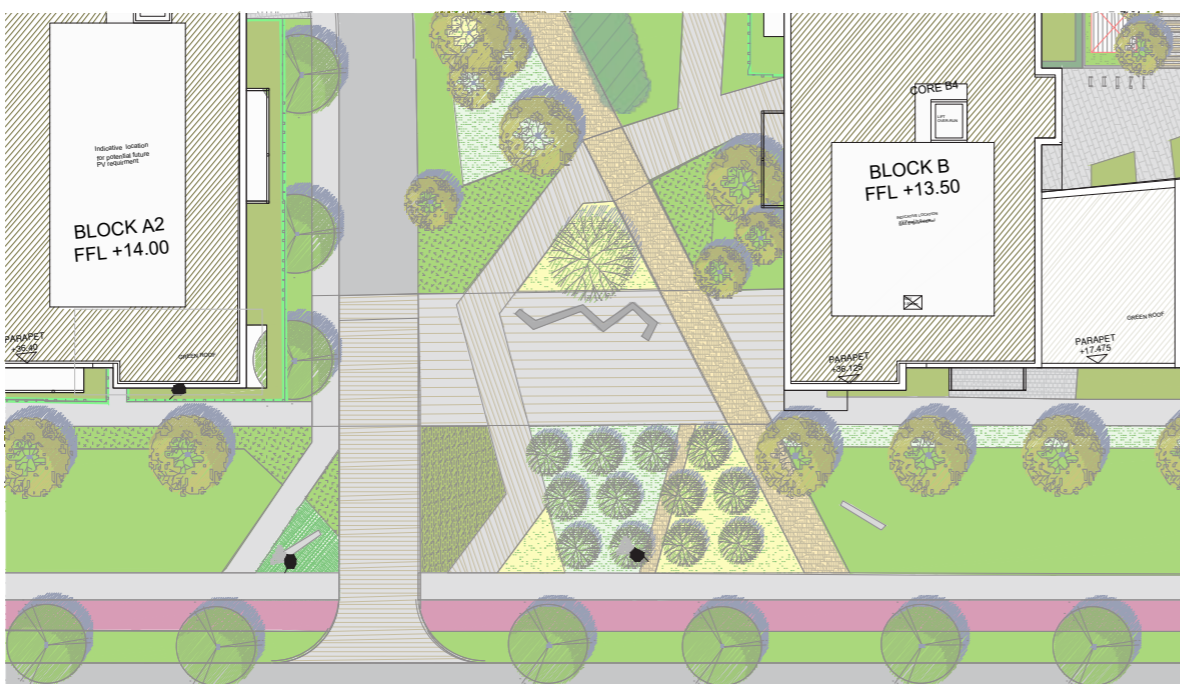
Duplex and apartment blocks are arranged around generous communal spaces which are designed to balance interaction with private amenity.

Residential cells are designed to be compact and to provide dual aspect/ frontage at corners - extended lengths of garden walls along streetscapes are avoided. High levels of active frontage are proposed along all routes and is balanced with defensive space to protect residential amenity.

It is envisaged that the extent and positioning of public open space within the development will greatly enhance the potential for social interaction at various levels and will allow for the establishment of a strong community. All units have easy access to a significant public open space and the layout is designed to be inviting for members of the wider public.

As previously noted, the scheme is designed to prioritize those walking and cycling within a clear hierarchy of routes. Detailed design of the scheme facilitates safe and universal access to all parts of the development with strong street interaction and passive surveillance throughout.

DETAIL WELCOMING CENTRAL PLAZA FROM GLEN ELLAN ROAD





**Broadmeadow Riverside Park**

With its 29400 m<sup>2</sup> is the wider green infrastructure that consists of high quality landscape that foster biodiversity, provides sporting facilities and SuDS strategy to protect the river from negative impacts.

**Green Link Along Jugback Terrace**

Approx. 450 m of green link with provision of more planting and trees to confer a new "well-kept" residential character with safe segregate pedestrian path and active edge due to front houses gardens.

**Public Open Space D**

Approx. 1675m<sup>2</sup> open space available for use by local resident. This space acts as joining link between the existing and the new development.

**Linear Park / Central Green Spine**

A total of 8330 m<sup>2</sup> (POS A, B and C) constitute the central green spine with the intent to become an extension of the Broad Meadow Riverside Park from north to south. High quality landscaping provides recreational area and pedestrian/cycle route. The existing hedgerows retained helps foster biodiversity and drives the configuration on of the proposed scheme.

**Green Corridor**

The existing way of leaving provides an opportunity to create a significant green corridor area consisting in a generous landscape frontage as a soft transition between the roadway and the proposed development.



**3.3.8 PUBLIC REALM**

*How safe, secure and enjoyable are the public areas?*

As previously stated, the proposed configuration of the development has been fundamentally influenced by the provision of two significant public spaces; The green spine running north to south through the layout and the Broadmeadow Riverside Park along the northern boundary. The urban design strategy for the scheme has set out how the block format has responded to these spaces and the overarching principle has been to interact with them - ensuring that they are accessible, overlooked and consequently more secure. The approach has also been taken with smaller open spaces with passive surveillance provided on all sides.

These spaces will allow for a range of activities for all users, set out along their length in a manner which reflects the unique set of conditions on these lands. More detail on this strategy for play is provided by CSR landscape Architects in their proposals.

The interface with Jugback Lane has also been considered in detail. The decision to remove the hedgerow at this location will allow for a new built edge which will in turn promote more pedestrian and cycle use of this route. A landscaped buffer is proposed to soften the impact of the new development on the existing laneway.

The approach to streetscape has been touched on in the above section and will provide a safe and legible route through the scheme. The detailed design will reinforce the overall design strategy with high quality hard and soft landscaping proposed through the scheme.

An existing wayleave has dictated the building line along Glen Ellen Road. This has resulted in a landscaped strip running along the length of the development from east to west. The proposed apartment blocks to the north will provide strong frontage to this part of the development and will facilitate the increased scale which is appropriate along this primary route.

**3.3.9 ADAPTABILITY**

*How will the buildings cope with change?*

All house types are designed to meet the requirements 'Quality Housing for Sustainable Communities' (2007) and apartments in accordance with 'Design Standards for New Apartments- Guidelines for Planning Authorities' 2018.

The proposal is for a variety of residential unit types that include maisonettes, apartments, duplex types, semi-detached and detached houses. All apartment units are served by lift cores that is adaptable for all ages and abilities. All houses have the ability to be altered and extended without negatively impacting surrounding uses. In many instances more generous internal spaces are proposed to increase the quality of the unit types and can be easily adapted in the future to meet the needs of the residents subject to the necessary statutory consents being sought.

The buildings will be of high quality construction, heavily insulated and in accordance with building regulation standards delivering nearly zero energy buildings (NZEB) with a minimum A3 energy rating. There is also potential for future expansion into the roof spaces of certain dwelling types or into the rear gardens which have been generously sized in many cases.





### 3.3.10 PARKING

*How will the parking be secure and attractive?*

A reduced parking provision is possible due to the strategic position of the site in terms of transportation. Indeed, the site benefits from existing high quality transport links which makes the area accessible to a broad base of end users. In the future, the site will benefit from the proposed Estuary Metro stop, which is located approximately 1, km from the Masterplan lands (500m if traveling through Broadmeadow Riverside Park). A total of 705 no. car parking spaces are proposed in the scheme, described as follows. (Please refer to Parking strategy of the Architect's drawings).

**Houses:** Total 228 no. car parking spaces consisting of 2 no. car parking spaces per unit 3 and 4 Bed and 1 no. car parking space per 1 bed unit. The vast majority of these will be on curtilage.

**Duplexes:** The parking spaces are provided at street level in close proximity to the blocks. Generally, all car parking spaces are located at the front of each duplex and these together with grouped parking areas are fully supervised. For each units is provided n.1 car park space and n. 22 spaces for visitors for a total of n.176 car parking spaces.

**Apartment Block A1/A2 & B:** Majority of the car parking space provision is located in the basement under Block B footprint and in the undercroft at Block A1/A2 with limited provision on surface for a total of 266 no. spaces, including visitors' spaces.

**Other** a total of 4 no. car park space and a drop-off area are provided in proximity of the creche. Furthermore, there are 14 no. accessible spaces, 12 no. Electric Vehicle (EV) spaces and 5 no. designate space for car sharing.

A total of 874 no. bike spaces, including bike spaces for visitors and creche provision, are provided in the scheme. A provision of 1.5 per unit was applied with the majority of the provision that is allocated are contained in adequate secure storage as indicated in the drawings. Approx 10% of the overall provision is allocated to visitors in the site. A total of 21no. motorbike spaces are also provided.

### 3.3.11 PRIVACY AND AMENITY

*How does the scheme provide a decent standard of amenity?*

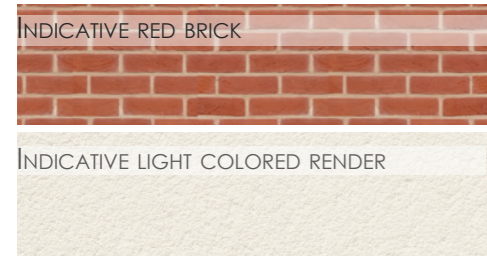
Apartments, duplexes and houses have been designed in compliance with the guidelines set out in Sustainable Urban Housing: Design Standards for New Apartments, March 2018 and Fingal Development Plan 2017 – 2023. Each residential unit proposed in this scheme is served by an exclusive area of private open space. The units are designed to prevent sound transmission by appropriate acoustic insulation and layout. Houses and duplexes have a portion of their required internal storage space allocated in attic. In these instances, the space is provided in the units up to half of the minimum storage required.

**Houses** have formal planting and on curtilage parking areas are provided to the front of the dwellings proposed creating a defensible space between the public road and the built edge. Wide fronted house types are provided with bedrooms orientated to the front of the house to prevent overlooking of private rear gardens. Storage is provided within each of the units as indicated on the drawings in according with Fingal Development plan requirements.

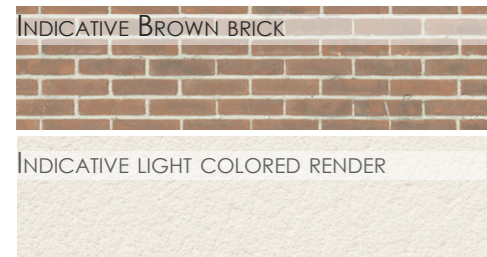
**Duplexes/ Apartment:** Storage, Private Balconies and terraces are provided to all the units in accordance with Design Standards for New Apartments – Guidelines for Planning Authorities 2018. The majority of the units overlook a high-quality landscaped areas with the remainder having views of the smaller outer perimeter landscaped areas. Each apartment has a balcony or terrace area accessed from the main living space. The minimum areas provided is 5 sqm for all 1-bed units, 7 sqm for all 2-bed units and at least 9 sqm for the 3-bed unit. Storage is provided within each of the units as indicated on the drawings: min of 3 sqm for 1-bed units, min of 6 sqm for 2-bed units and a min of 9 sqm for 3-bed units are proposed, consisting in a dedicated utility / store rooms within the units.







All the houses and Maisonette will be facade with a buff brick and selected render as indicated on the palette above and drawing submitted with this application. The use of the same brick will tie together the various typologies into one unified area: character of area A.



Type A and B duplexes introduce a more contemporary building model to the character area B and C. They will be faced with a high-quality buff brick and a light-colored render in selected areas. The ground floor apartments are provided with additional planting acting as a privacy buffer.



Contemporary composition designed for the character area D. Strategic use of selected dark and light-yellow brick for an attractive facade. Predominant material involved: selected brick, selected colored render/ metal cladding and metal frame treatment on the balconies. The use of the frame to the balconies will provide additional variety of material reinforcing the elevation rhythm along Glen Ellan Road and principles facades.



3.3.12 DETAILED DESIGN / MATERIALS AND FINISHES

*How well thought through is the building and landscape design?*

The proposal for this residential development is to provide a high-quality built edge to Glen Ellan Road and a sensitive response along Jugback Terrace/Lane and Broadmeadow Riverside Park. The set back to the front of Glen Ellan road is derived from a need to set back from an existing wayleave. However, this necessity created the opportunity to design a green "buffer" before the entrance plaza, between block A2 and B, which announces the scheme and high-quality landscaped space fronting onto Glen Ellan Road.

There is a mix of elevation treatments to create distinct character areas and visual interest within the development. The housing layout proposed ensures that dwellings relate appropriately to each other in terms of scale, access and detailed design as well as the wider context. All open spaces are designed for passive surveillance.

The units in the duplex blocks have dual or triple aspect with the roof terraces orientated toward the south/ west sunlight where possible and/ or overlooking adjacent areas of public open space. An acceptable number of units in apartment blocks A1/A2 and B are dual aspect as identified in the HQA accompanying this application. In order to maximize natural light into the apartments and duplexes, large, full height glazing is proposed for all habitable rooms.

As with the public realm areas, the proposed houses will be finished to a high standard in materials suitable for the context/location of the scheme. Walls will be finished with brick to public areas with render in less prominent locations. The four-character areas offer variations on the brickwork and render combinations. The color palette chosen will be sympathetic to the existing residential properties adjacent to the development.

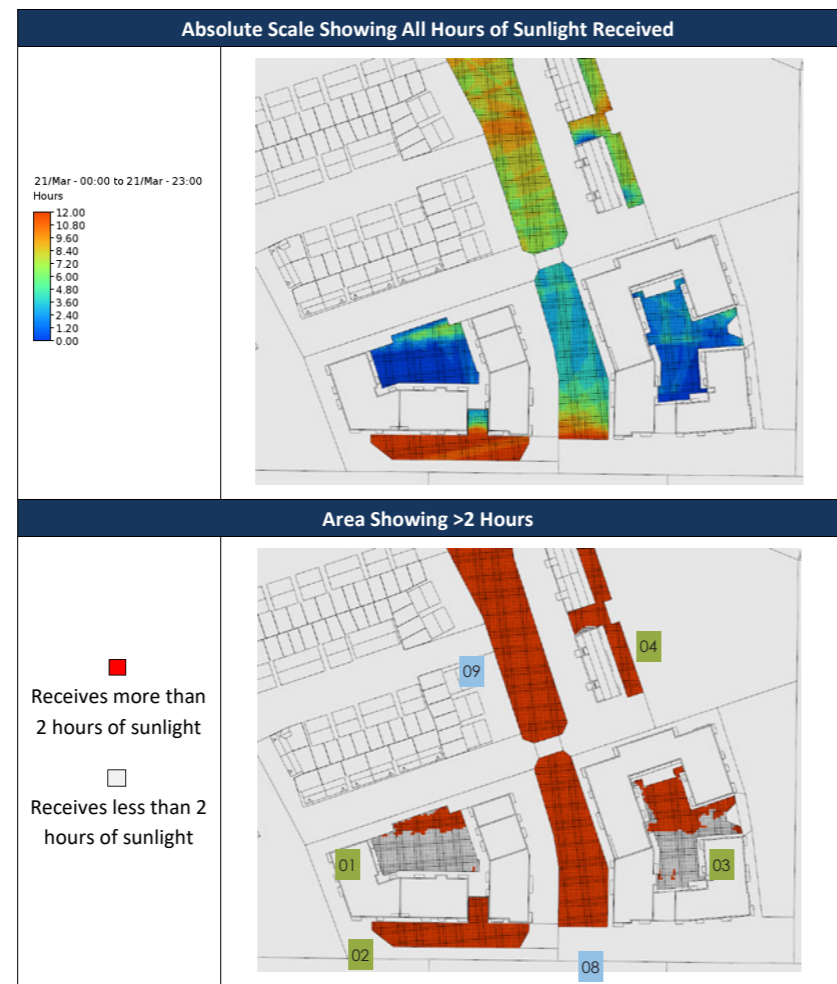
Car parking is well integrated in the public realm and landscape strategy and will be understated so as not to dominate as previously mentioned. Where bin stores are required to mid-terrace housing it is proposed to locate them to the front of the dwellings for ease of access. Care has been taken to integrate bin storage into the defensible areas of each terraced dwelling. These will be built from timber and painted in order to integrate with the landscaping. It is proposed that Apartment Blocks and duplex block will be served by communal bin stores in the form of sheltered enclosures, in the undercroft for block A1/A2 and in the basement for block B. Communal secure bicycle storage enclosures are distributed around all the apartment blocks and duplex blocks.

The proposed apartment blocks A1/A2 and B create a high-density landmark residential development appropriate at their prominent location. The proposed building will create a distinctive new character of area. The building blocks (A1/A2 and B) wrap around a communal courtyard area for the residents' use.

Cunnane Stratton Reynolds Landscape Architects have prepared a detailed high-quality landscaping proposal for associated public realm areas. The material choices for the finishes will ensure the buildings proposed are durable as well as of a high visual quality. The façade strategy is to create a building with a distinctive geometry which ties into its surrounding using the traditional materials of brick. The elevations of blocks A1/A2 and B are composed to compliment the contemporary architecture principles of proportion, scale and materiality.

The apartment blocks (A1/A2 and B) range from 1 to 7 storeys with a coherent architectural language created across the scheme through the use of repeating elements (materials, window types, balcony treatments, etc.). For more details on the materials used on the apartment blocks please refer to the architect's drawing from PL46 to PL53 Elevations & Sections





■ Communal Amenity Spaces  
■ POS Public Open space

IES EXTRACT- HEAT DIAGRAM OF OPEN SPACE RECEIVING MORE THAN 2 HOURS OF SUNLIGHT

### 3.4 DAYLIGHT AND SUNLIGHT

For detailed assessment of the proposed development, we refer to the report prepared by IES which has been carried out in accordance with the requirements set out in Section 6.6 of the 2018 Apartment Design Guidelines.

Several different assessment methods and standards were applied in the analysis of this scheme and the information below is intended as a brief overview of the performance of the development. For a full account of these standards, methodologies and final results, please refer to the IES report included in this submission.

**Shadow Analysis:** The report concludes that some minimal additional shading is visible to the south (late evening in June) and west (early morning March and December) of the subject site. Overshadowing can be expected in December when the sun is lower in the sky and casts longer shadows.

**Sunlight Analysis:**

Impact on Existing Amenity Spaces: The report concludes that the development will have no impact on existing amenity spaces and they will continue to receive the same level of Sunlight.

Proposed Amenity Spaces: The report concludes that on March 90% the proposed communal amenity spaces receive at least 2 hours of sunlight over their combined area, exceeding recommendations in the BRE guidelines. Furthermore, 63% of the private amenity spaces tested comply with the BRE recommendations. This result is expected as it's not feasible to align all private amenity spaces to face south and the configuration of the blocks are also influenced by other urban design considerations as set out in the previous section, therefore the sunlight exposure to the private amenity spaces will vary with the orientation.

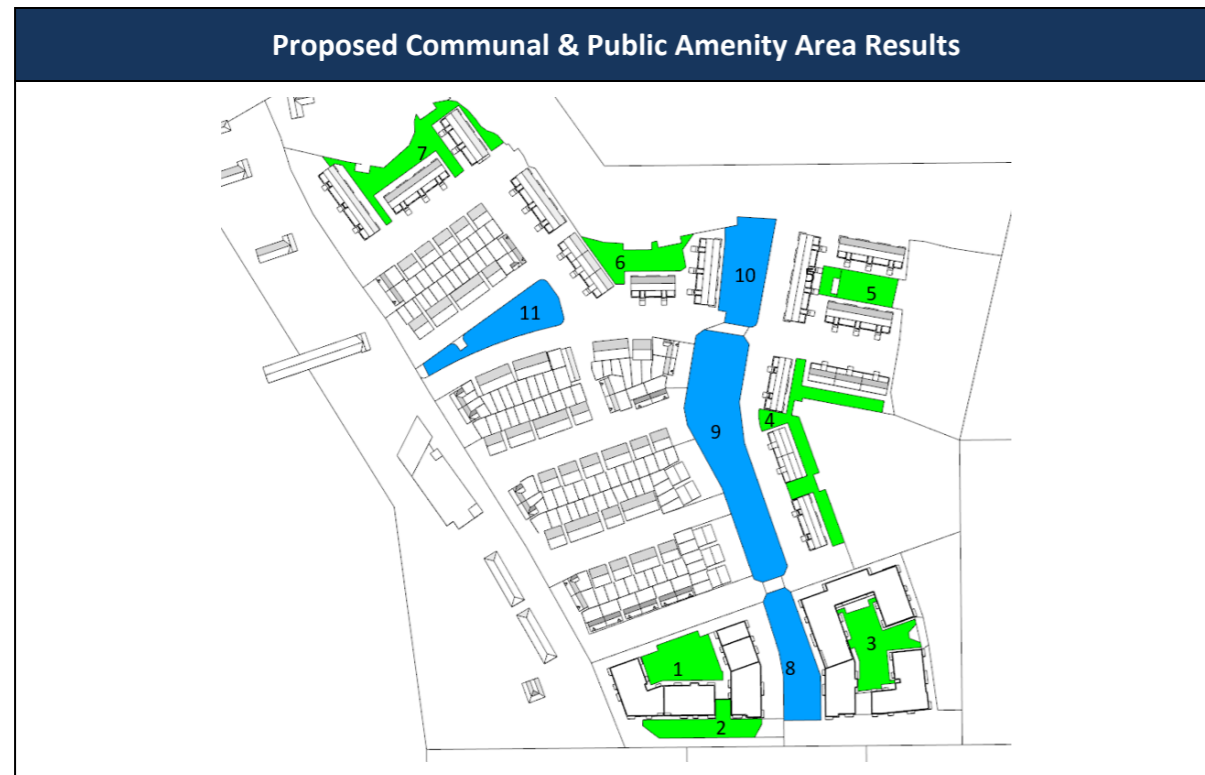
Sunlight to Existing Buildings The report concludes that 100% of the points tested meet the annual and winter recommendations and no negligible impact is evident when compared to the Existing Situation.

Sunlight to Proposed Development For the sunlight to proposed development assessment, two standards have been analysed: BRE Guide / BS 8206-2:2008 and IS EN 17037:2018.

- *BRE Guide / BS 8206-2:2008 Result:* of the 481 no. points tested, 318 no. points (66%) meet the BRE recommended values over both the annual periods. This increases to 378 no. points (79%) during the winter period when sunlight is most valuable.
- *IS EN 17037:2018 Result:* of the 481 no. points tested, 383 no. points (80%) meet the IS EN 17037:2018 sunlight exposure recommendations of greater than 1.5 hours on March 21st.

The sunlight provision results are considered satisfactory in the context of an urban environment, due to the fact that not all living rooms can face south and the inclusion of





Ref.	Total Area (m)	Area Receiving >2h (m)	Percent Receiving >2h	Comment
1 + 2 (Block A)	2,130	1,218	57%	✓
3 (Block B)	1,353	801	59%	✓
4	1,591	1,579	99%	✓
5	843	811	96%	✓
6	1,036	823	79%	✓
7	1,599	1,530	96%	✓
8	1,777	1,774	100%	✓
9	4,529	4,529	100%	✓
10	1,844	1,827	99%	✓
11	1,673	1,673	100%	✓
<b>Total</b>	<b>18,375</b>	<b>16,565</b>	<b>90%</b>	<b>✓</b>

balconies within the design scheme.

**Daylight Analysis**

Daylight to Existing Development The report concludes that the development has a negligible impact when compared to the Existing Situation.

Daylight to Proposed Development

For the daylight to proposed development assessment, three standards have been analysed: BRE Guide / BS 8206-2:2008, IS EN 17037:2018 and BS EN 17037:2018 National Annex.

- 88% compliance rate across the scheme when LKDs assessed against 2% ADF target in accordance with BS8206:2008
- 97% compliance rate across the scheme in accordance with IS EN 17037:2018
- 99% compliance rate across the scheme in accordance with BS EN 17037:2018 National annex.

When assessing the Duplexes against the same criteria, 100% of the tested rooms are achieving ADFs above BRE guidelines.

Considering the above information and based on the results from each of the assessments undertaken, the report concludes that the proposed development performs well when compared to the recommendations in the BRE Guide / BS 8206-2:2008, IS EN 17037:2018 and BS EN 17037:2018 National Annex.

The Design Team engaged with IES during the design development process to optimise the performance of the development with respect to the relevant guidance provided in the 2018 Apartment Design Guidelines. A number of design changes were carried out across the scheme following the analysis of the initial proposals in order to maximise the daylight received in the proposed units and communal amenity spaces.

We amended some of the balcony position, moving them from directly in front of the kitchen / dining / living rooms, to spanning the bedroom and the K/D/L. Furthermore, some windows were increased in size and / or additional windows were provided. This meant that the overshadowing effects of the balcony on the K/D/L below was mitigated and a higher proportion of the rooms tested met the BRE guidelines. Additionally, very generous south facing communal open space has been provided for Block A1/A2.

Compensatory measures have been incorporated into the design of the proposed development where rooms do not achieve the daylight provision targets in accordance with the standards they were assessed against. For More details, please refer to IES Design report submitted as part of this planning application.



3.5 DESIGN ITERATION



IMAGE 01 - INITIAL SITE STRATEGY A - S247 MEETING WITH FINGAL

**Option A – 535 units**

- Density: 55.3 units/ha,
- Mix in site:  
Houses 215 no. (2 storey)  
Apartment 320 no. (5/6 storey)
- 100% On street parking spaces
- Entrance from Glen Ellan Road
- Main POS central at northern side
- Wayleave retained at Glen Ellan Rd.

**Analysis:**  
Low density with building heights between 2 and 6 storey. Public open space located mainly central at the north of the scheme that is in a good location but remote for new residents. Predominance parking spaces on surface.



IMAGE 02 - INITIAL SITE STRATEGY B - PRE - STAGE 2 MEETING WITH ABP

**Option B – 624 units**

- Density: 67.8 units/Ha,
- Mix in site:  
Houses 171 no. (2 storey)  
Duplexes 32 no. (3 storey)  
Apartment 421 no. (5/6 storey)
- n. 8 10 Parking: 53% on surface and 47% in the basement.
- Central entrance from Glen Ellan Road
- POS distribute from south to north
- Wayleave retained

**Analysis:**  
Intermediate height, 3 storey, introduced in the scheme with the duplexes to improve the variety. Public open space distributes from north to south for a better accessibility for the new residents. Reduced dominance of parking spaces on surface. Reservation area for future primary school integrated.

Houses
  Duplexes
  Apartment Blocks
  Crèche
  Public Open Space/ Central green Spine
  Semi-private Space
  Way-leave
  Set Back Green buffer



IMAGE 03 - INITIAL SITE STRATEGY C

**Option C – 655 units**

- Density: 71.8 units/Ha,
- Mix in site:  
Houses 144 no. (2 storey)  
Duplexes 58 no. (3 storey)  
Apartment 463 no. (4/6 storey)
- Additional POS I on the north/west
- Set back along Jugback terrace/Lane
- Way leave retained

**Analysis:**  
Heights are reduced along Glen Ellan Road and distribute along Broadmeadow River Park. Additional public open space on the north-west as aggregation point. Predominance of apartment block. Green buffer along Jugback Lane to prevent antisocial behaviors and provide adequate interface with the context.



IMAGE 04 - INITIAL SITE STRATEGY D

**Option D – 651 units**

- Density: 71.38 units/Ha,
- Mix in site:  
Houses 129 no. (2 storey)  
Duplexes 134 no. (3 storey)  
Apartment 388 no. (4/7 storey)
- Acquisition Land
- Minimizing the car parking spaces
- Sensitive height along the existing park
- Stream at the north-east

**Analysis:**  
Heights are increased along Glen Ellan Road. Public open space on the north-west became link point with the existing neighborhood. Reduce the overall number of car parking spaces. Sensitive response in heights along Broadmeadow River Park.





ILLUSTRATIVE PROPOSAL PHASING STRATEGY OVERLAID ON THE ESTUARY WEST MASTERPLAN

- Phase 1
- Phase 2
- Phase 3

### 3.6 OTHER

#### 3.6.1 DRAINAGE

It is proposed to connect into the surface water and the existing foul sewer on Glen Ellan road. Further, it is proposed to provide a Stormwater storage tank and outfall utilising lands to alleviate known constraints in the foul water network that services the Oldtown/ Mooretown/Holybanks lands catchments. Our Engineers have liaised with Fingal County Council and Irish Water in relation to the new connection for the development. Surface water retention systems such as green roofs (60% of roof area), tree pits, and a detention basin have been fully incorporated into the landscaping scheme to reduce the impact of surface water runoff. For more information, please refer to Engineer's Drawing Pack & reports provided as part of the application.

#### 3.6.2 MANAGEMENT COMPANY AND TAKEN IN CHARGE

A Management Company will be formed for the development in line with the MUDs Act. At this stage it is envisaged the scheme will be partly managed. The management company will maintain the landscaping and park areas within the scheme, as indicated in the Architects' drawing PL54 Taken in Charge. The north Broad Meadow River park in Fingal County Council lands will remain in the charge of the local authority.

#### 3.6.3 PART V

A total of 621 no. units are proposed which would result in a Part V obligation of 62 units. In the event of a planning permission grant the developer shall liaise with the local authority's housing department to agree the details. Please refer to architect's drawing PL57 to PL62 Part V provision .

#### 3.6.4 PUBLIC LIGHTING

The development is to be controlled by the management company and the lighting within the development will fall into their remit. A public lighting plan is enclosed with this application. Please refer to the drawing prepared by Sabre included in this application.

#### 3.6.5 PHASING STRATEGY

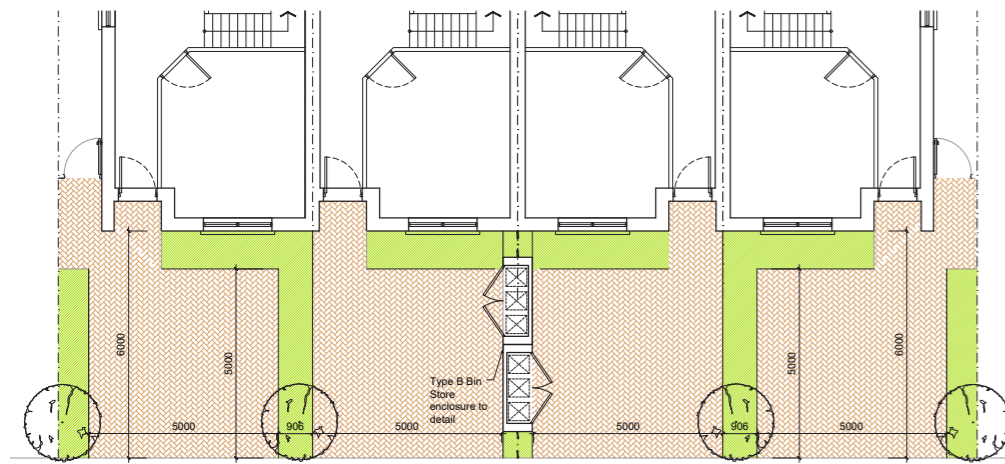
The development is proposed to be constructed in three phases.

- **Phase 1** would consist of 196 no. residential units (comprising of duplexes and house) which it is stated would be in compliance with the Estuary West Masterplan phasing which limits the number of units constructed in Phase 1 to 350. The High Amenity area beside the Broadmeadow Riverside Park, landscaping and all internal roads, the intervention of bus/ cycle path along Glen Ellan Road, and majority of the Jugback Lane interface would also be provided in Phase 1.
- **Phase 2** would comprise of 76 no. Duplexes.
- **Phase 3** would comprise of 349 residential units (comprising of Apartment Blocks A1/A2 and B) and the crèche ( located in the footprint of the apartment Block B).

For details, please refer to Architect's drawing: PL56 Phasing strategy

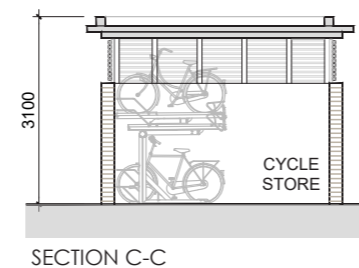
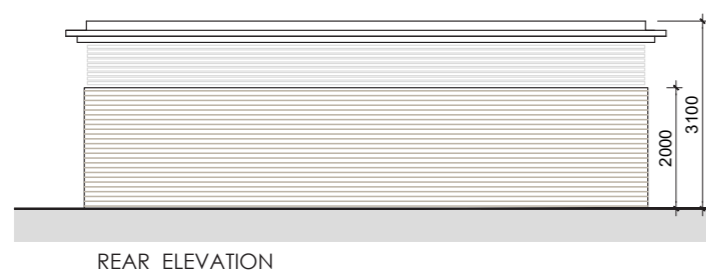
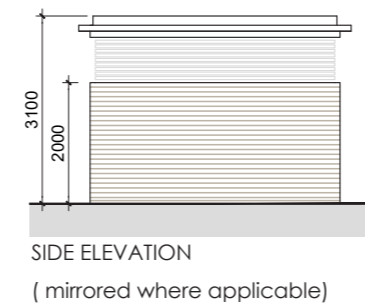
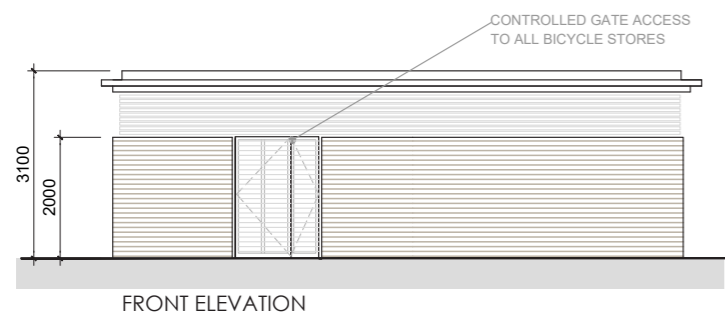
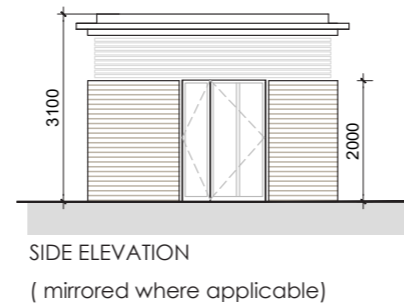
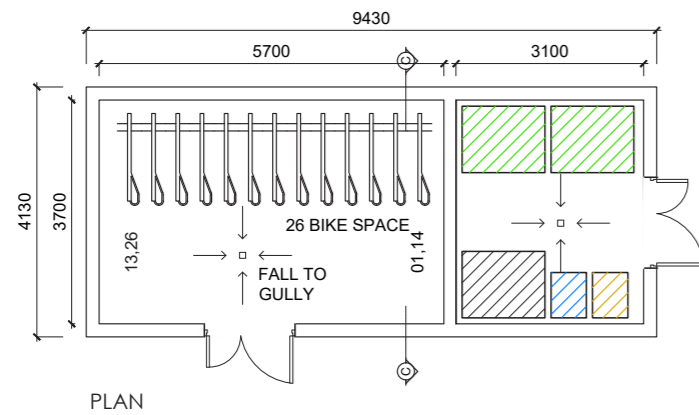


TYPICAL BIN STORE DETAIL - FOR 4 TERRACES HOUSES



EXAMPLE OF TYPICAL BIN STORE - INDICATIVE COLOURS

TYPICAL BIKE/ BIN STORE DETAIL - FOR DUPLEXES - TYPE 1A



3.6.6 BUILDING LIFE CYCLE REPORT

A Building Life cycle Report is included with the application in response to Section 6.13 of Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities. Design measures such as minimizing the number of lift cores, the use of robust materials and efficient planning have been adopted to minimize life-cycle costs.

3.6.7 ECOLOGICAL IMPACT ASSESSMENT

An ecological impact assessment incorporating a bat survey has been carried out by OpenField Ecological Services and BatEco for the proposed development and are included with the application. The level of bat activity recorded within the proposed development site could be considered as medium level. The report states that the proposed ecological corridor will improve the conservation value of the riparian corridor to the south of the site. It also recommends a number of mitigation measure to be adopted during the construction phases. Further, a NIS (Natural Impact Statement) has also been carried out by OpenField Ecological Services. The report constitute part of this application and it is based on a separate Screening Report which concluded that significant effects to the Malahide Estuary SAC and SPA could not be ruled out. Specifically, this may arise from the impact to intertidal habitats and species from pollution during the construction phase. Arising from this assessment, mitigation has been proposed. With the implementation of these measures adverse effects to the integrity of the SAC and SPA will not occur. Ecological effect are also considered as part of the biodiversity chapter of the EIAR.

3.6.8 BIN STORAGE AND PLANT

**Houses:** Where bin stores are required to mid-terrace housing it is proposed to locate them to the front of the dwellings for ease of access. Care has been taken to integrate bin storage into the defensible areas of each terraced dwelling. These will be built from timber and painted in order to integrate with the landscaping.

**Duplexes:** It is proposed that duplex blocks will be served by communal bin stores in the form of sheltered enclosures. Please refer to PL 63 of Architect's drawings.

**Apartments:** Bin storage areas are proposed in the basements for Block B and in the undercroft for block A1/A2 adjacent to circulation cores and in secure well detailed structures located at grade. Stores are typically arranged around the circulation cores for the convenience of end users. Plant is also located within the basement and the undercroft areas. No plant is proposed on the roofs except if PV and / or solar panels are required to satisfy Part L requirements. In this event parapets heights have been allowed that would screen any visual impact.

**Other:** for the creche, a separate designated sheltered enclosures bin stores is provided in the scheme.

The scheme shall be fully managed, and the management company agents shall also be responsible for bin collection. Please refer to Operation Waste & Recycling Management plan for further details.





## 6. CONCLUSION

The proposed design has addressed the unique characteristics of the site and its local context. Distinct typologies have been proposed to provide visual interest in built form and a varied mix of unit types and sizes.

The apartment Block A1/A2 and B provides a strong built edge to Glen Ellan Road. The layout of these blocks combine to enclose a high quality, centrally landscaped courtyard offering the residents a semi-private amenity space. The variation in scale in the various blocks is a direct response to the site context but also offers a visual cohesiveness throughout the scheme.

Permeability through the site has been reinforced by the proposed pedestrian/cycle route along the perimeter of the site which ensures that the site remains well connected to the area and its surroundings. Future permeability and connections to adjacent lands have been provided, if required, with this perimeter street. The strong principle frontages, strong streetscape elements, high quality materials and landscaped areas used throughout the site, create a scheme that adds specific character and identity at this location.

We refer An Bord Pleanála to the architectural drawings that accompany the application for further illustration of general relationships between the various typologies, accessibility, design quality of street and footpaths, permeability and passive surveillance of the public realm. We respectfully suggest that this results in a residential scheme that is well connected and integrated with its surroundings and which has been designed to be attractive, desirable and safe for residents and members of the future community.