



BROOMFIELD, BACK ROAD, MALAHIDE ARCHITECTURAL AND URBAN DESIGN STATEMENT

An Bord Pleanála | STAGE 3 SUBMISSION
08.04.2022

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1 INTRODUCTION AND FRAMEWORK

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Visualization

1.1 INTRODUCTION

McCROSSAN O'Rourke Manning Architects have been appointed to design and prepare a planning application for a residential development on lands at **Broomfield**, accessed from Back Road in Malahide, on behalf of Birchwell Developments Ltd.

The development site measures c.12.5 hectares in area, it is currently accessed by the Back Road and it is divided into two different portions (named as northern and southern quarter along this document) and is accessed via Ashwood Hall and Brookfield, two residential schemes currently under construction by the same applicant.

A total of 415no. residential units are planned in a varied mix of houses, duplex and apartment typologies along with a crèche and site works are proposed. The residential mix envisaged is outlined in tables provided below.

Application Gross Area	12.5 ha
Developable Site Area	11.1 ha
Total residential units	415 units
Net Density	37.4 units per ha
Public Open Space required	1.11 HA (10%)
Public Open Space provided	1.36 HA (12%)

Table 1. Project statistics

1-BED	37 units (apartments)	10.8%
2-BED	93 units (apartments)	25.7%
3-BED	203 units (duplex, apartments and houses)	49%
4-BED	48 units (houses)	11.5%
5-BED	12 units (houses)	3%
TOTAL	415 units	100%

Table 2. Summary of accommodation

A scheme of this size requires a team of consultants who act on a collaborative basis to achieve the best results for the site. It is the proper combination of architectural elements, engineered infrastructure and well-designed Landscaped solutions that leads to the delivery of a successful residential scheme. A design team was appointed therefore to collaborate on the development of design ideas at an early stage of the design process. The appointed team members are listed opposite.

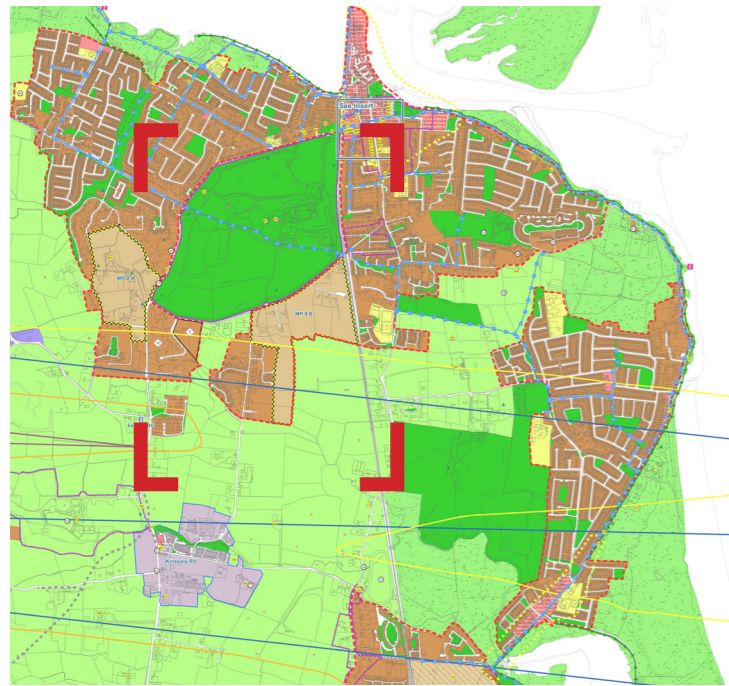


Figure 1. Fingal County Development Plan, sheet 9 Malahide - Portmanock. Source: Fingal County Council.

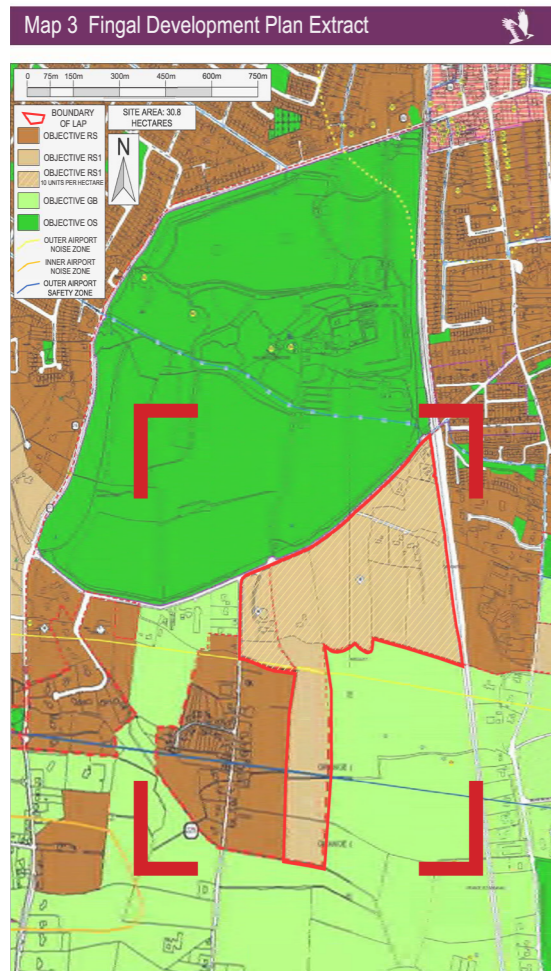


Figure 2. Fingal Development Plan Extract: Bloomfield Local Area Plan, 2010. Source: Fingal County Council.



Figure 3. Neighbourhood Centre proposed within Ashwood Hall (under development), at the scheme's entrance, designed by MCORM Architects. Source: MCORM, 2022.



Figure 4. Site Layout with overlay of 2017-2023 County Council Development Plan - Sheet 9 Malahide - Portmanock. DMA Strategic Plan Source: Fingal County Council.

1.2 PLANNING POLICY

FINGAL COUNTY DEVELOPMENT PLAN, adopted variation No.2 (2017-2023)

The Fingal County Development Plan, under its adopted variation No.2, lists Malahide as a 'Self-Sustaining Town' with the remaining capacity for residential units of 956 units (Table 2.4) of the potential 43,104 units for the county. The key tenet of the overall Settlement Strategy is the continued promotion of sustainable development through positively encouraging consolidation and densification of the existing urban built form – and thereby maximising efficiencies from already established physical and social infrastructure.

The variation notes that, "Self-Sustaining Towns are towns that require contained growth, focusing on driving investment in services, employment growth and infrastructure whilst balancing housing delivery". As a Self-Sustaining Town, Malahide has an important role within the Metropolitan Area and should continue to develop as a self-sustaining centre through the provision of a range of facilities to support the existing and new populations. Development in these towns should focus on consolidation and inclusion of policies in relation to improvements in services and employment provision. Objective ED85 of the variation to the Development Plan seeks to:

"Ensure that settlements and locations within the Metropolitan Area pursue development policies of consolidation, and maximise their economic strengths and competitive advantages such as tourism and marine sectoral activities in Malahide and Howth, while the lands within the southern part of the County maximise their economic potential through the strong functional linkages to the M50."

The Application site forms part of the Bloomfield LAP (fig. 8) and is zoned as:

"RA – Residential Area – provide for new residential communities subject to the provision of the necessary social and physical infrastructure".

It is the intention of the applicant to deliver a high-quality residential scheme at this location that will fulfil the requirements of this objective. A varied mix of housing types, duplexes and apartments offers diversity and will generate a mix that envisions a new inclusive and diverse community as an extension to the Ashwood Hall and Brookfield developments.

A high level of public and private amenity will be provided for all dwellings.

The scheme will also benefit from a permitted Neighbourhood Centre as part of Ashwood Hall development (currently under construction), including a retail convenience facility located at the entrance from the Back Road, as presented in figure 3. This will provide for local shops to serve the immediate residential schemes and also passing trade.

1.3 DESIGN STANDARDS AND GUIDELINES

In addition to the Fingal co. Council zoning objectives relevant to the subject site, we have had due regard to the following policy documents and guidelines:

- *Project Ireland 2040: National Planning Framework*
- *Project Ireland 2040: National Development Plan 2018-2027*
- *Rebuilding Ireland, An Action Plan for Housing and Homelessness (2016)*
- *Sustainable Residential Development in Urban Areas and Best Practice Urban Design Manual Guidelines (2009)*
- *Delivering Homes, Sustaining Communities: Statement on Housing Policy (2007)*
- *Quality Housing for Sustainable Communities (2007)*
- *Sustainable Urban Housing: Design Standards for New Apartments (2020)*
- *Childcare Facilities: Guidelines for Planning Authorities (2001)*
- *Design Manual for Urban Roads and Streets (DMURS)*
- *Urban Development and Building Heights: Guidelines for Planning Authorities (December 2018)*
- *Smarter Travel: A Sustainable Transport Future*
- *EIA Directive*
- *Birds and Habitats Directive – Appropriate Assessment*
- *The Planning System and Flood Risk Guidelines (2009)*
- *National Adaptation Framework: Planning for a Climate Resilient Ireland (January 2018)*
- *Climate Action Plan 2019*

The Design brief is to create an exemplar of sustainable design to ensure all new development can be delivered in a manner that protects and enhances the biodiversity of the local environment, mitigates climate change and delivers high energy efficiency in accordance with NZEB strategies in all typologies (apartments, duplexes and houses).

2 DESIGN APPROACH AND RATIONALE

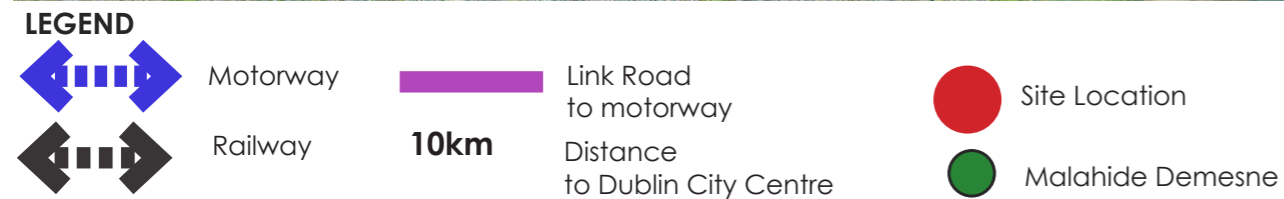
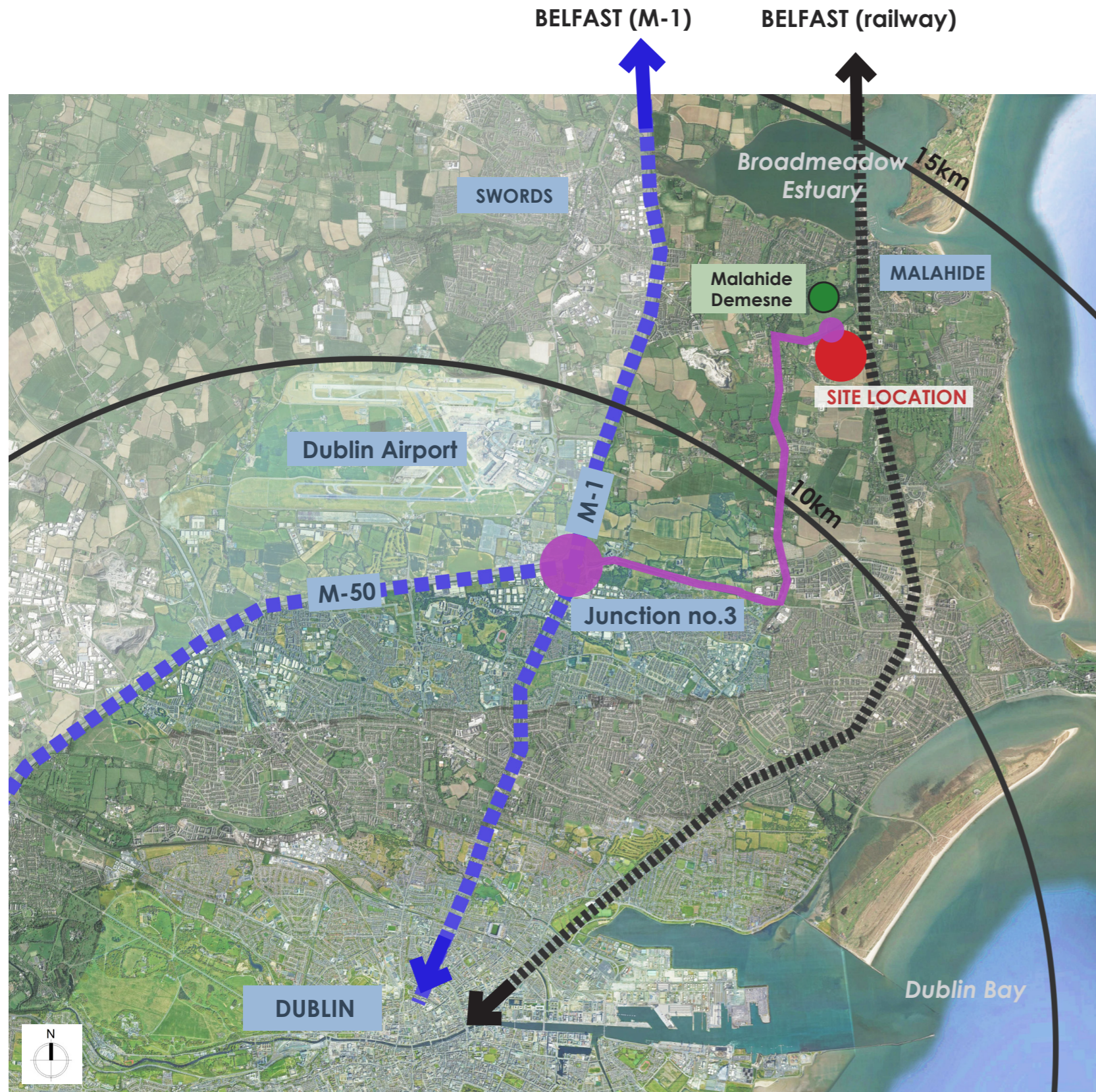


Figure 5. Regional context of proposed development at the north of Dublin Metropolitan Area. Source: MCORM,2022.

2.1 CONTEXT/SITE LOCATION

REGIONAL SCALE

The subject site is located in Malahide, 12km from Dublin city centre, on the southern site opposite Malahide Demesne, as indicated in the diagram opposite. Malahide is also located close to Swords with its existing infrastructure and retail facilities.

The application lands are proximate to key major infrastructure, such as Dublin Airport and the M-1 motorway to the west, which can be accessed through the Malahide Road and the road R-139. This link also provides access to the M-50 Dublin orbital motorway, as indicated opposite.

In addition, the Dublin-Belfast railway, bounding the subject site lands to the east, provides the site for DART services from the Malahide train station located in the centre of the town.



1. Malahide Castle and Gardens



2. Malahide Town Centre & Dart Station



3. Back Road and scheme's access and egress point.



4. Dublin-Belfast railway circulating parallel to the subject site located right

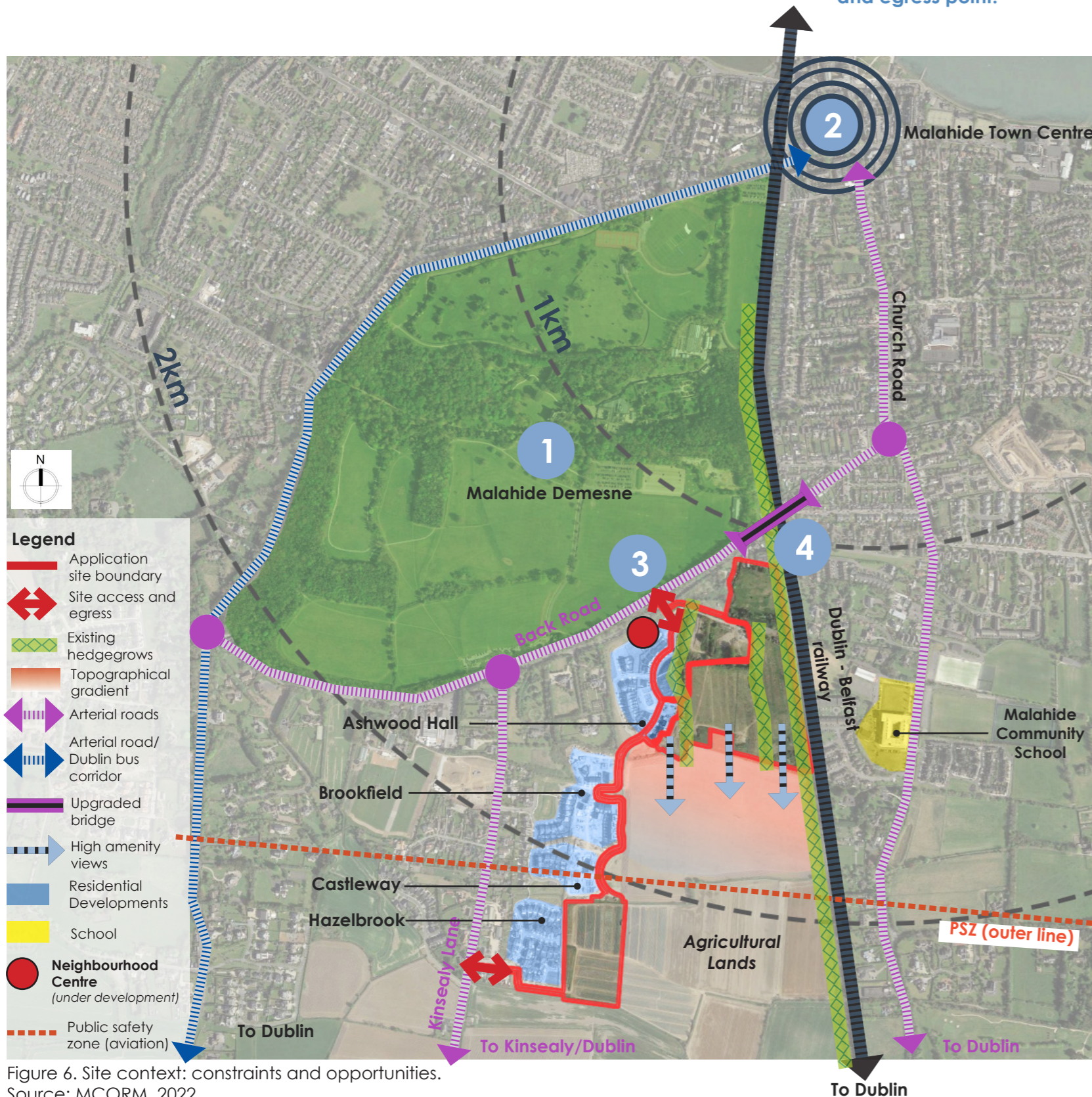


Figure 6. Site context: constraints and opportunities. Source: MCORM, 2022

LOCAL SCALE

The proposed development will form the natural extension to two existing developments currently under construction by the same applicant. These developments are Ashwood Hall, located at the northern end immediately adjacent to the Back Road and Brookfield, which is located adjoining the extreme southern end of the subject site. The current subject site measuring 12.5ha in area will effectively constitute the consolidation of the development originally envisaged by this LAP.

The site is split into 2 distinct areas designated as Northern Quarter and Southern Quarter along the document. The first development area is at the northern end of the overall landholding is adjacent to Ashwood Hall and the other at the Southern end accessed through Brookfield, another new scheme being built by the applicant. The Northern lands are bounded by Ashwood Hall to the west and north. The Dublin to Belfast railway line lies immediately adjacent the development lands to the east. The lands to the south are in agricultural use. The southern lands lie to the east of Hazelbrook and to the south of Brookfield. The southern development area is bounded to the east and the south by agricultural land, which provide a strong visual amenity for the residents, with a significant number of the dwellings planned having a pleasant aspect overlooking this land, as noted opposite.

The Dublin – Belfast railway line runs immediately adjacent the site to the east. The station at the centre of the village offers the opportunity to use DART services to the City Centre. We propose to set all buildings proposed back from the railway line and develop a north-south linear park at this location with continuous pedestrian and cycle paths along its length. This is part of Fingal Co. Council's policy objective to create cycle routes at this location. A neighbourhood centre permitted as part of the Ashwood Hall scheme, currently under development, will provide local retail facilities to serve existing and future residents.

The Back Road enters the town south of Malahide Demesne connecting with Church Road which links in the town centre from the South. It enjoys a very sylvan character and is bounded on its northern side by Malahide Castle and gardens for most of its length. The site also provides for a pedestrian connection to the city centre and proximate Malahide Community School through an enhanced bridge over the Dublin - Belfast railway. In addition, pedestrian and cycling access from Kinsealy Lane will be available through the Hazelbrook and Castleway schemes adjacent. In addition, this stage 3 submission includes a vehicular link to Kinsealy Lane along the southern edge of Hazelbrook residential estate. Malahide Castle and Gardens (Malahide Demesne) are located immediately to the north of the site on the opposite side of Back Road. The pattern of development along the Back Road is ad hoc and suburban in nature. Ashwood Hall, currently under construction by the applicant is a low-density residential development necessitated by the density cap of 10 units per ha allowable by the Fingal County Council development plan in place at the time of the planning application.

Site images presenting the context of the development proposed are provided in the next pages.



Figure 7. Key plan and site context images. the scheme and its visual impact once it is developed (see red stroke indicating potential skyline).

Images no.7-16 correspond to CGIs showing the character and environment of the scheme and are provided along this Architectural and Urban Design Statement.

Source: Digital Dimensions/MCORM, 2021.



1 Enhanced bridge over the Dublin-Belfast railway. Scheme is located left, as outlined in red.



2 Sport facilities at the Malahide Desmone



3 View of the Back Road coming from the west.



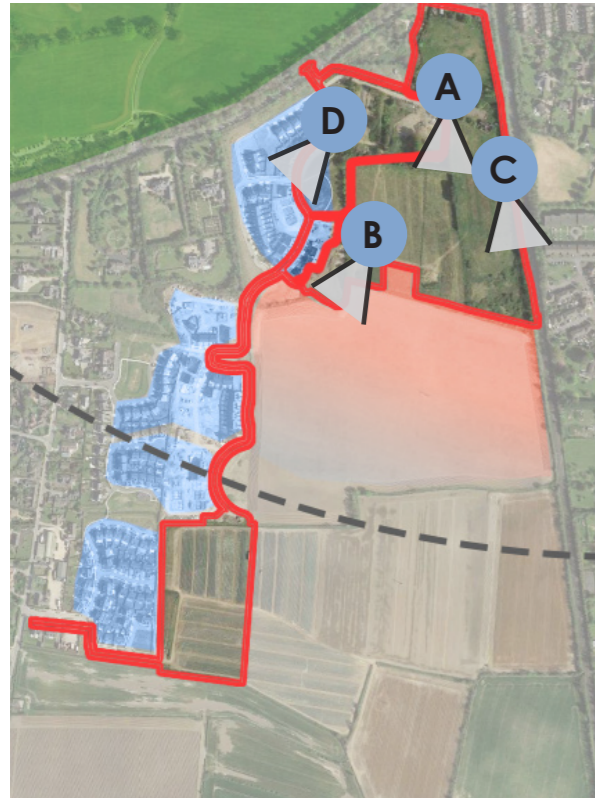
4 View of the Kinsealy Lane and future connection point to the Southern Quarter.



5 View from road R-124, which gives access to the Malahide Community School and connects with the Back Road to the south.



6 View from the entrance to Malahide Community School.



Lands at the scheme's future Northern Quarter looking south.



Lands at the scheme's future Northern Quarter overlooking southern agricultural lands and adjacent developments: Brookfield, Castleway and Hazelbrook (from left to right).

FUTURE SOUTHERN QUARTER OF THE SCHEME



Secure railing and hedgerow running parallel to the Dublin - Belfast railway, to the left. Northern Quarter to the left.



Character of Ashwood Hall, adjacent residential scheme located west. Main central open space located left in the photograph.

Figure 8. Key plan and site context images taken from the future scheme's Northern Quarter.

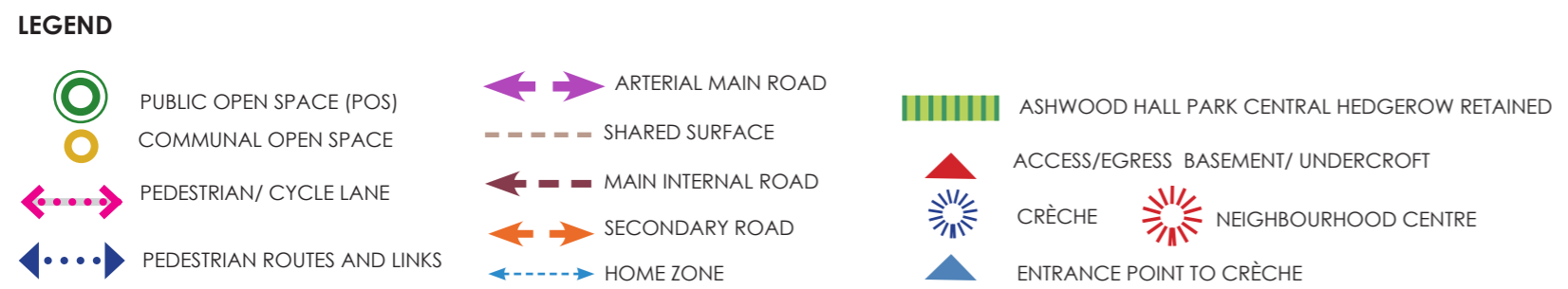


Figure 9. Scheme's connections and permeability (Northern Quarter). Source: MCORM, 2022.

2.2 CONNECTIONS AND STREET NETWORK

One of the principal drivers of the scheme design is to provide a well-connected new neighbourhood at this Back-Road location. Permeability within the scheme is delivered using an ordered pattern of housing cells with a clearly defined street network and hierarchy. Clear links exist across the entire scheme for vehicles, cycles and pedestrians. The street network incorporates principle access routes, secondary streets and shared surface home zones allowing all users including visitors to navigate the development with ease. Linking principle areas of open space with pocket parks and associated landscaping features provides clear legibility access the entire scheme.

The scheme connects via the Back road to Church Road and into the village centre and Malahide Railway station. Pedestrian and cycle access to the village centre from Kinsealy Lane through Hazelbrook and Castleway has also been provided for. This will reduce journey times and encourage cycle and walking rather than an over reliance on the car. Very pleasant walking routes through Malahide Castle and Gardens not only provides an extended amenity to the residents of the scheme but also very pleasing links back to the centre of Malahide. The integration of movement and public space design is considered as an essential driver for a coherent and attractive overall neighbourhood public realm. Therefore, the scheme has due regard on an integrated street design that is coherent with the mobility strategy throughout the site, based on a three - level internal hierarchy (figures n and m) as the main driver for the overall road layout and cross-section configuration. A strong link between the functionality of each street, according to this three - level principle, and its integral design is developed, thus generating a logical and legible landscape throughout the envisaged neighbourhood.

As indicated in diagram opposite, the northern quarter of the scheme enables a high level of pedestrian and cycling permeability within, linking the eastern corridor in parallel to the Dublin -Belfast railway to the central open space mostly provided at the Ashwood Hall residential estate, currently under development. Secondary streets, lined in orange, include pedestrian segregated circulation and prioritise cycling within the carriage way section, and homezones, highlighted in light blue, provide for safe cycling and pedestrian movement within.

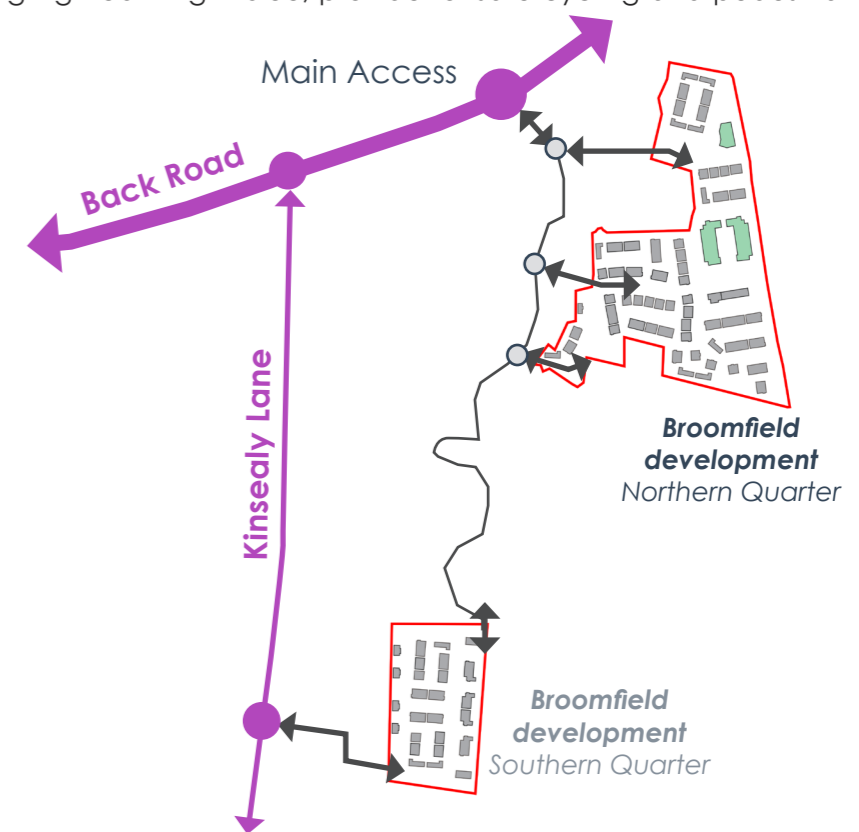
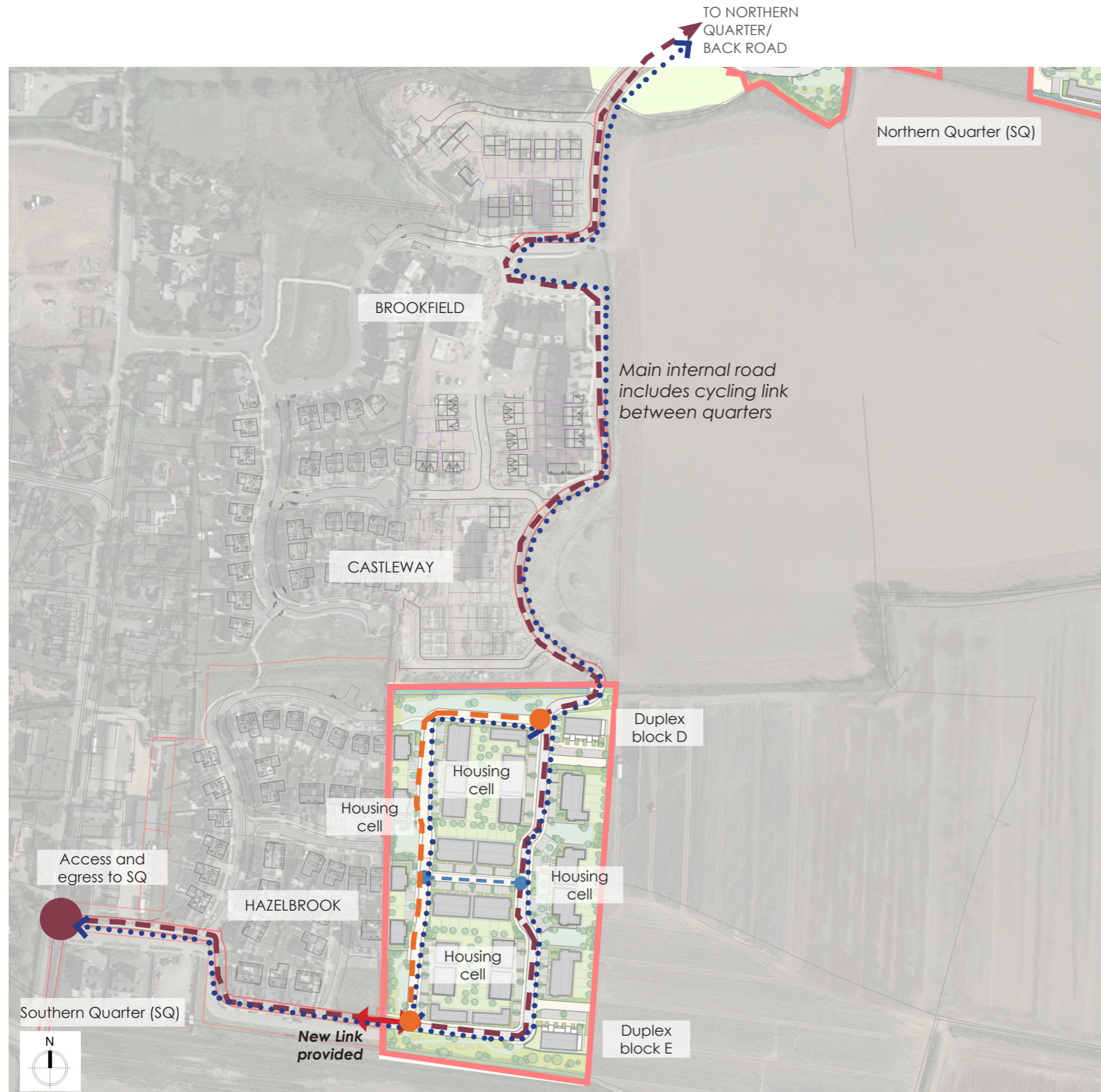


Figure 10. Key plan and link strategy.



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|--|-----------------------------|--|--------------------|--|---|
| | PUBLIC OPEN SPACE (POS) | | ARTERIAL MAIN ROAD | | ASHWOOD HALL PARK CENTRAL HEDGEROW RETAINED |
| | COMMUNAL OPEN SPACE | | SHARED SURFACE | | ACCESS/EGRESS BASEMENT/ UNDERCROFT |
| | PEDESTRIAN/ CYCLE LANE | | MAIN INTERNAL ROAD | | CRÈCHE |
| | PEDESTRIAN ROUTES AND LINKS | | SECONDARY ROAD | | NEIGHBOURHOOD CENTRE |
| | | | HOME ZONE | | ENTRANCE POINT TO CRÈCHE |

Figure 10. Scheme's connections and permeability (Southern Quarter). Source: MCORM, 2022.

Further to the tripartite meeting with An Bord Pleanála on 27.04.2021, a secondary vehicular connection to Kinsealy Lane is provided via the existing Hazelbrook scheme adjacent. This additional connection was favoured by Fingal County Council to further improve vehicular connectivity.

Following ABP's opinion, further clarification and detail to street design is provided in terms of configuration and build-up of streets, particularly in terms of pedestrian mobility, car parking and the relationship between both. In addition, the street hierarchy ranges from a wider street with a busier carriage way for cars and bicycles, including generous sidewalks raised from the road level, to a shared surface environment, designated as "homezone", in which pedestrian priority is established. Moreover, all junctions are designed applying a raised table at the side walk level to ensure traffic calming and ease accessible and inclusive pedestrian movement throughout the site (figure 29).

Materiality, geometry and landscaping, along with building forms and finishes, are the key tools for this purpose. In terms of road geometry and alignments, please refer to Engineer's DMURS compliance statement.

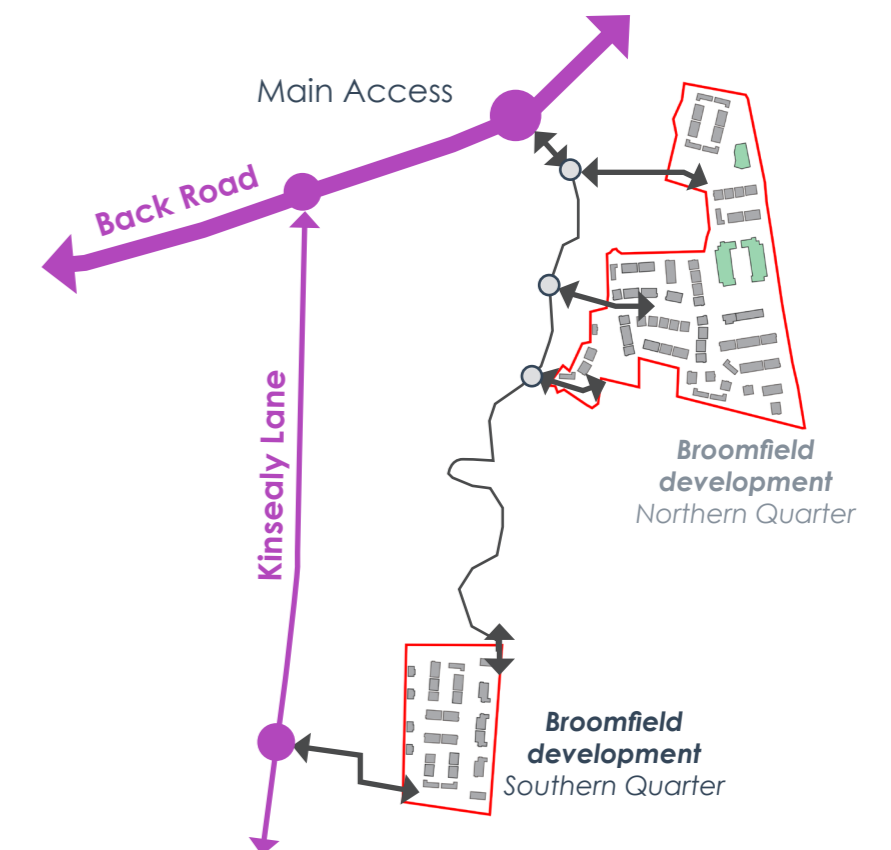


Figure 10. Key plan and link strategy.

PEDESTRIAN/CYCLING GREEN CORRIDOR (1)

PUBLIC OPEN SPACE WITH PLAY AREA (2)

COMMUNAL OPEN SPACE WITH PLAY AND SIT AREAS (3)

CRÈCHE PLAYGROUND (4)



1. Indicative image of cycling lane along green corridor



2. Indicative detail image of inclusive public open space



3. Indicative image of communal space podium accessible for all



4. Indicative image of crèche playground integrated within the overall landscaped network



2.3 INCLUSIVITY

The proposed scheme has been designed to expand the new neighbourhood currently developing along the Back Road and its immediate environs. Existing communities now established along Kinsealy Lane will enjoy a new connection with this area currently under development and will have the benefit of the new pedestrian and cycle links that will be provided as part of this new proposal. The public realm and parkland areas will be accessible to all new and existing members of the community.

A full range of public, communal and private open spaces will be provided to compliment all of the dwelling's typologies proposed. An example of these accessible and inclusive landscape open areas for amenity and play is provided opposite.

A varied mix of apartments, duplex and individual houses is proposed to cater for a range of end user. Units vary from 1 bed up to 5 bed across the typologies proposed. The inclusivity strategy envisaged is also reinforced by the allocation of 10% of the dwellings as Part 5/ Social/Affordable units and will be provided in tandem with the delivery of the private dwellings. Please observe tables below including a detail of the proposed residential mix and part V allocation:

1-BED	45 units	10.8% (apartments)
2-BED	107 units	26.7% (apartments)
3-BED	204 units	49% (duplex, apartments and houses)
4-BED	47 units	11.5% (houses)
5-BED	12 units	3% (houses)
TOTAL	415 units	100% (houses, apartments and duplexes)

PART V Allocation	1-BED	2-BED	3-BED	4-BED
DUPLEX UNITS (22)	8	11	3	
HOUSES (20)			19	1

The development will be fully Part M compliant with easy access to all units. Physical and visual barriers have been avoided and full passive surveillance has been designed into the layout in order to overlook all public realm areas. Street layouts, footpath arrangements, street and verge planting combine to allow pedestrians and cyclists easily navigate the scheme through the different character areas proposed and connecting into the adjacent Ashwood and Brookfield schemes currently under construction.

A crèche has been provided to cater for the younger members of the new community. The design of the Childcare Facility has had due regard to the 2001 Childcare Facilities Guidelines for Planning Authorities. It is located centrally within the scheme where it will be easily accessed and children can be dropped off safely.

We respectfully state that both landscaped open spaces, including public and communal areas, and residential typologies proposed are a strong contribution to an overall inclusive development with a diverse user focused design approach.

Figure 11. Sample of scheme's inclusive public and communal outdoor areas. Source: MCORM, 2022.



LEGEND






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|  Terraced houses (3-bed type A&D) |  Semi-detached wide-frontage houses (3-bed type A & 4-bed type B) |
|  Semi detached houses (4-bed type C) |  3-storey linear duplex block (D, E & F) |
|  Semi detached houses (5-bed type E) |  4-storey apartment building (block C) |
|  Detached houses (4-bed type F) |  5-storey apartment building (blocks A & B) |

Figure 12. Scheme's variety of residential typologies (Northern Quarter). Source: MCORM, 2022.

2.4 VARIETY

Variety has been achieved across the scheme in a number of different ways. The provision of different typologies offers marked visual differences using a combination of apartments, duplex blocks and traditional housing forms, including terraced, semi-detached and detached houses, as presented in accompanying diagrams. The variation in residential typologies, including houses, buildings and apartments, introduces variation in building height proposed. Different brick colours compliment different character areas but variation in unit design is also provided for to help differentiate between the different character areas provided. A wide range of dwellings sizes is also proposed across all typologies.

Visual interest is required in any new development but a haphazard presentation of variety without an urban structure is also undesirable. The development therefore of an ordered urban plan within which different character areas can be defined allows each character area to generate its own style so that visual interest is generated as one moves through the scheme but one overall street and urban framework is coherent with streets and public realm areas having a consistent design feel within each designated character area.

The approach outlined allows different unit types and sizes to be grouped in any given character area with the Architectural aesthetic, window proportions, street composition and material choice combining to deliver a coherent design approach for each area.



Figure 13. Scheme's variety of residential typologies (Southern Quarter). Source: MCORM, 2022.

2.5 EFFICIENCY

A total of 415 dwellings are proposed at this location. The previously permitted housing immediately adjacent at Ashwood Hall and Brookfield is currently under construction and is laid out at densities of 10 units per ha. and 20 units per ha. respectively. Designing the current proposal, which links with the lower density adjoining development at the western boundary, offers the opportunity to improve the density of the overall residential neighbourhood.

Net density is calculated considering the total of the subject site area with the exception of road works in the main internal roads (figure 22). Therefore, the resulting developable site area is 11.5 ha and the net density proposed is 37.4 units per ha. Due to the public safety zone aviation restrictions applying at the Southern Quarter (31.0 units per hectare), the scheme envisages a higher concentration in the Northern Quarter (40.0 units per hectare).

We respectfully suggest this density represents an efficient use of development land and is consistent with National Policy on sustainable density (35-50 units per ha). A good mix of dwelling typology allows for a variety of unit type and size for the end user. A significant provision of 1 and 2 bedroom units (27.5% of total units) provides accommodation catering for the reducing household size for which demand is increasing all the time. A compact urban form also includes provision for apartments and duplex units creating legible landscapes which are characterised by traditional terraces of housing. The combination of typologies will ensure the delivery of a total number of dwellings significant enough to sustain the existing and future road and drainage infrastructure and neighbourhood facilities available.

Efficient planning and design have also been brought into the layouts of the individual dwelling units planned. Apartments have been laid out maximising numbers of units per core which will ensure economic lifetime costs and reduced maintenance charges for the end user. The apartment blocks are planned to minimize exposure of external walls this providing for a highly efficient thermal envelope. These efficiencies have been achieved while still complying with the requirements to provide over 50% of the apartments proposed as dual aspect units. A similar approach has been taken in the design of the duplex dwellings. These have all got own door access eliminating common areas thus saving on management costs improving lifetime efficiency. In a similar manner to the apartments, exposed external walls are minimised to improve on overall thermal efficiency.

The houses are generally traditional in form favouring terraced arrangements as opposed to traditional semi-detached and detached layouts typical of the Malahide suburbs. A deep plan format is predominantly used reducing the amount off exposed external wall which need to be insulated. This contributes to improving density and as with the apartments and duplexes, providing efficient thermal envelope which will reduce running costs.

Efficiency through design has been achieved therefore in the macro in terms of layout and site configuration with good attention to detailing of the individual dwelling plan forms providing energy efficiency and reduced lifetime running costs of the overall scheme.

ROAD CARRIAGEWAY (DMURS COMPLIANT)

ACCESSIBLE PEDESTRIAN FOOTPATH (PART M COMPLIANT)

CAR PARKING IN DWELLING CURTILAGE

REAR GARDENS (SEE SECTION 3.10 PRIVACY AND AMENITY)

DEEP PLAN HOUSES (TERRACED)

DEEP PLAN HOUSES (SEMI-DETACHED)



Figure 14. Sample of efficient cell arrangement. Source: MCORM, 2022.



Figure 15. Site sections showing an efficient and accessible topographical integration of the proposed design.

Northern Quarter (NQ)



LEGEND

- 3-storey
- 5-storey
- 2-storey
- 4-storey
- 2-storey housing fronts of adjacent residential states
- 2-storey housing fronts of adjacent residential states

Figure 16. Distinctiveness plan including building heights and character areas (Northern Quarter). Source: MCORM, 2022.

2.6 DISTINCTIVENESS

In order to compliment the attractive site context, we have retained trees and hedgerows where possible to enhance the site setting and create a sense of place for this new neighbourhood. These natural features of the site including hedgerows have been used to define this areas assisting in giving each it's own distinctive look and feel.

The urban structure of the housing cells naturally divides the scheme proposed into separate identifiable character areas. We have proposed 4 individual character areas in this instance, which are highlighted in the key plan below.

The plan opposite presents the three character areas envisaged in the northern quarter, along with building heights of the different residential typologies and crèche. These range from 2-storey (houses) to 5-storey (central apartment buildings). The northern apartment block is built to 4-storeys while the linear duplex block is 3-storey, adjoining the 2-storey crèche located in its eastern corner.

The southern quarter is described in the following page.

- A. Local focal point**
Neighbourhood Centre (within Ashwood Hall, under development)
- B. Northern Quarter focal point**
(main public open space and creche)

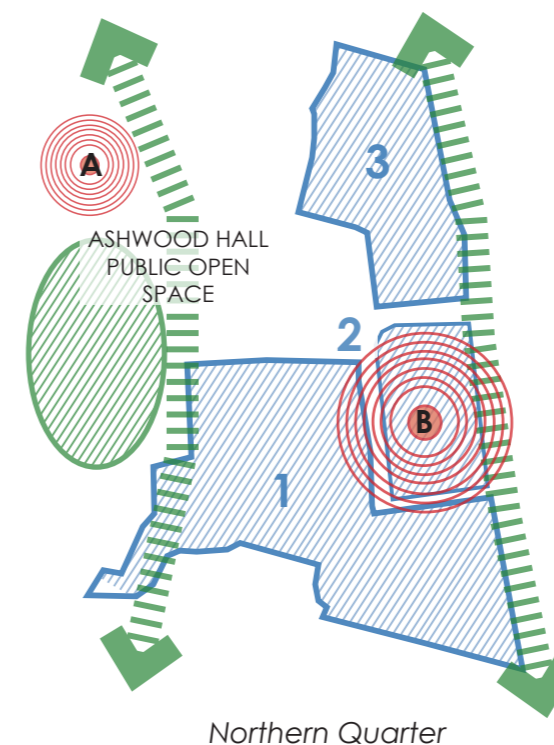


Figure 17. Conceptual diagram of character area strategy and central nodes(Northern Quarter). Source: MCORM, 2022.

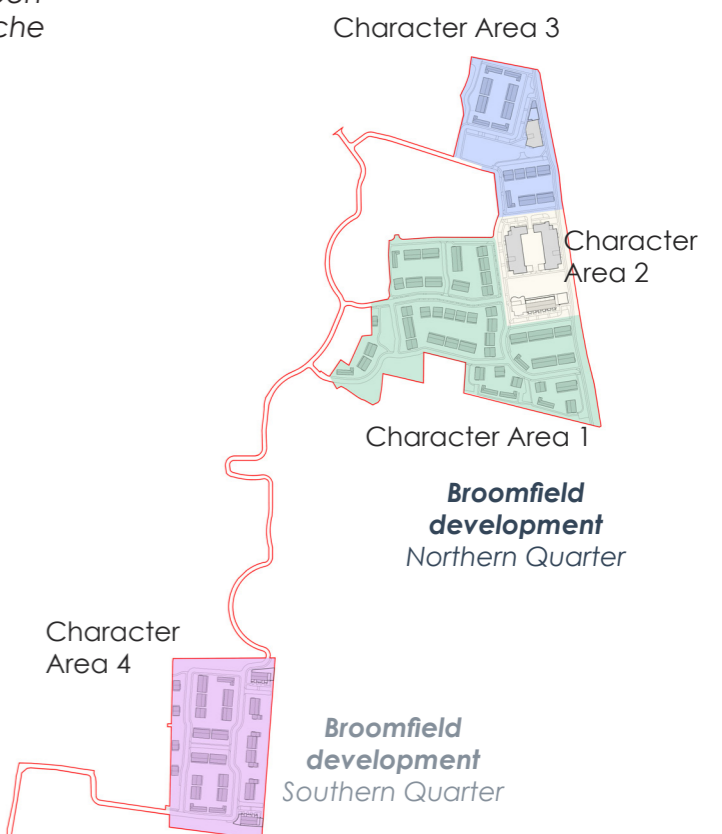
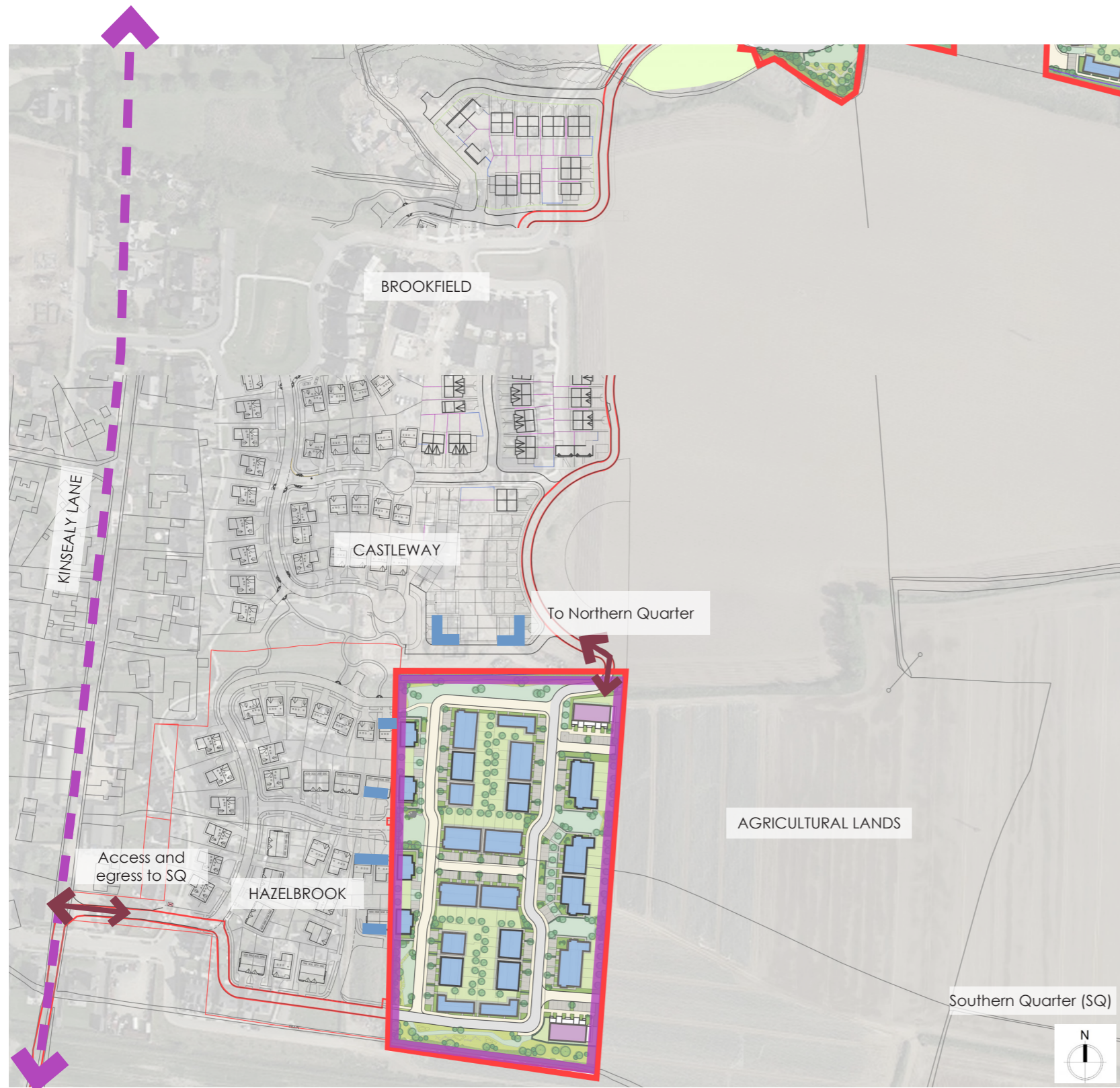


Figure 18. Character Area key plan. Source: MCORM, 2022.



LEGEND

- | | | | | | | | |
|---|----------|---|----------|---|--|--|--|
|  | 3-storey |  | 5-storey |  | 2-storey housing fronts of adjacent residential states |  | 2-storey housing fronts of adjacent residential states |
|  | 2-storey |  | 4-storey | | | | |

Figure 19. Distinctiveness plan including building heights and character areas (Southern Quarter). Source: MCORM, 2022.

The higher-density residential typologies (4 and 5-storey apartment buildings) are located within the northern quarter. The southern quarter of the site comprises a mix of 2-storey housing typologies, in addition to two linear duplex blocks 3-storeys in height. The southern quarter corresponds to area no.4 in the character strategy proposed and provides a lower density character than the northern quarter.

The restriction in density at this end of the site is due to the airport public safety zone which limits population in these areas to 60 persons per half hectare maximum. The Aviation Public Safety Zone Assessment prepared by Cyrrus Aviation Consultancy, which accompanies this application, dictated the final layout, in compliance with their recommendations.

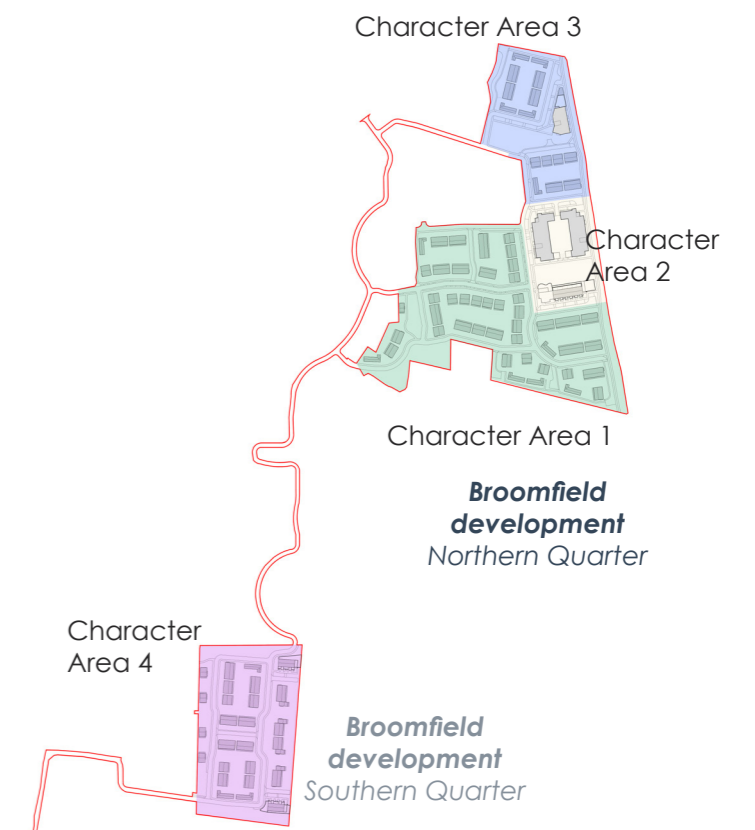


Figure 34. Character Area key plan. Source: MCORM, 2022.

2.6.1 CHARACTER AREA 1

CHARACTER AREA 1 adjoins the southern agrarian lands at Broomfield. Therefore, this area has due regard to how the scheme integrates with its existing context and enhances visual amenity, arranging 2-storey house frontages towards the south overlooking the farming environment and onto the linear landscaped open space west, which traverses this edge from south to north, connecting to Ashwood Hall. These frontages present feature corners formed by 3-storey housing. The N-S green corridor is also enclosed by a band of semi-detached and terraced houses completing the existing fabric in the south-western edge.

The northern boundary is designed as a home zone overlooked by 2-storey houses with front and gable entrances. This residential street connects with the apartment/crèche cell and could give access to future developments to the north. It also links with the main street network, which gives access to the south-eastern 2-storey housing cells adjacent to the green corridor envisaged parallel to the existing Dublin-Belfast railway infrastructure along the eastern boundary. In addition to the external landscape amenity, visual interest is fomented throughout the area, with attractive views to the Ashwood Hall public open space and the park located between the apartment and duplex buildings and the railway green corridor.

This character area is fully integrated by a traditional housing mix, including terraced and semi-detached dwellings that range from 3 to 5 bedrooms. All houses will be finished in buff brick, or render walls where indicated, with facade details in stone (as per specified in corresponding architectural drawings).

3-BED	100 units	2 storey
4-BED	46 units	2 storey
5-BED	12 units	3 storey
TOTAL	136 units	

Please refer to the Housing Quality Assessment for further information regarding dwelling types included in this character area.



Figure 22. CGI no.11 of character area 1 housing and raised-table junction from central entrance to the Northern Quarter. Source: MCORM, 2022.



Figure 20. Character Area 1 diagram. Source: MCORM, 2021.

Figure 34. Character Area key plan. Source: MCORM, 2022.

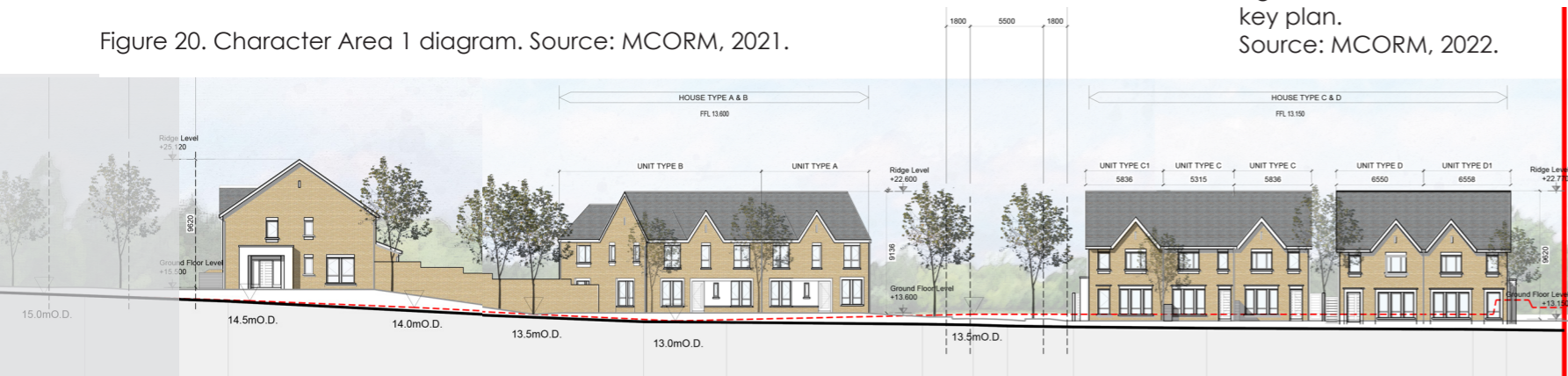


Figure 21. Character Area 1 elevation. Source: MCORM, 2021.

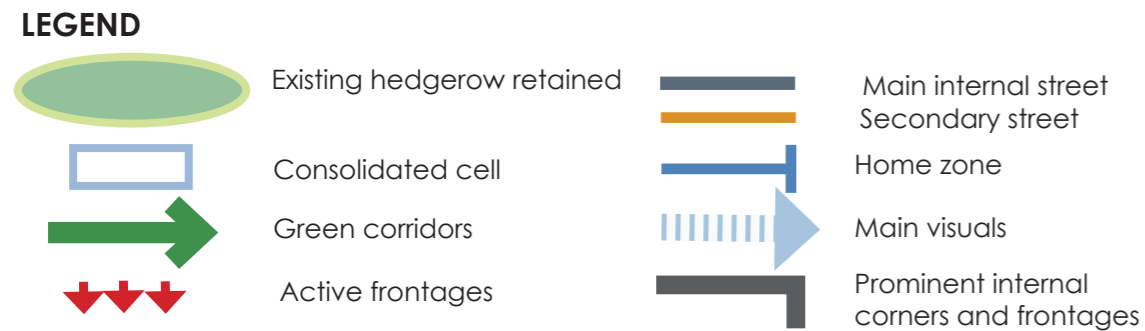
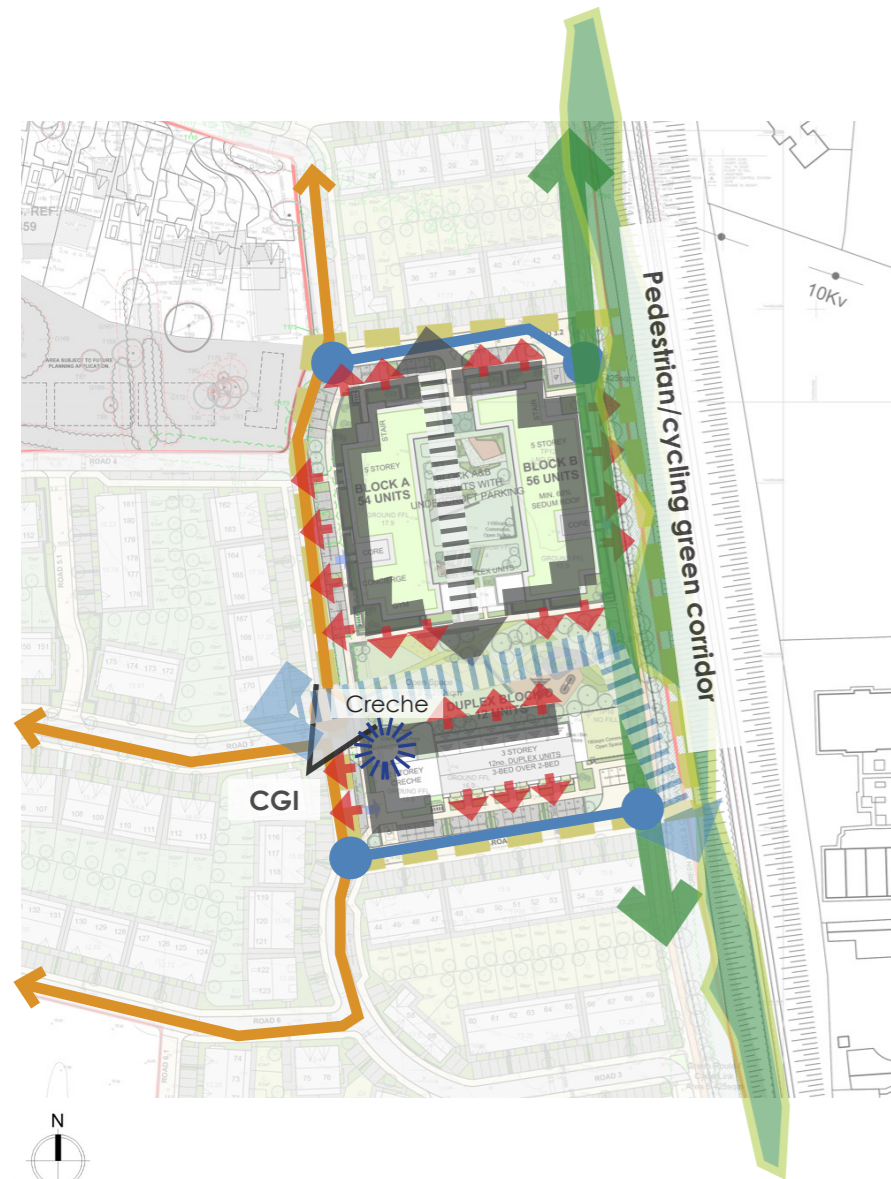


Figure 23. Character Area 2 diagram. Source: MCORM, 2021.



Figure 24. Character Area 2 elevation showing eastern elevation of apartment building and creche. Source: MCORM, 2021.

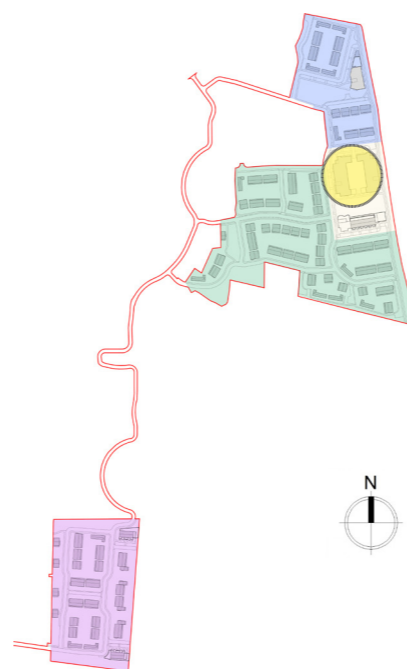


Figure 34. Character Area key plan. Source: MCORM, 2022.



2.6.2 CHARACTER AREA 2

CHARACTER AREA 2 explores the opportunity for higher density within the scheme, comprising two 5-storey apartment buildings, facing each other and overlooking a central communal space within the cell, and a 3-storey linear duplex block, including 3-bed duplexes over 2-bed ground floor units, with an adjacent 2-storey crèche in the feature corner facing the main street looking west.

This two prominent elements bound a formal park accessed from the west which links to the green corridor adjoining the railway. All open public and communal space envisaged will be informally surveilled and activated by active frontages of buildings and the presence of the crèche, proposed to serve this and neighbouring developments.

Both apartment and duplex blocks, including the crèche, will be built in chailey stock brick, with upper recessed volumes finished in metal cladding. Main entrance ground floor fronts (gym/conciierge and block A core 1) will be finished in glazed pewter brick, as indicated in reference images of finishes above.

1-BED	28no.	Apartments
2-BED	79no.	Apartments
2-BED	6no.	Ground floor units
3-BED	6no.	Upper duplex units
3-BED	3no.	Apartments
TOTAL	122 units	

Please refer to the Housing Quality Assessment for further information regarding dwelling types included in this character area.



Figure 25. Character Area 2 CGI no.7 showing prominent corner of apartment building overlooking central public open space and entrance to communal ancillary facilities at ground floor (conciierge, gym). Source: MCORM, 2022.

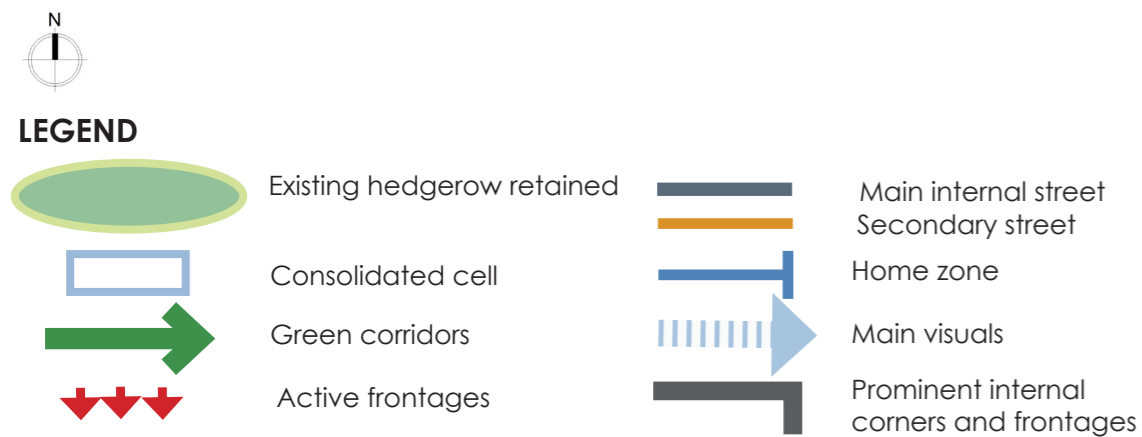


Figure 28. Character Area 3 diagram. Source: MCORM, 2021.

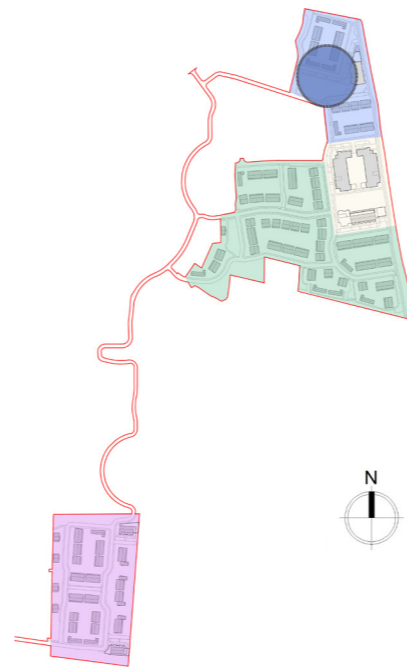


Figure 34. Character Area key plan. Source: MCORM, 2022.

2.6.3 CHARACTER AREA 3

CHARACTER AREA 3 is located at the northern end of the site, benefiting of the access route from the north-west adjoining Ashwood Hall, through a tree-lined entrance. This route then turns northward to access Character area 2 before linking back into Ashwood Hall in a fully permeable loop near the main entrance to the Ashwood scheme at Back Road. A formal green space has been located as a vista close to the end of the aforementioned tree lined access road. It provides a high-quality landscaped amenity space at the heart of Character area 1 and acts as a valuable way-finding device at this location. Area 3 is predominantly characterised by housing with a stand-alone apartment building located immediately north of the open space and adjacent to the linear park and railway line to the east.

Area 2 is predominantly characterised by housing with a stand-alone apartment building located immediately north of the open space and adjacent the linear park and railway line to the east.

1-BED	9no.	Apartments
2-BED	14no.	Apartments
3-BED	2no.	Apartments
3-BED	33	2-storey houses
4-BED	12	2-storey houses
TOTAL	70 units	

Please refer to the Housing Quality Assessment for further information regarding dwelling types included in this character area.

Houses and proposed apartment block are both finished in red stock brick, showing some materiality regardless its different size and scale, as indicated in the image opposite and elevations below. The apartment block will incorporate metal cladding at the top floor penthouses and the houses will show rendered bands/lintels at openings and entrances.



Figure 27. CGI no.12 looking towards the northern apartment block and adjacent open space. Source: MCORM, 2022.



Figure 26. Character area 3 elevations of block 3 and terraced houses. Source: MCORM, 2021.

2.6.4 CHARACTER AREA 4

CHARACTER AREA 4 corresponds to the Southern Quarter of the scheme, which can be accessed both from the link street coming from the northern lands and from the link to Kinsealy lane through the perimeter street bounding the neighbouring Hazelbrook development.

A lower density pattern is proposed for this character area owing to the surrounding agricultural landscape and the neighbouring Hazelbrook pattern of detached/semi-detached houses. To respond to the aforementioned boundary conditions, a row of 4-bed detached houses is proposed in the western edge and the eastern limit is built up by a screen of terraced houses backing the adjacent agricultural lands. Two regular housing cells shape the central portion and two linear duplex blocks outstand at the north and south-eastern corners, reinforcing the legibility and diversity of character area 4 in terms of the public realm and accommodation provided within, which is summarised below:

1-BED	16no.	Ground floor units
2-BED	16no.	Upper floor duplex units
3-BED	45no.	2-storey houses
4-BED	10no.	2-storey houses
TOTAL	87 units	

Please refer to the Housing Quality Assessment for further information regarding dwelling types included in this character area.

Houses and duplex blocks are externally finished in Victorian Red Brick, with exceptions in corner houses in which render is incorporated. Render is also applied in all houses at expressed bands/lintels around openings and entrances.



Figure 29. Character Area 4 diagram. Source: MCORM, 2021.



Figure 30. Character area 4 elevation of terraced and semi-detached houses. Source: MCORM, 2021.

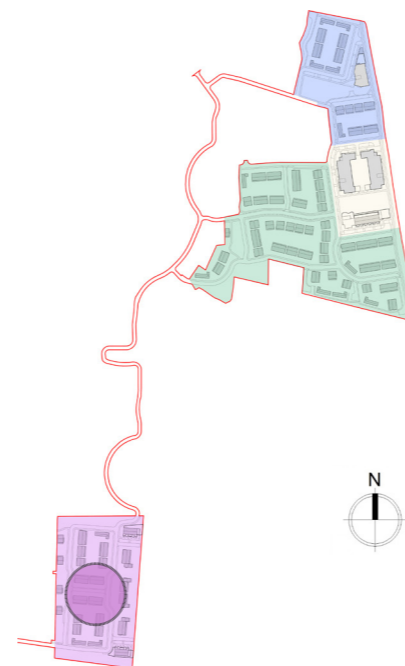


Figure 34. Character Area key plan. Source: MCORM, 2022.



Figure 31. Character area 4 elevation of duplex block main frontage. Source: MCORM, 2021.



Figure 32. Character area 4 CGI no.10 presenting terraced houses overlooking a raise-table junction between secondary street and homezone (to the right). Source: MCORM, 2022.



LEGEND





-  Main arterial road network
-  Road junction for site access
-  Main access to the scheme
-  Access and egress to and from Northern Quarter
-  Built form to the street scape

Figure 33. Site Layout Plan and main frontages (northern quarter). Source: MCORM, 2022.

2.7 LAYOUT

The site layout has been designed as part of the Broomfield lands' development. Ashwood Hall and Broomfield are currently under construction at a density below what would be deemed sustainable using current guidelines. This was due to densities being capped at this location by Fingal Co. Council's previous development plan and the Broomfield LAP, February 2010.

Our intention is to provide a layout that integrates well with the Ashwood and Brookfield schemes, with a further urban structure and increased density proposed.

The proposed layout connects well with the existing developments and links in to the street and open space artwork already established. The Northern development area is entered via Ashwood Hall and the main access land will be a tree lined street that provides the primary vehicular access serving all areas of this development.

As illustrated opposite for the northern quarter of the scheme, a clear pattern of housing cells arranged around a legible street and open space hierarchy allows for visual interest between the character areas proposed. The well distributed public green space provision in the form of pocket parks provides quality amenity space for the new residents. The main Ashwood Hall crescent open space at the entrance to the Northern Quarter will provide additional landscaped space for the development.

A varied mix of houses, duplex and apartment typologies is proposed. This variety offers choice of dwelling type and size to the new residents in addition to delivering a scheme that makes efficient use of this development land.

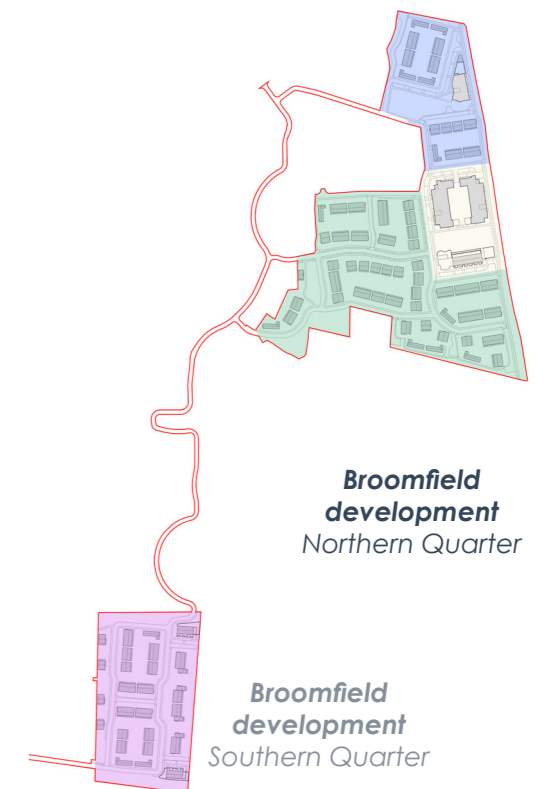


Figure 34. Character Area key plan. Source: MCORM, 2022.



LEGEND

- Main arterial road network
- Road junction for site access
- Main access to the scheme
- Access and egress to and from Northern Quarter
- Built form to the street scape

Figure 34. Site Layout Plan and main frontages (southern quarter). Source: MCORM, 2022.

The southern development parcel will complete the remaining available area of the Broomfield lands to the immediate south of Brookfield. As with the northern portion of development, a more regular cell structure is proposed with a mix of residential typology. This will lend this area an identity and sense of place different to Brookfield and also Hazelbrook to the west.

Pedestrian and cycle permeability between all areas have been provided for.

The commercial building planned within the Ashwood Hall development, currently in construction, will also cater to this scheme. The local facilities provided here are well located as the entrance to the overall development area. This will serve all new residents well in addition to being able to avail of passing trade which will help the commercial viability of these units.

The proposed crèche is centrally located adjacent to the landscaped open space in Character Area 1. Its position at the centre of the scheme allows for an easy drop off for both residents of the scheme and clients from neighbouring schemes that may wish to use the facility.

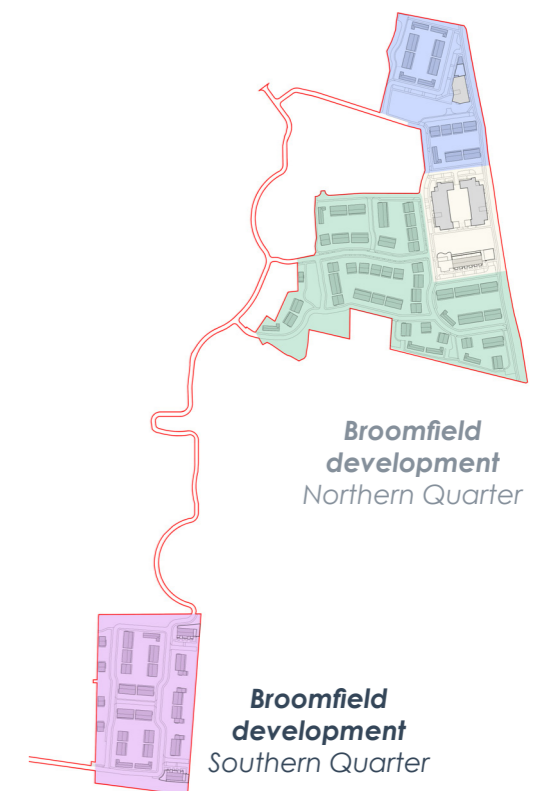
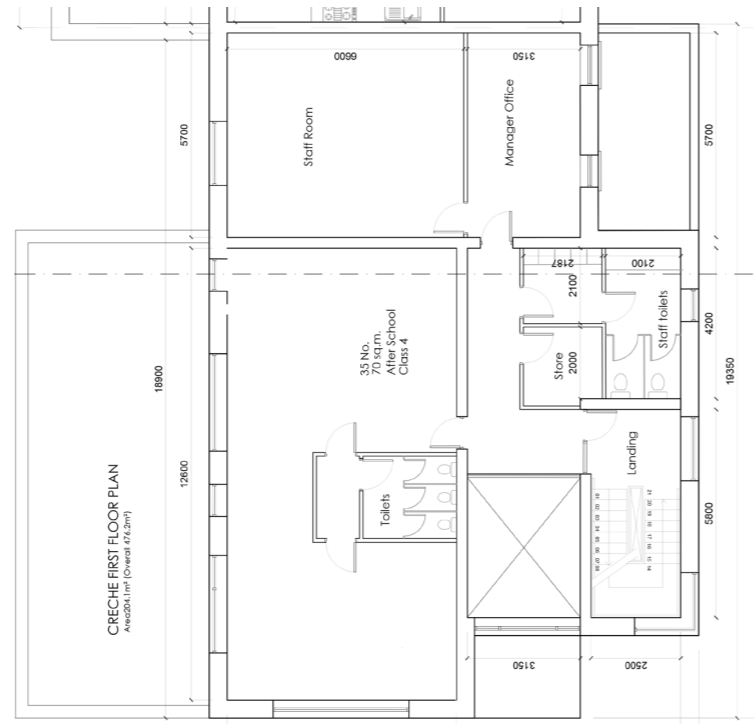
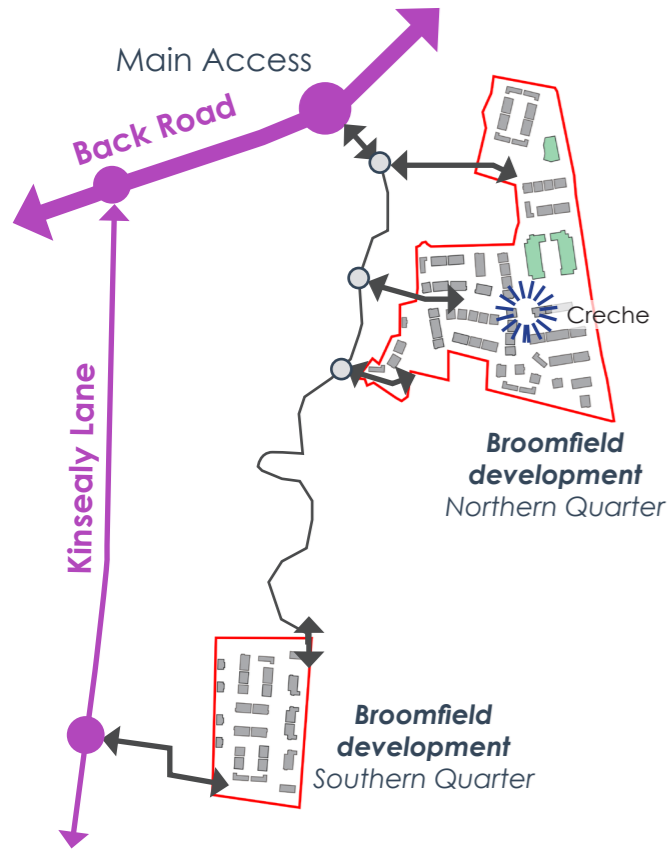
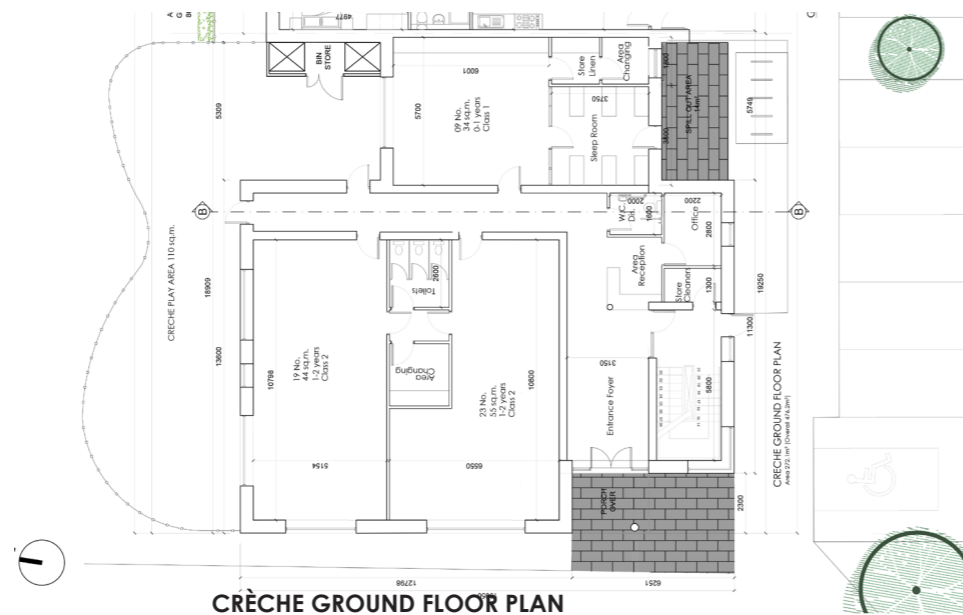


Figure 34. Character Area key plan. Source: MCORM, 2022.



CRÈCHE FIRST FLOOR PLAN



CRÈCHE GROUND FLOOR PLAN

Figure 37. Key plan of scheme's arterial road network and accesses, highlighting the locations of main existing and proposed community facilities.



Figure 35. Crèche palette of materials. Source: MCORM, 2021.



Figure 36. Crèche floor plans and west elevation (entrance). (character area 2). Source: MCORM, 2021.

CHILDCARE FACILITY

Bloomfield residential development will also bring a childcare facility (crèche) at a central location within the northern portion of the subject site, with a capacity for 86 children, calculated according to the overall accommodation proposed as shown in the table below:

Age Groups	Space Required Floor Area (m ²)	Space Provided Per Classroom (m ²)	No. of Children Per Classroom	No. of Adults Required	No. of Adults Overall	NOTES
0-1 Years	3.7m ² / Child (Class 1)	34.0	9	1 per 3 Children	3	Ground Floor Internal Area = 272.1 m ²
1-2 Years	2.8m ² / Child (Class 2)	55.0	19	1 per 5 Children	3	First Floor Internal Area = 204.1 m ²
2-4 Years	2.32m ² / Child (Class 3)	55.0	23	1 per 6 Children	3	Total Gross Internal Floor Area = 476.2 m ²
after school	2.0m ² / Child (Class 4)	70.0	35	1 per 8 Children	4	
		Total No.	86		15*	* includes 2no. admin / management staff Car Parking Provided = 6 pick up/ drop off spaces + 10 dual staff / visitor parking spaces = 16 Total Spaces

1 Toilet & WHB for every 10 Toilet Trained Children
1 Toilet & WHB for every 08 Staff Member

The proposed location will provide full accessibility from most of the points of the scheme by pedestrian/cycling journeys, therefore contributing to sustainable and healthy movement throughout the neighbourhood. The crèche will also benefit from the adjacent main public open space to the north, which will be activated by the activity of the childcare facility and can be used as a complementary outdoor space, in addition to its own playground. The neighbouring apartments and duplex blocks will also enhance activity within the surrounding public realm, which would also contribute positively to achieve a safe and dynamic bounding public realm for the crèche.

Spaces for 0-1, 1-2 and 2-4 years, in addition to afterschool activities, are provided in a two storey arrangement, as shown in the floor plans opposite.

The crèche is proposed to be externally finished in chailey stock brick, as shown in figure 50, to match the materiality chosen for its location, namely character area 2. Render is also introduced at expressed bands around openings and particular facade areas, such as the recessed entrance front, as displayed in elevation provided right.

Please refer to architect's drawings and building life-cycle report for complete information about crèche layout, materials and maintenance.

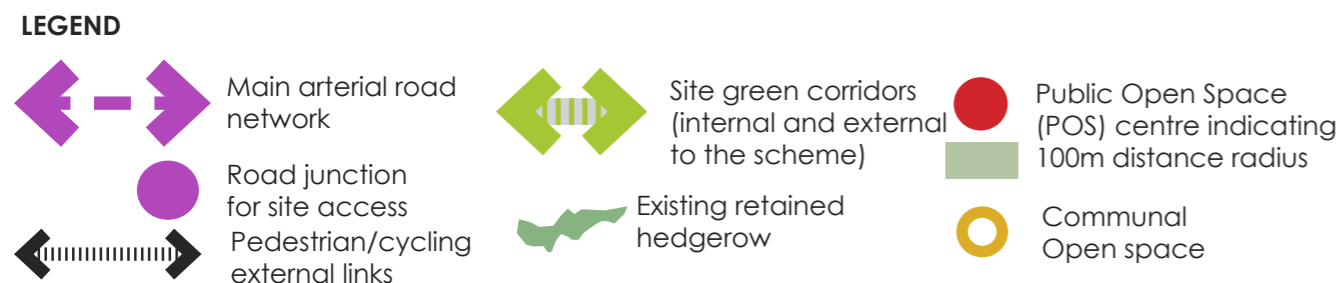
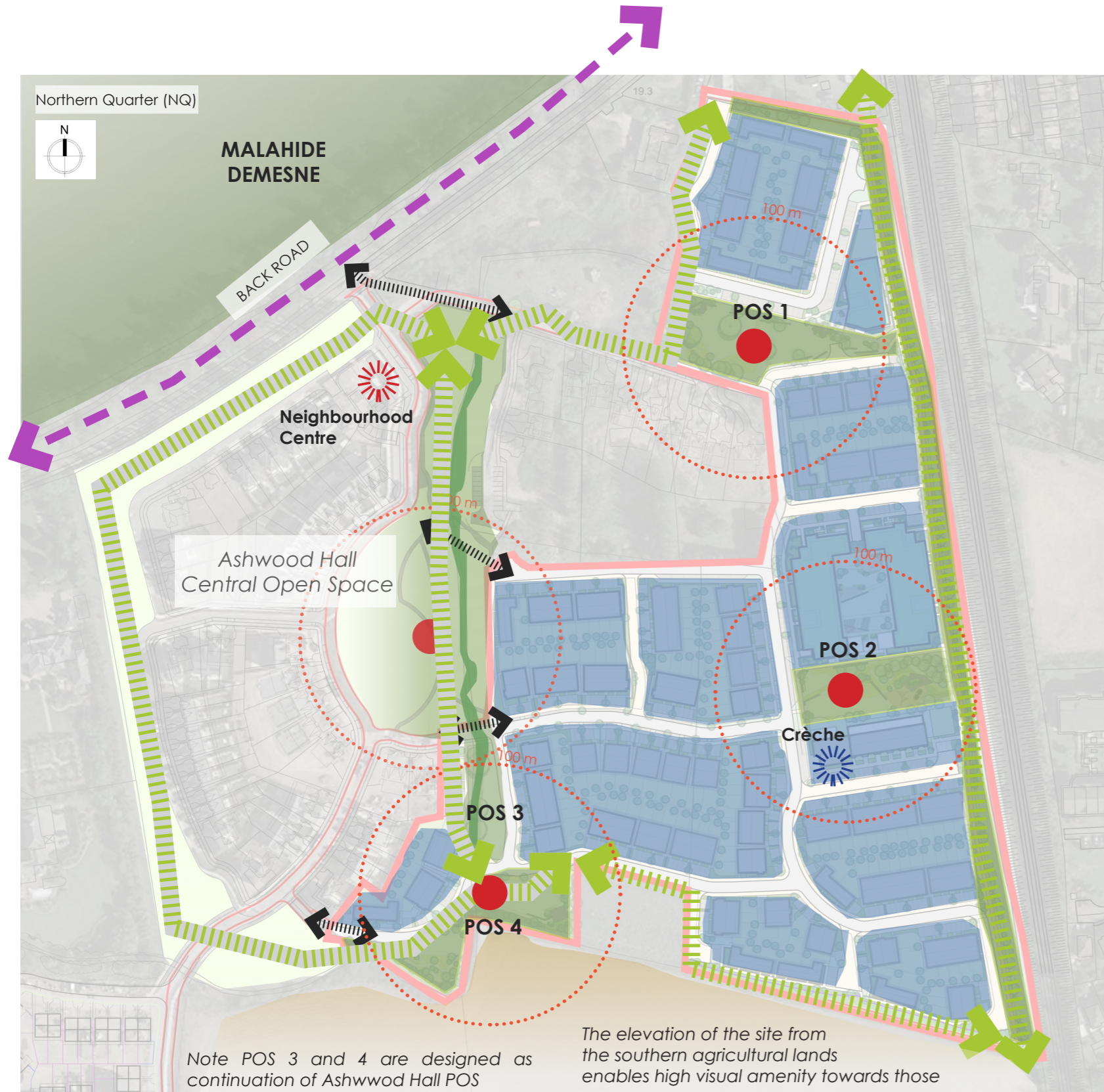


Figure 38. Public Realm strategy (Northern Quarter). Source: MCORM, 2022.

2.8 PUBLIC REALM

A network of landscaped open-spaces, each with a different design is proposed. These high quality landscaped areas retain the existing trees and hedgerows where possible which will enhance the scheme by providing mature sylvan areas as a foil to the new streetscapes and buildings now proposed. These areas are well distributed across the different character areas.

Due to the density restrictions previously applicable, a provision of public open space was provided for Ashwood Hall in the knowledge that it would contribute in time to the overall landscaping provision of the site. Public open space has been provided at 12% of the overall net site area notwithstanding this earlier extra landscaping already being provided.

A linear park adjacent the railway line with a continuous pedestrian and cycle link along its length has also been provided for in line with Fingal Co. Council objectives at this location. This provides a strong amenity feature, enhances permeability and also creates an attractive landscaped buffer between the buildings proposed and the railway line.

The overall landscape plan ties in well with the established landscape hierarchy of Ashwood and Broomfield. The Ashwood Hall open space in particular was always envisaged as the central piece of both it and the northern quarter of this scheme.

The public realm description continues next page.

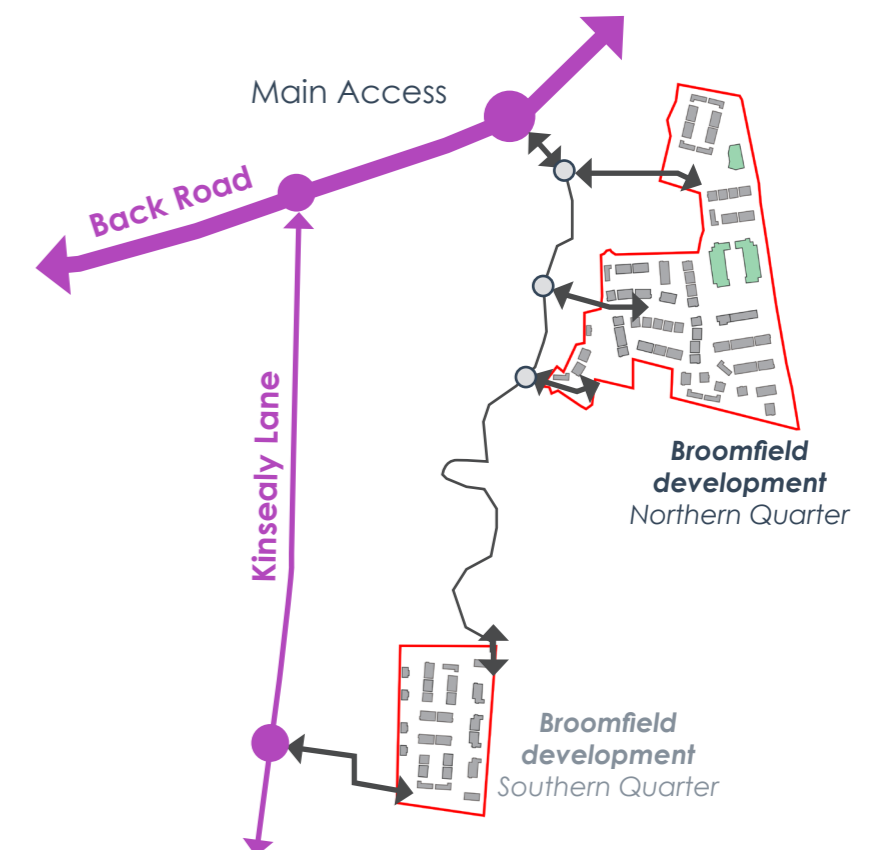


Figure 10. Key plan and link strategy.



Figure 39. Public Realm strategy (Southern Quarter). Source: MCORM, 2022.

The southern quarter of the scheme will enjoy two additional public open spaces located in the northern and southern boundaries of this portion, which are also the main access and egress points. They therefore allow for pedestrian and cycling permeability, which has been enhanced in this Stage 3 submission by providing an extra link to Kinsealy lane through Hazelbrook adjacent residential estate.

The street landscaping, pocket parks and incidental landscaped public realm areas have been designed by Kevin Fitzpatrick landscape Architects. The design for each particular area takes cognisance of its context and has been prepared with due consideration of same.

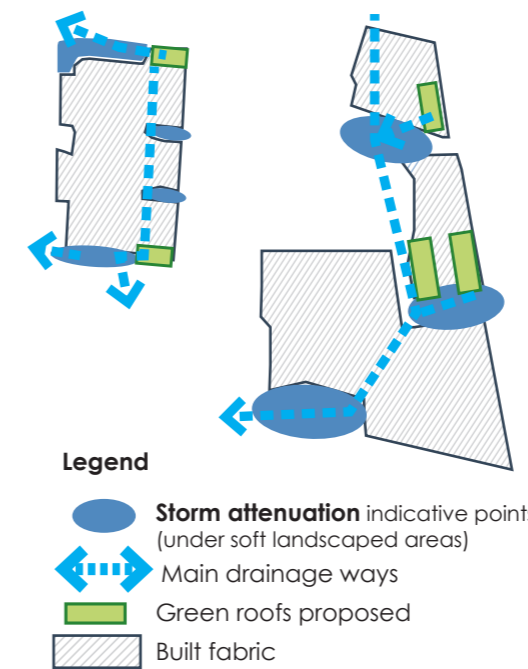


Figure 40. Indicative attenuation strategy. Source: MCORM, 2022.

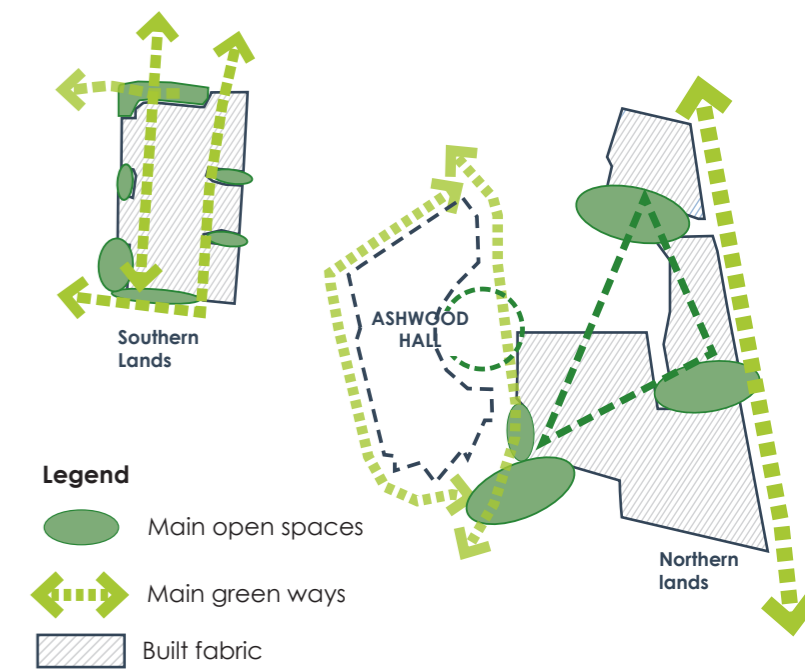


Figure 41. Local public open space strategy. Source: MCORM, 2022.

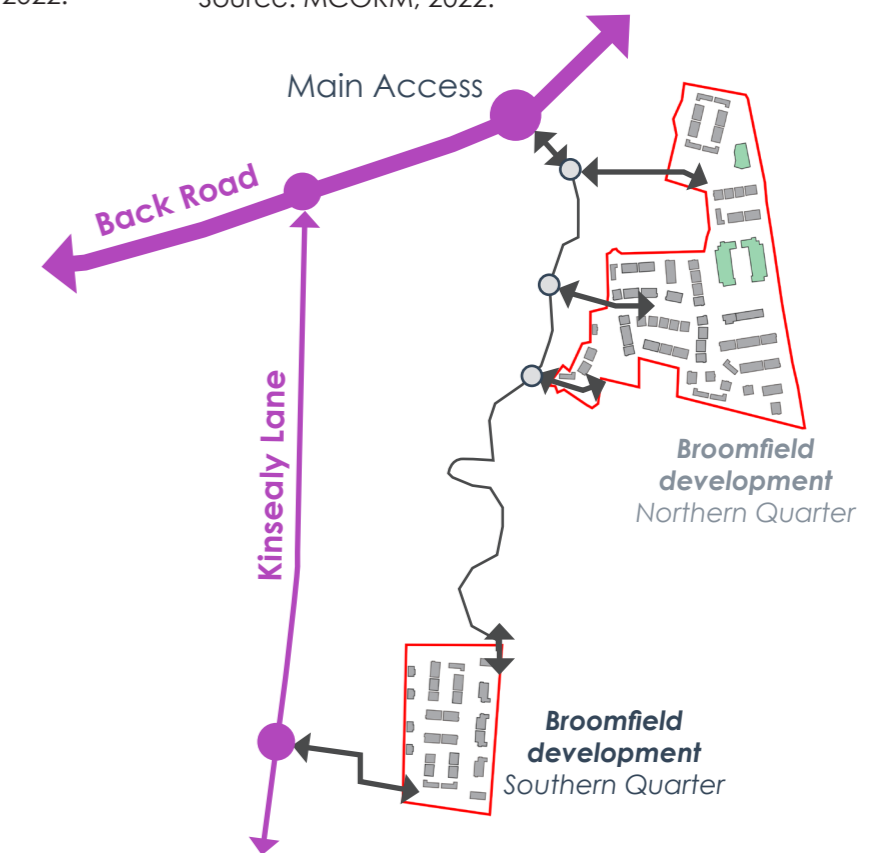


Figure 10. Key plan and link strategy.



LEGEND

- | | |
|---|--|
|  Terraced houses (3-bed type A&D) |  Semi-detached wide-frontage houses (3-bed type A & 4-bed type B) |
|  Semi detached houses (4-bed type C) |  3-storey linear duplex block (D, E & F) |
|  Semi detached houses (5-bed type E) |  4-storey apartment building (block C) |
|  Detached houses (4-bed type F) |  5-storey apartment building (blocks A & B) |

Figure 30. Residential variety within the Northern Quarter of the scheme for potential moving within the neighborhood. Source: MCORM, 2022.

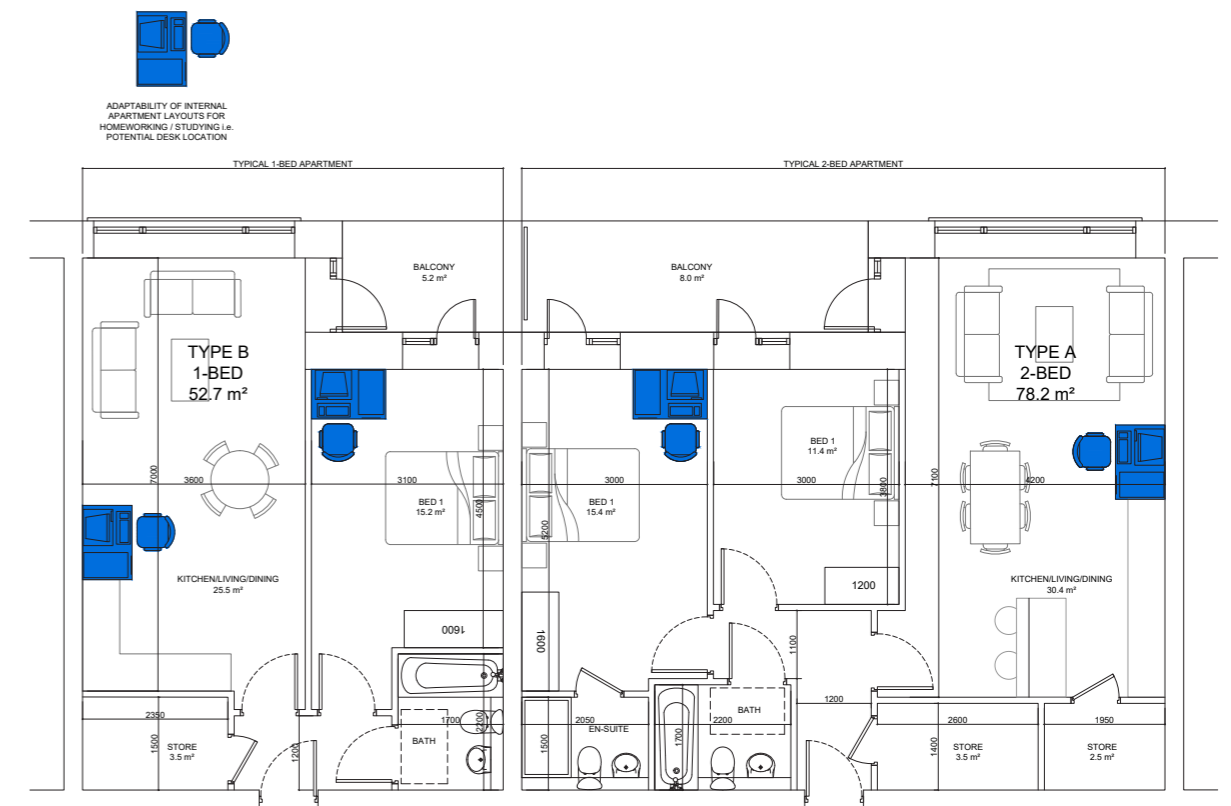
2.9 ADAPTABILITY

The development provides a generous mix of typologies and dwelling sizes to suit a variety of end user. The 10% Social / Affordable requirement of Part 5 will also be met.

This variety of dwelling across a scheme of this size gives future residents the opportunity to stay within an area and enjoy the benefits of a community that will establish itself over time. As some residents get older, they may wish to "trade down" to a smaller dwelling this freeing up a larger family house for the younger generation. Similarly, first time buyers can establish themselves in a smaller unit within the neighbourhood with the flexibility to move to a bigger dwelling within the same immediate area if the need arises.

All houses have been designed to meet the requirements of "Quality Housing for sustainable communities" 2007 and all apartments/ duplex units meet the requirements of "Sustainable Urban Housing: design standards for new apartments" 2018. All buildings will be constructed in traditional construction notwithstanding the variety of unit type available, these buildings will be capable of modification to suit the needs of the end user over time subject to the necessary statutory consents or adherence to the exempted Development regulations.

Internal alterations and/or extensions to the rear or into attic spaces will be possible should occupiers wish to expand their available space in due course.



TYPICAL FLOOR PLAN ARRANGEMENT - POTENTIAL DESK LOCATIONS

Figure 42. Plan of potential adaptability to remote work at apartments. Source: MCORM, 2022.



Figure 43. CGI showing detail of parking and pedestrian footpath arrangement at secondary road. Source: MCORM, 2022.

2.10 PARKING

Car Parking and Bicycle parking have been adequately provided for across the scheme. We have had regard to the car and bike parking standards set out in the following documents when working up on parking strategy for the proposed scheme.

- Fingal Co. Council Development Plan 2017 – 2023
- Sustainable Urban housing: design Standards for New Apartments, 2020

All houses will be provided with on-curtilage car parking. 2 spaces per dwelling is proposed in line with Fingal Co. Council requirements.

Car parking for apartments / duplex units has been provided at a rate of 1.25 spaces per unit. This allows for 1 space for each resident and 1 visitor space per 4 dwellings. This is a benchmark given in the Design Standards for New Apartments 2020.

In the case of the standalone apartment and duplex buildings, this car parking is accommodated on street broken up by street trees which avoids over dominance of the car in the streetscape, as per houses (see CGI opposite). This approach is used at the northern end of the development site and also the southern lands where there is also a combination of stand alone duplex and apartments blocks.

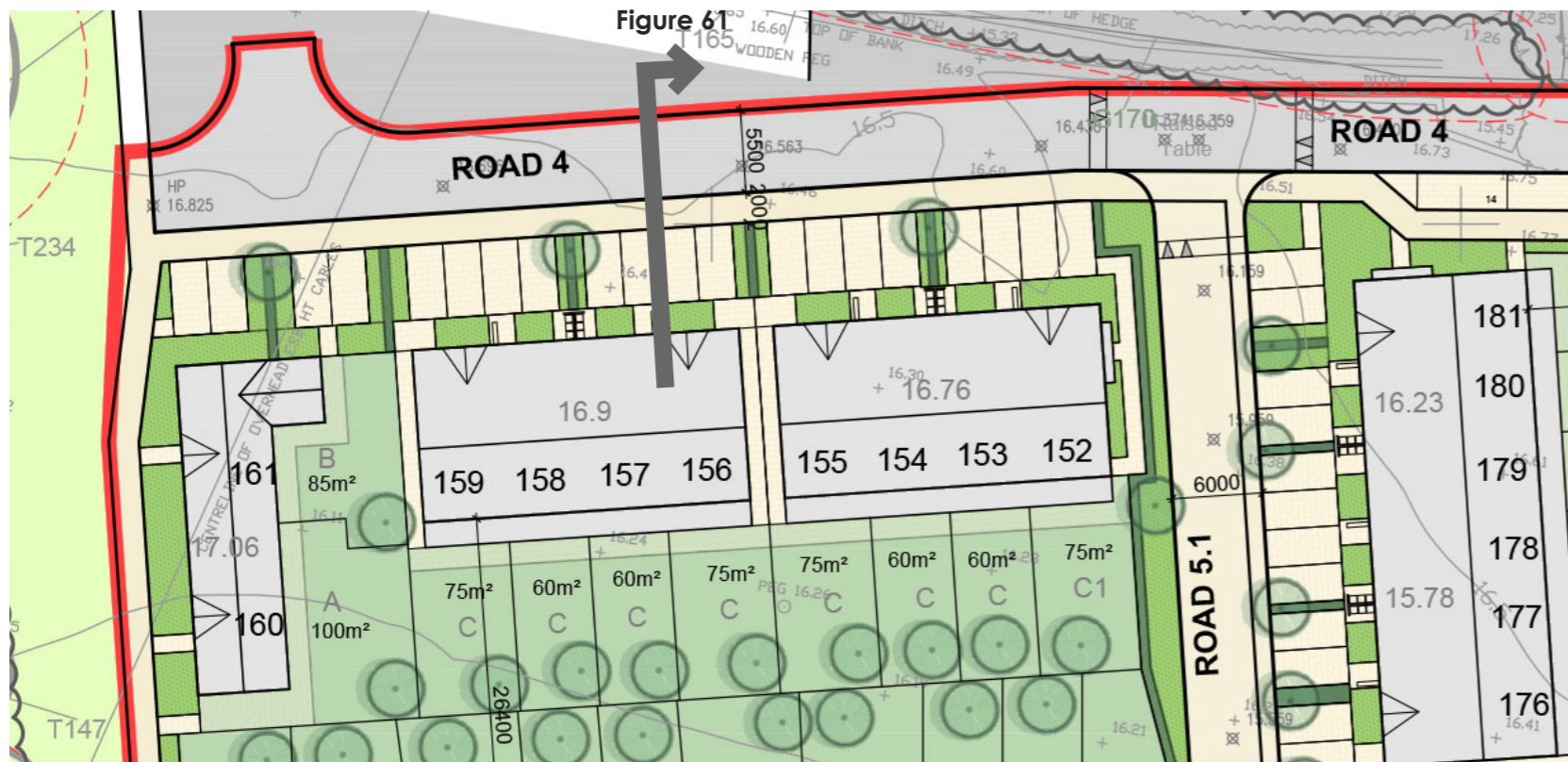


Figure 44. Detail layout of deep-plan and wide-front houses with parking on curtilage. Source: MCORM, 2022.

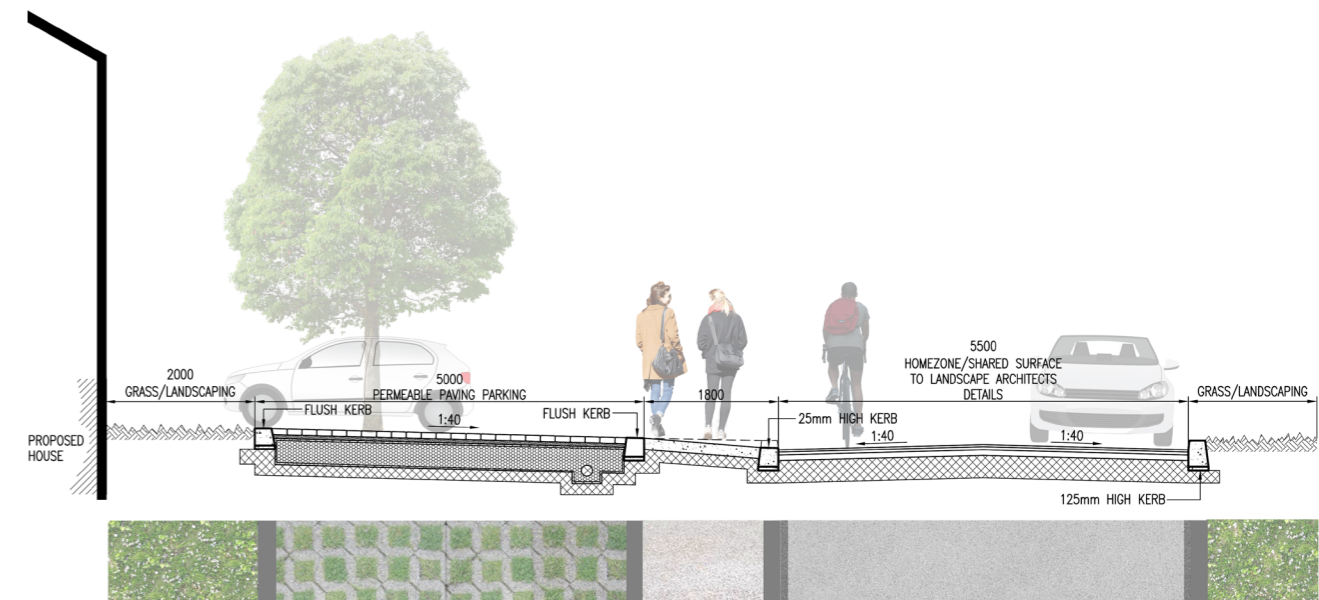
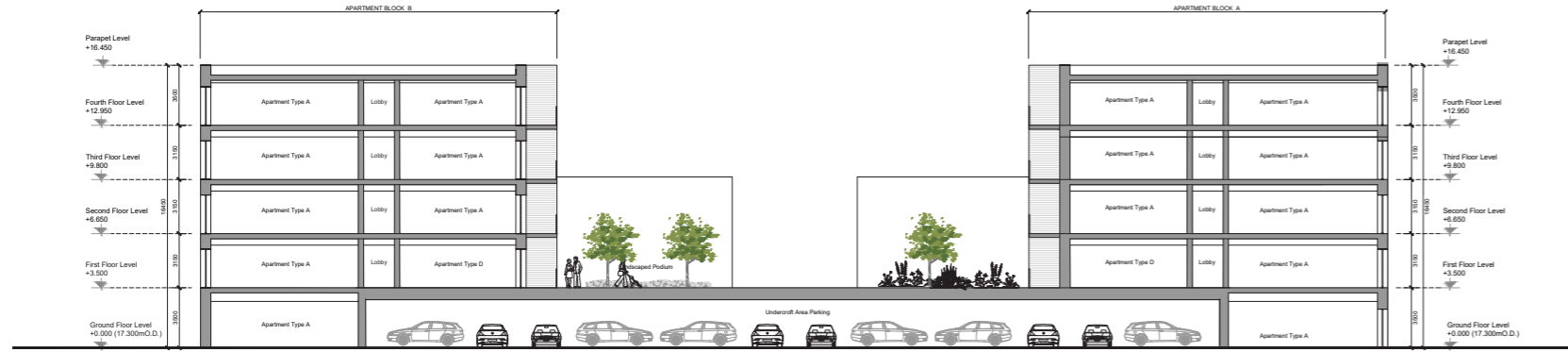


Figure 30. Secondary road cross-section showing paving arrangements and materials. Source: MCORM, 2022.



The larger apartment component at the centre of the northern portion of the development adjacent the railway line, is served for the most part by an undercroft parking arrangement with all parking concealed by a landscaped podium. Additional car parking has also been located on-street for these blocks to bring the parking numbers up to the 1.25spaces per apartments proposed.

Bicycle parking has been provided for all units. While houses will have secure storage in back gardens, apartments and duplex will be provided with undercroft and external secure bike storage structures. Some images of these storage areas are illustrated in Figure 2.11b. Spaces have been provided at a rate of 1 space per unit plus 1 visitor space per 5 units.

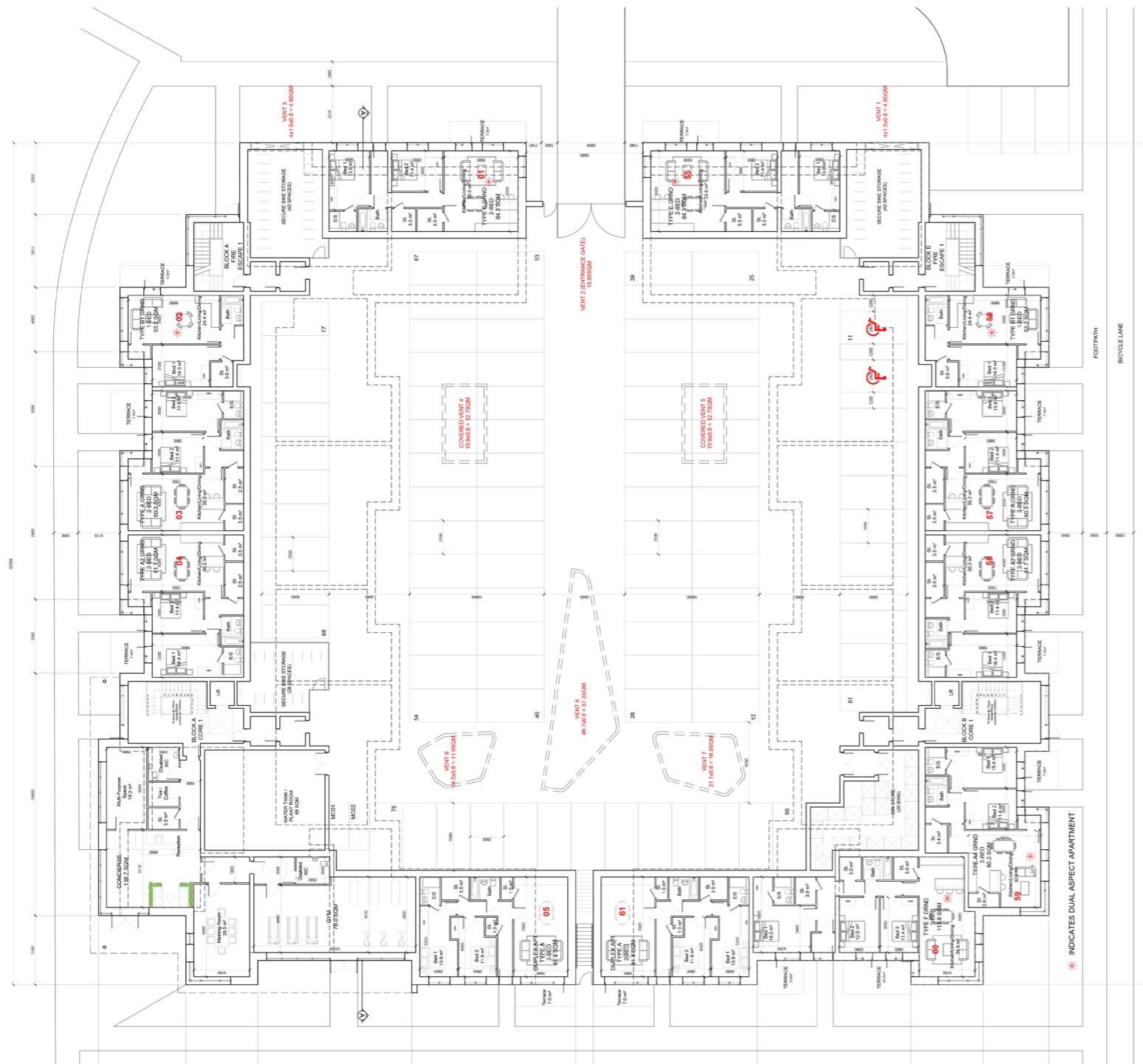


Figure 45. Undercroft parking of Blocks A and B: plan and section. Source: MCORM, 2022.



Figure 47. Indicative image of entrance to undercroft parking and landscaped communal podium above. Source: MCORM, 2022

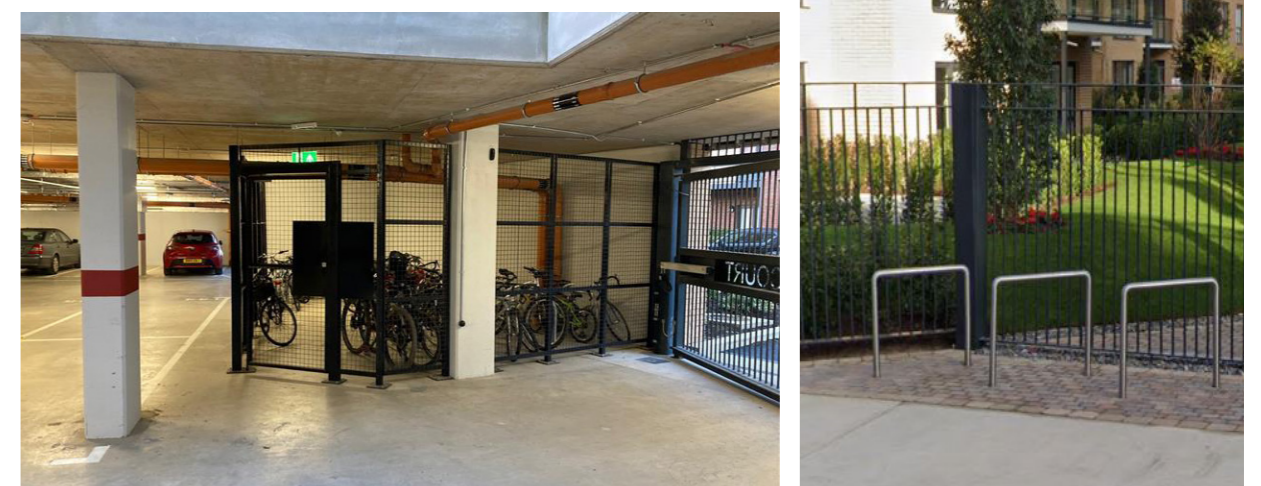


Figure 46. Indicative image of secure indoor and outdoor bicycle parking spaces.

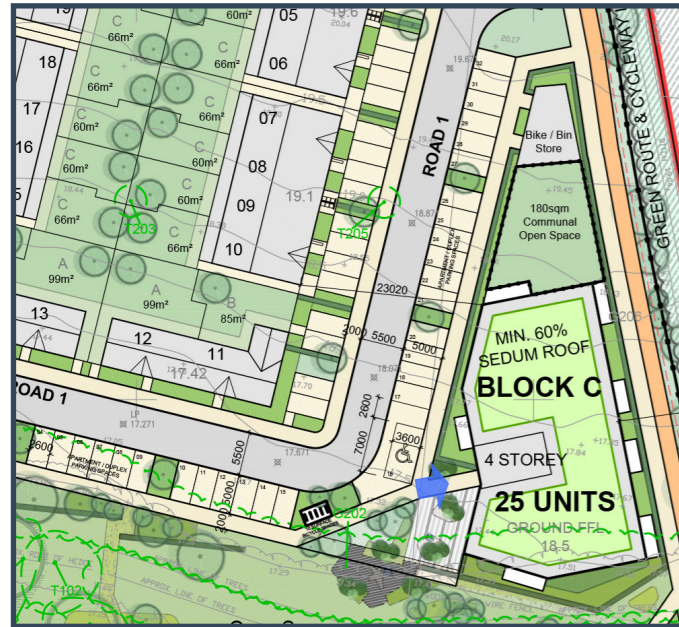


Figure 48. Single apartment building layout, community space and parking arrangement. Source: MCORM, 2022.



Figure 50. Indicative gym and concierge at apartment blocks (A&B).

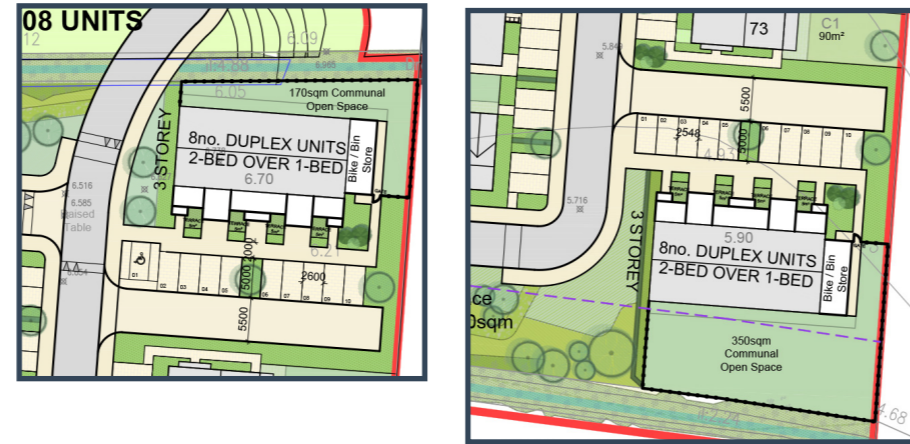
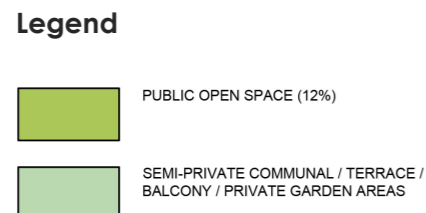


Figure 49. Communal amenity space and parking arrangement for duplex linear buildings at the southern quarter. Source: MCORM, 2022.

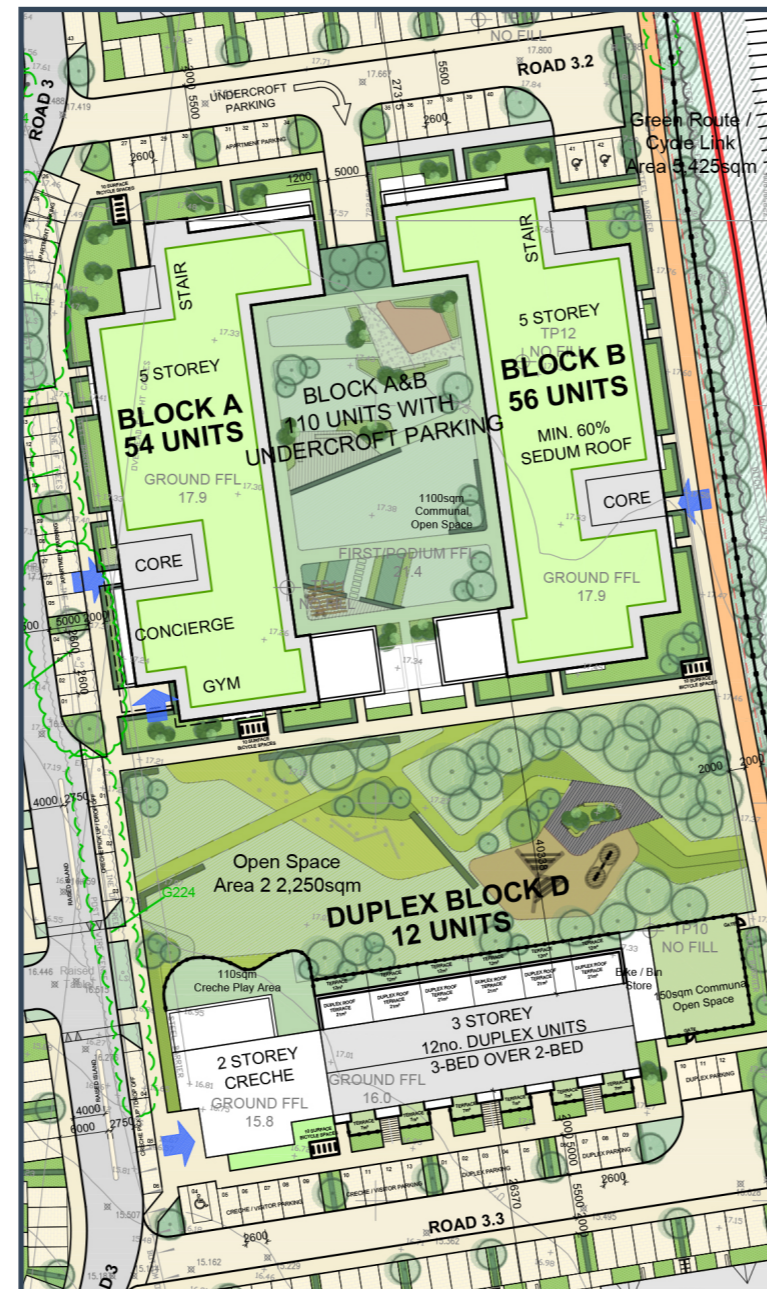


Figure 51. Communal podium of apartment blocks A&B, and communal space of duplex building at the northern quarter. Source: MCORM, 2022.

2.11 PRIVACY AND AMENITY

Every residential dwelling proposed will have an area of private open space to enjoy, immediately accessible from the dwelling. All houses have private rear gardens which are compliant with Fingal Co. Council's Development Plan standards for sizes required. Duplex units have individual private terraces or patio areas for both ground and floor apartments and the duplex apartments overhead. Apartments have individual balconies sized in accordance with the standards as outlined below.

Objective DMS87

Ensure a minimum open space provision for dwelling houses (exclusive of car parking area) as follows:

- 3 bedroom houses or less to have a minimum of 60 sq m of private open space located behind the front building line of the house.
- Houses with 4 or more bedrooms to have a minimum of 75 sq m of private open space located behind the front building line of the house.

Figure 52. Objective DMS87 from Fingal County Council Development Plan (2017-2023) . Source: FCC.

In addition, areas of private communal open space for the apartment buildings have also been proposed. These areas are highlighted on the Site Layout and illustrated below. Refer to Housing Quality Assessment for calculations. Apartment Block A&B further provides additional communal amenity space through the provision of a stand-alone gym at First Floor level and Concierge located at Ground Floor Level, as shown in reference images provided opposite.

Minimum floor areas for private amenity space

Studio	4 sq m
One bedroom	5 sq m
Two bedrooms (3 person)	6 sq m
Two bedrooms (4 person)	7 sq m
Three bedrooms	9 sq m

Figure 53. DOHPLG Design Standards for New Apartments (private amenity space min. areas). Source: DOHPLG, 2020.

Generous storage provision for each dwelling has also been provided as per the requirement set by Fingal County Council Development Plan. We have had regard to the guidance outlined in Quality Housing for Sustainable Community when designing the storage provision in the houses. Similar guidance is given and has been followed for the duplexes and apartments in the Fingal County Council Development Plan 2017-2023.

Studio	3 sq m
One bedroom	3 sq m
Two bedrooms (3 person)	5 sq m
Two bedrooms (4 person)	6 sq m
Three or more bedrooms	9 sq m

Figure 54. DOHPLG Design Standards for New Apartments (storage min. areas). Source: DOHPLG, 2020.

UNIT TYPE	AREA (M)	QUANTITY						TOTAL	% DUAL ASPECT
		CRECHE	1 BED	2 BED	3 BED	4 BED	5 BED		
APARTMENTS									
BLOCK A			14	39	1			54	53
BLOCK B			14	40	2			56	
BLOCK C			9	14	2			25	
TOTAL			37	93	5			135	
DUPLEX									
BLOCK D				6	6			12	
BLOCK E			4	4				8	
BLOCK F			4	4				8	
TOTAL			8	14	6			28	
HOUSES									
CRECHE	400	1							
BLOCK A&B CONCIERGE	116								
BLOCK A&B GYM	76								
TOTAL UNITS								415	

PROJECT STATISTICS			
OVERALL SITE AREA			12.5 ha
DEVELOPABLE SITE AREA			11.1 ha
DENSITY			37.4 units per ha
*note developable site area equals overall site area less access road			
10% REQUIRED POS			1.11 ha
OPEN SPACE PROVIDED			1.36 ha (12%)
COMMUNAL OPEN SPACE			
	REQUIRED	PROVIDED	
BLOCK A&B	720 sqm	1110sqm + Gym + Concierge	
BLOCK C	161sqm	180sqm	
BLOCK D	96sqm	150sqm	
BLOCK E	48sqm	150sqm	
BLOCK F	48sqm	70sqm	
CRECHE PROVISION			
Note: Creche based on provision for 252no. houses + 16 (3-bed duplex + 50% 2-bed duplex) + 49 (3-bed apartments + 50% 2-bed apartments) = 317* units with 317 / 75 x 20 child spaces = Creche required for 85 children			
*1-Bed Apartments & 50% of 2-Bed Apartments Discounted in Creche Unit Calculations			

Car Parking

Bicycle Parking

APARTMENT BLOCK A&B (110 UNITS)							
Total Spaces (1.25 per Apartment Unit):		138	(90 undercroft + 48 surface)	Total (1 per Unit + 1 visitor for every 4no. units)	132	(112 undercroft + 30 surface)	
includes:	Disabled	4	(includes 2no. Surface Level Space)	includes:	Resident	112	(secure undercroft)
	Visitor	28			Visitor	30	(surface parking)
Motorbike Parking Spaces		2	(undercroft)				
APARTMENT BLOCK C (25 UNITS)							
Total Spaces (1.25 per Apartment Unit):		31	(31 surface)	Total (1 per Unit + 1 visitor for every 4no. units)	35	(surface)	
includes:	Disabled	1		includes:	Resident	25	(secure storage)
	Visitor	6			Visitor	10	(surface parking)
DUPLEX BLOCK D (12 UNITS + CRECHE)							
Total Spaces (1.25 per Duplex Unit):		15	(28 surface)	Total (1 per Unit + 1 visitor for every 4no. units)	26	(surface)	
includes:	Disabled	1		includes:	Resident	16	(secure storage)
	Visitor	10	Dual Visitor / Staff Parking		Visitor	5	(surface parking)
Creche Parking		6	Pick up / Drop Off	Creche Parking		5	(surface parking)
DUPLEX BLOCK E (08 UNITS)							
Total Spaces (1.25 per Apartment Unit):		10	(10 surface)	Total (1 per Unit + 1 visitor for every 4no. units)	12	(surface)	
includes:	Disabled	1		includes:	Resident	8	(secure storage)
	Visitor				Visitor		

*note min. 6 visitor spaces required

*note min. 4 visitor spaces required

Figure 55. House Quality Assesment (HQA). Source: MCORM, 2021.

Figure 56. Palette of materials and CGI's showing details of finishes applied for each character area. Source: MCORM, 2022.

 <p>INDICATIVE BUFF BRICK</p>	<p>CHARACTER AREA 1</p>	
 <p>INDICATIVE CHAILEY STOCK BRICK</p>	<p>CHARACTER AREA 2</p>	
<p>Housing at character area 1 will present a combination of buff brick and white render.</p>	<p>CHARACTER AREA 2</p>	
 <p>INDICATIVE METAL CLADDING</p>	<p>CHARACTER AREA 3</p>	
 <p>INDICATIVE STAFFORDSHIRE BLUE BRICK</p>	<p>CHARACTER AREA 3</p>	
<p>Central apartment blocks in character area 2 are designed according to a contemporary aesthetic architectural form and materiality, including glazed pewter brick at entrances and pressed metal cladding at penthouses.</p>	<p>CHARACTER AREA 4</p>	
 <p>INDICATIVE RED STOCK BRICK</p>	<p>CHARACTER AREA 4</p>	
<p>Housing at character area 3 will present a distinct red stock brick in combination with render infills. The apartment building, designed to a more contemporary form, at this area will have the same materiality.</p>	<p>ROOFING AND DETAILS</p>	
 <p>INDICATIVE VICTORIAN RED BRICK</p>	<p>ROOFING AND DETAILS</p>	
<p>Housing and duplexes at character area 4 will present victorian red brick facades mainly, in combination with render.</p>	<p>ROOFING AND DETAILS</p>	
 <p>INDICATIVE GREY TILES</p>	<p>ROOFING AND DETAILS</p>	
 <p>INDICATIVE STONE</p>	<p>ROOFING AND DETAILS</p>	
 <p>INDICATIVE RENDER</p>	<p>ROOFING AND DETAILS</p>	

2.12 DETAILED DESIGN/MATERIALS AND FINISHES

The detail design of both the buildings proposed and all public realm areas has been carefully considered as part of the design process. The detail of how this scheme is put together is vitally important so that the scheme is completed with a quality strong enough for the location. This approach will also ensure that the buildings and public areas are durable and remain high quality in years to come.

The houses proposed are primarily finished with a high-quality brick finish on all primary elevations facing the street or other public realm areas. As a low maintenance material, a variety of different bricks chosen for different character areas will ensure that the streetscapes created will retain a high-quality feel for longer. The central environment of apartments and duplexes around the central open space of the scheme will be finished in chailey stock brick, as shown opposite for character area 2.

The roofs of the houses will be completed with a dark coloured concrete roof tile to compliment the brickwork & PVC windows add to the high thermal efficiency of each unit and will also be very low maintenance components.

The apartments and duplex units will also be finished in brickwork matching the houses in their respective character areas. Durable materials on management-controlled buildings is even more important as sometimes maintenance depends on sinking funds that are not sufficient to deal with a regular maintenance programme.

The landscaped areas benefit from the retention of existing mature trees. These areas will be developed in accordance with a landscape design prepared by Kevin Fitzpatrick Landscape Architects. All screen walls to public areas, bin and bicycle stores and other overlay structures will be finished in brickwork to avoid the necessity and cost for ongoing undue maintenance.

Balconies will be framed in powder coated mild steel with glazed balustrade guarding's. These details will be colour coordinated with all external joinery presenting a unified aesthetic to the streets the buildings face.

Curtain-wall glazing at apartments are designed with repeating regular modules and with minimum definition of the aluminium transoms and mullions. All glazed elements are located in a way that minimises external facade overshadowing. The framing and the large glass areas sheer reflecting surfaces contrasting with the textured surfaces adjacent.

We are providing a minimum of 60% green Sedum roof to all apartment buildings, as shown in indicative image opposite (figure 57). This type of green roof requires little maintenance compared to other green roofs as they have shallow roots and only need a small amount of rain water and nutrients to survive. Maintenance mostly relates to periodic gutter and edge cleaning but the meadow itself requires little attention. Sedum roof systems have been shown to have benefits for a range of insects. Sedum flowers do provide foraging for pollinators, especially bees in late June, providing much needed habitats and food sources for wildlife and insects, as shown in detail image opposite.



Figure 57. Indicative images of balconies, glazed infills and sedum roof biodiversity (from left to right).

3 ARCHITECT'S COMMENTARY RE: AN BORD PLEANALA OPINION



Figure 58. Sample of CGIs submitted. Source: MCORM/Digital Dimensions, 2022.

A Stage 2 submission for the current application was made for 458 units in November 2020 (**ABP-308804-20**). Amendments were made to this scheme further to feedback from ABP at the tripartite meeting and formal ABP Planning Opinion subsequently issued and received May 2021. We have summarized the key items below noted by ABP and we have had due regard to these comments in finalizing designs for the scheme.

1.A report, including CGIs, visualisations and cross sections as necessary, which further elaborates upon the relationship of the proposed development in the area of the site, specifically within the area of the masterplan objective. Details should elaborate upon quantum of development and infrastructure within the area of the masterplan objective, including mix of units, open space, movement hierarchy, water services infrastructure and interaction of the proposed development with the adjoining street network and open space areas.'

Response:

Included within the Architectural and Urban Design Statement document are the relevant quantum as noted above with regards unit mix, open space, movement hierarchy, etc. The aforementioned items are described along the design rationale chapter (section 3) of this report and particularly in subsections 3.6 Distinctiveness, 3.7 Public Realm, 3.8 Site Layout and 3.12 Detailed Design and Finishes. Relevant information in this regard is also provided in the Architect's House Quality Assessment (mix of units) and Universal Accessibility Statement report (accessible open space and movement hierarchy).

Please also refer to architectural drawings that accompany this Stage 3 submission, in particular:

- PL 101 SITEMASTERPLAN (1 of 2) and PL 102 SITEMASTERPLAN (2 of 2)
- PL 103 to 107 SITE PLAN
- PL 501 to 503 CONTEXT SECTIONS (AA,BB,CC,DD,EE and FF)
- PL 504 CHARACTER AREA DRAWING

Please also refer to Visual Impact Assessment prepared by KFLA Landscape Architecture and to Waterman Moylan's reports and drawings regarding water services infrastructure.

2.Further consideration and/or elaboration of the documents in relation to core strategy and the zoning of the site, with a site layout plan overlaid on the zoning map'.

- **Response:** Refer to 'PL113 Zoning Objectives Overlay – Site Layout Plan' for confirmation of same.



Figure 59. Sample of visual impact images submitted, showing future scheme's skyline in red. Source: MCORM/Digital Dimensions, 2022.

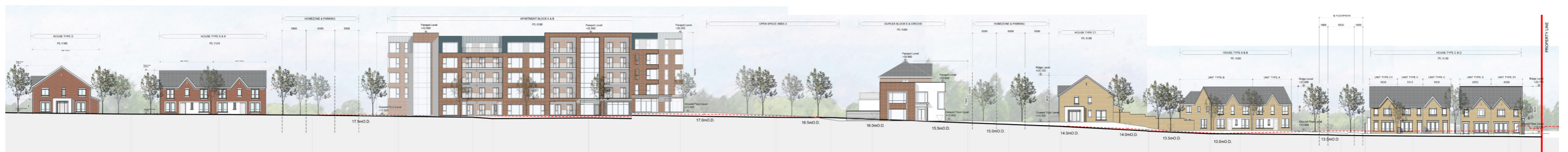


Figure 60. Example of context elevations submitted, presenting a coherent mix of typologies and external finishes along character areas no.1, 2 and 3. Source: MCORM, 2022.

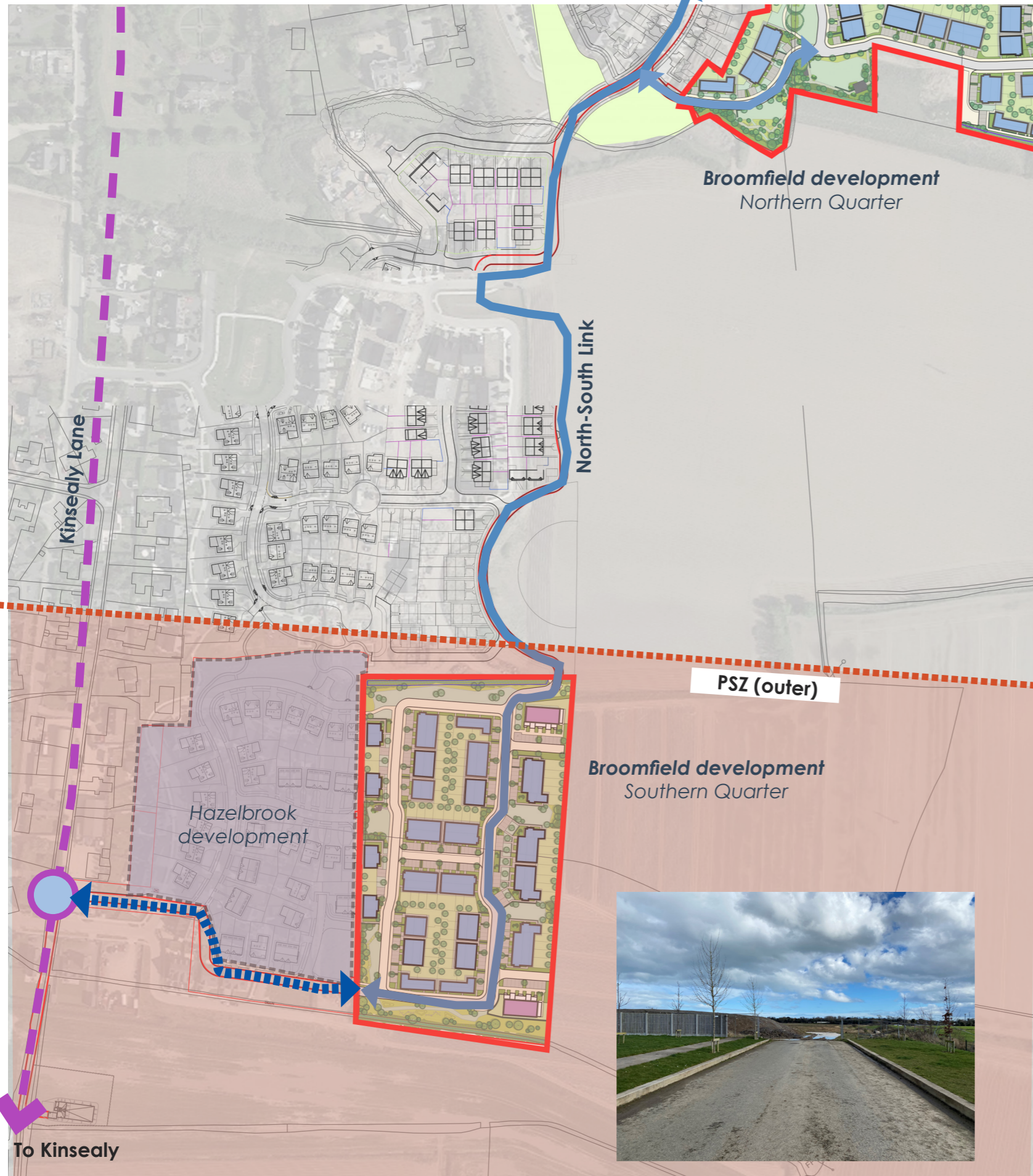


Figure 61. Southern quarter layout, context and links.

Figure 62. Road at Hazelbrook development from Kinsealy Lane to link with Southern Quarter. Source: MCORM 2022.

3. Further consideration and/or elaboration in relation to all relevant objectives and guidance set out in the development plan addressing noise, specifically relating to airport noise and public safety zones'.

• Response:

Refer to **Aviation Public Safety Zone Assessment by Cyrus Limited** for the assessment and evaluation of the development area located within the Outer Public Safety Zone (PSZ). Residential development within PSZ is limited to a maximum density of 60 residents in any half hectare area. The lower density requirements from the assessment affecting the southern quarter of the scheme as highlighted opposite, has afforded the design team the opportunity to provide additional open space and visual links to the rural lands beyond, while incorporating additional variety to the streetscape with building setbacks for passive surveillance and increased green areas.

Although the net density of development has now reduced at this end of the scheme for safety reasons, the overall net density proposed has been maintained at a sustainable level of 37.4 dwelling units per hectare.

4. Further consideration and/or elaboration in relation to vehicular permeability through the site and connectivity to Kinsealy Lane. Particular regard should be had to the issues raised in the report of the planning authority Transportation Planning Section, report dated 1st December 2020.'

• Response:

In consultation with Fingal County Council Transportation a vehicular access link has been included to Kinsealy Lane via the Hazelbrook development adjacent, as presented in key map below and diagram opposite. Refer to Traffic and Transport Assessment by Waterman Moylan Engineering Consultants and associated engineering drawings.

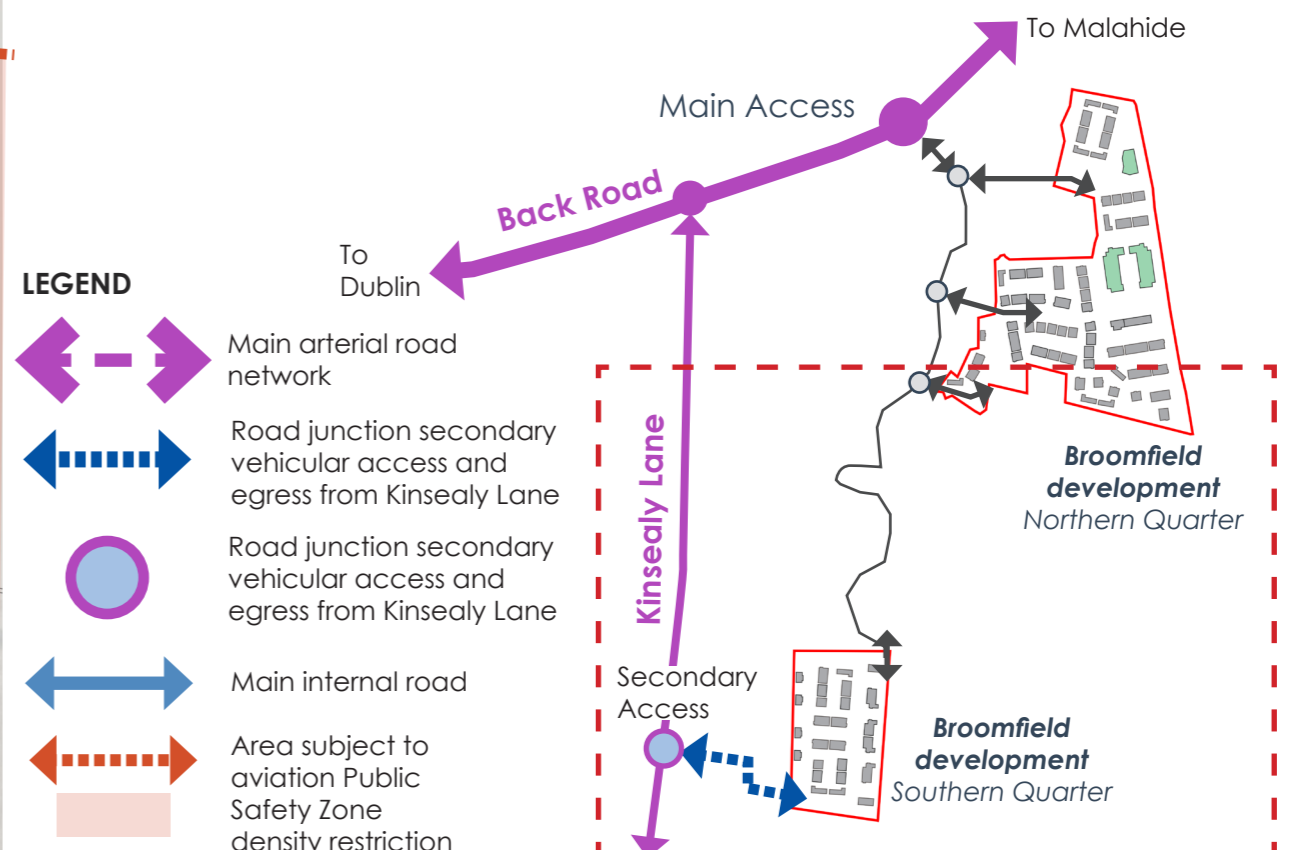


Figure 63. Key plan and link strategy.

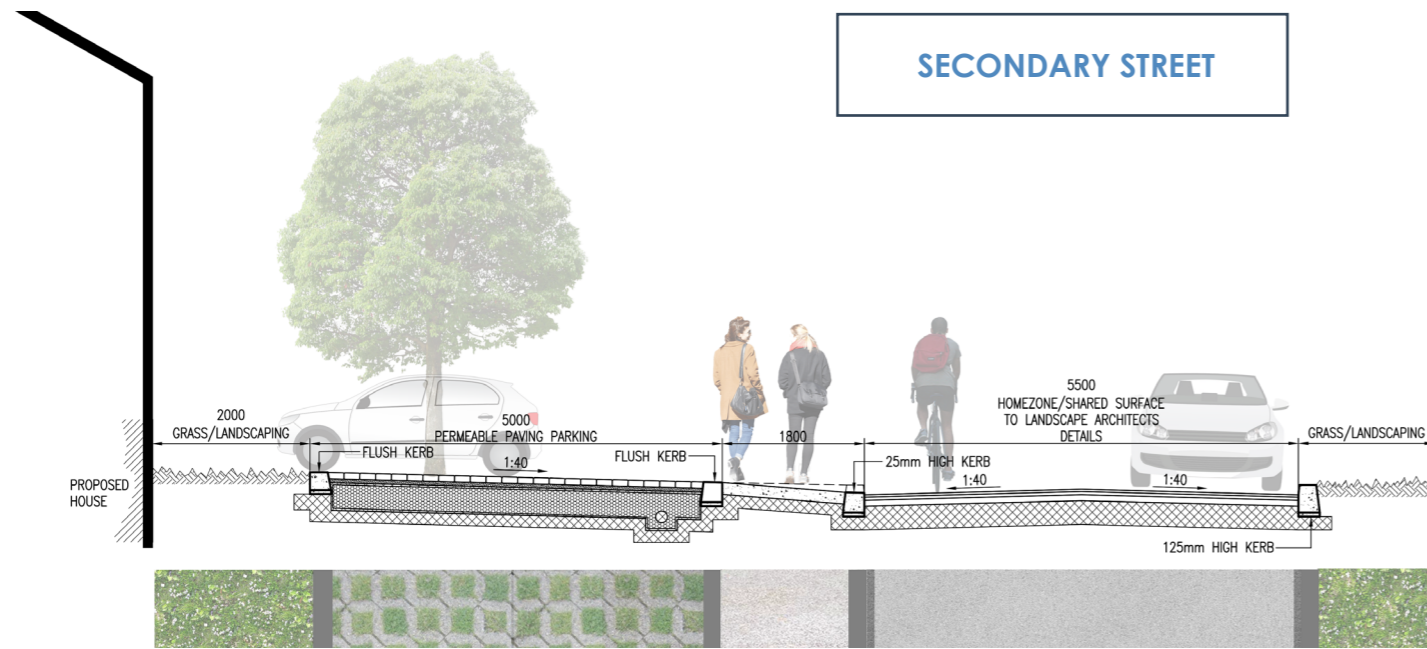


Figure 64. Secondary street design and finishes. Source: Waterman & Moylan Engineering Consultants and MCORM, 2022

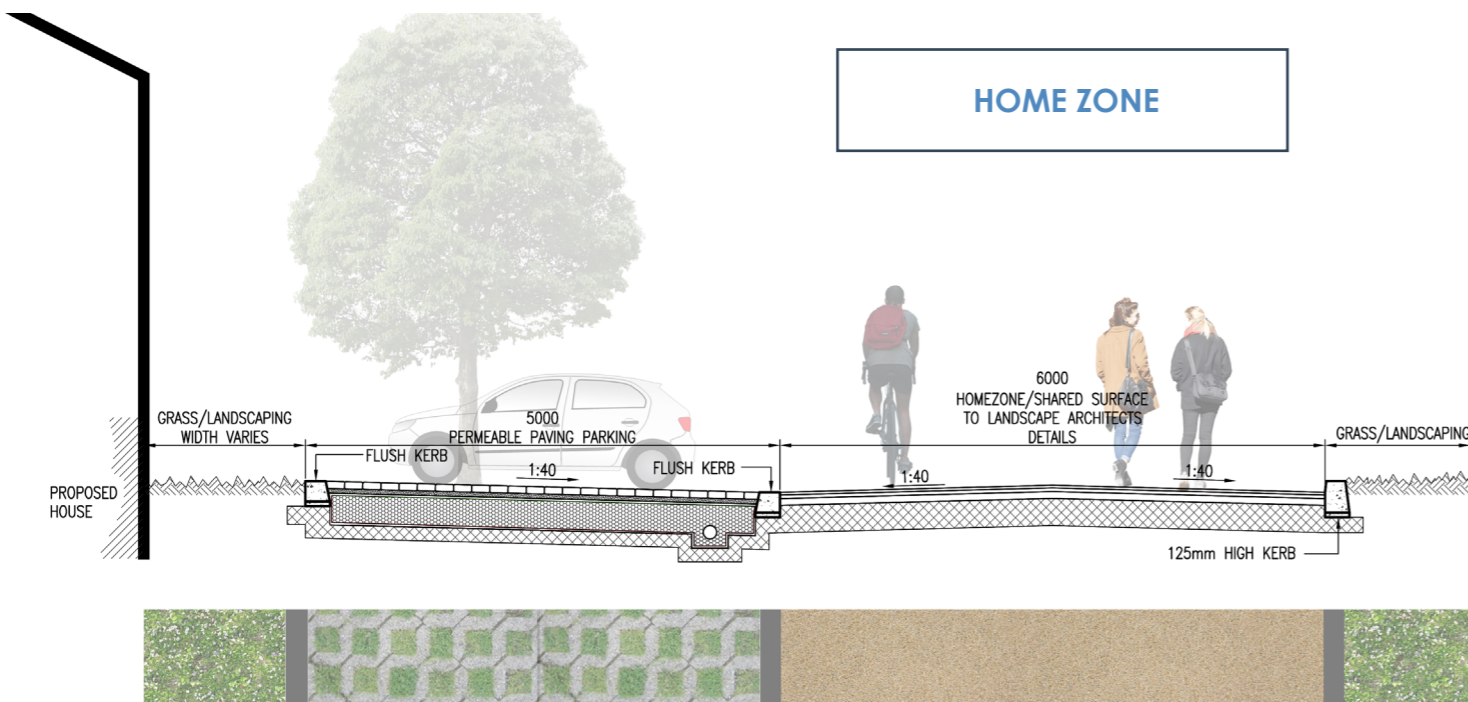


Figure 65. Home zone design and finishes. Source: Waterman & Moylan Engineering Consultants and MCORM, 2022

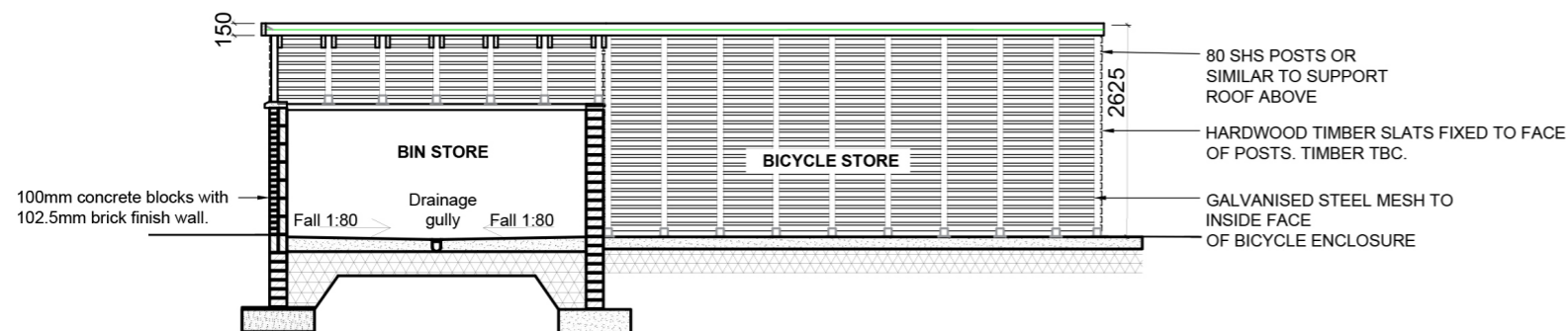


Figure 66. Detail of bin store and bicycle store attached to duplex building. Apartment buildings provide for bicycle parking and bin storage in undercroft car parking (blocks A and B) and similar external secure bicycle and bin store adjacent (block C). Source: MCORM, 2022

5. 'Further consideration and/or elaboration of the documents as they relate to the design and layout of internal streets, specifically the design of the proposed homezones, car and bicycle parking, and positioning of footpaths relative to parking spaces.'

• **Response:**

Details of internal streets (secondary) and home zones are provided opposite, in addition to an example of secure bicycle and bin storage adjacent to apartment/duplex block. At secondary streets pedestrian footpath is segregated from the main carriageway, arranged in between the latter and the housing parking. At home zones, the public section is shared by pedestrians, cyclists and resident vehicles, as illustrated in figure 11.

Please also refer to attached Architectural Site Layout and accompanying engineering drawings/ reports for clarification of same and to be read in conjunction to the aforementioned.

6. 'Further consideration and elaboration of the documents as they relate to sunlight, daylight and overshadowing.'

• **Response:**

Refer to Daylight & Sunlight Assessment as provided for by Digital Dimensions accompanying the application.

7. 'Further consideration and elaboration of the documents in relation to open space/landscaping, having regard to the report of the Parks and Green Infrastructure Division dated 1st December 2020, including clarification of the quantum of open space being provided, hierarchy of open space having regard to the adjoining developments, interaction with existing adjoining open space, details in relation to levels, and boundary treatment to the Greenbelt. The landscaping plan for the site should clearly set out proposals for hard and soft landscaping including street furniture, where proposed, which ensures that areas of open space are accessible, usable and available for all.'

• **Response:** As per 'PL101 Masterplan Sheet 1 of 2' and 'PL102 Masterplan Sheet 2 of 2' the overall Public Open Space provision equals 12% of the net site area, noting that this calculation does not include the additional 0.55ha Green Route / Cycle Link. The original permissible densities to the adjacent Ashwood Hall development of 10 dwellings per ha allowed for additional Public open spaces to be provided and this overprovision will now benefit the residents of the current scheme proposed with this application. It should however be noted that this overprovision of Public open space provided in Ashwood Hall has not been included within the 12% of net area designated as public open space.

Landscaped open public and communal spaces have been designed according to a user focused approach. Please refer to section "3.3 Inclusivity" and section "3.8 Adaptability" of this Architectural and Urban Design Statement for more information in this regard.

Please see diagram and indicative images in the following page illustrating response to this point.

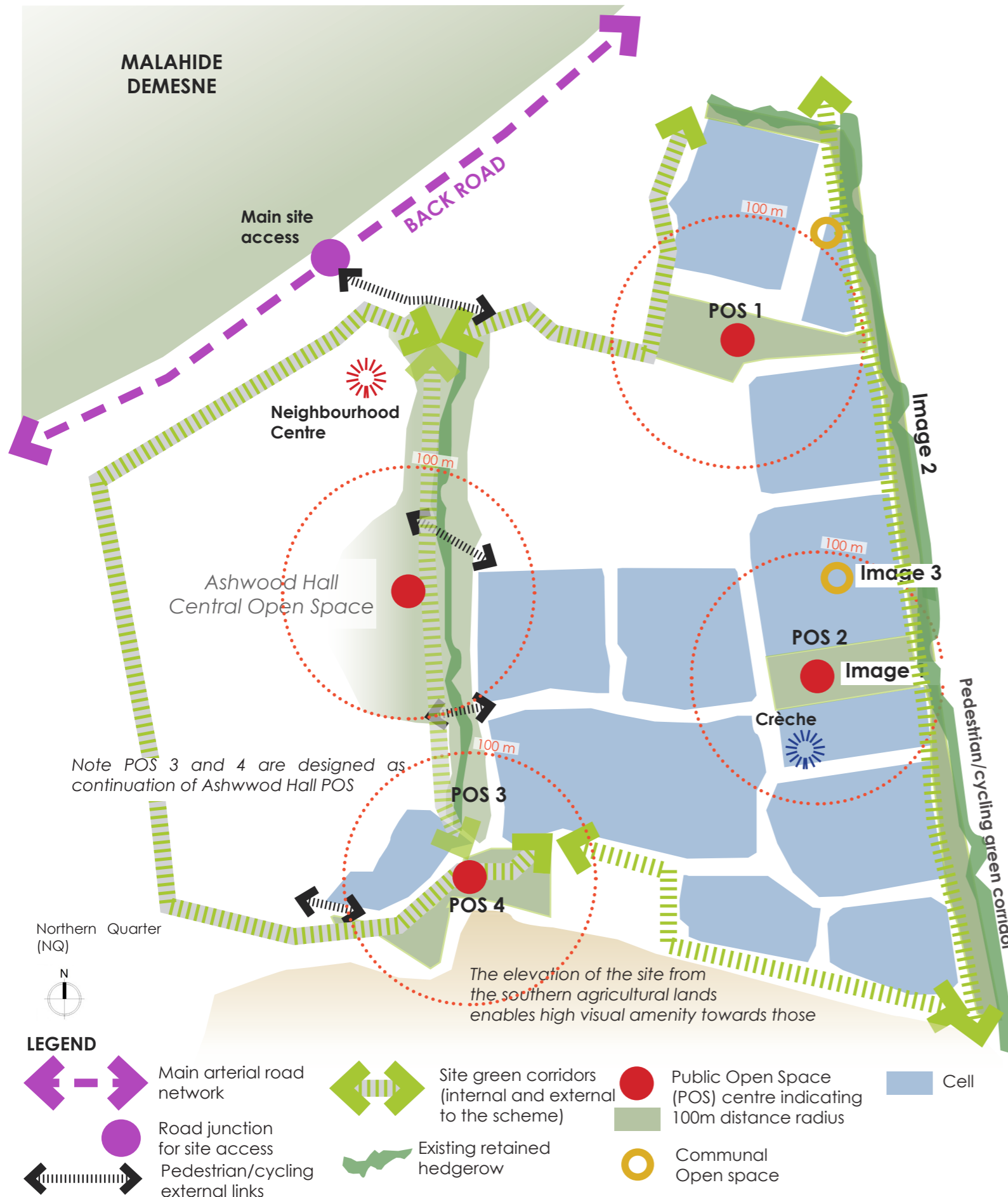


Figure 67. Diagram illustrating response to ABP's opinion and showing public realm concept at the Northern Quarter. Please refer to sections "3.3 Inclusivity" and 3.8 Public Realm" for complete information about the landscaped public open space network proposed. Source: MCORM, 2022



Image 1 Image 2 Image 3

Figure 68. Indicative images of public and communal inclusive open spaces, see location in diagram below. (Point 7 of ABP's opinion). Source: MCORM, 2022

8. 'Further consideration and/or elaboration of the documents as they relate to the treatment of existing trees on the site and existing treeline within Ashwood Hall to the west, to include maps and drawings providing clarity regarding trees to be removed, rationale for removal of trees and implications for protection of existing treeline given proximity of proposed dwellings.'

• Response:
Refer to included arborist report from Charles McCorkell Arboricultural Consultancy for confirmation of existing trees removals and protection of existing trees to be retained.

9. 'Further consideration and elaboration of the documents as they relate to the risk of flooding, in addition to information relating to SUDS, having regard to the issues raised in the planning authority Water Services report, dated 1st December 2020'.

• Response:
Refer to Flood Report by Waterman Moylan Engineering Consultants and associated engineering drawings.

10. A Housing Quality Assessment which provides the specific information regarding the proposed apartments required by the 2020 Guidelines on Design Standards for New Apartments. The assessment should also demonstrate how the proposed apartments comply with the various requirements of those guidelines, including its specific planning policy requirements and should include a schedule of floor areas for all proposed units, clearly setting out the aspect (single, dual, triple) of each unit.'

• Response:
The scheme envisages a wide variety of residential typologies, including dual aspect 3 to 5-bed houses, dual aspect duplexes and Please refer to section 3.10 Privacy and Amenity of this report and to Housing Quality Assessment prepared by MCORM Architects for detail on this regard.

11. A Building Lifecycle Report for the proposed apartments in accordance with Section 6.13 of the 2020 Guidelines should be submitted. Particular regard should be had to the requirement to provide high quality and sustainable finishes and details which seek to create a distinct character for the development.'

• Response:
Refer to Building Life-cycle Report prepared by MCORM Architects on foot of this request accompanying this application. A high quality of building and public realm finishes is proposed throughout the development. Section "3.12 Detailed Design and Finishes" illustrates the palette of materials and details proposed in this regard, accordingly to the overall character area strategy, which is outlined at section "3.6 Distinctiveness" of this report. This stage 3 submission reinforces the character and variety of the scheme by including an additional character area and brick finish, as stated in the aforementioned sections and Building Life-cycle report.



Figure 69. Artist's impression of Neighbourhood Centre permitted within Ashwood Hall residential scheme, under development.

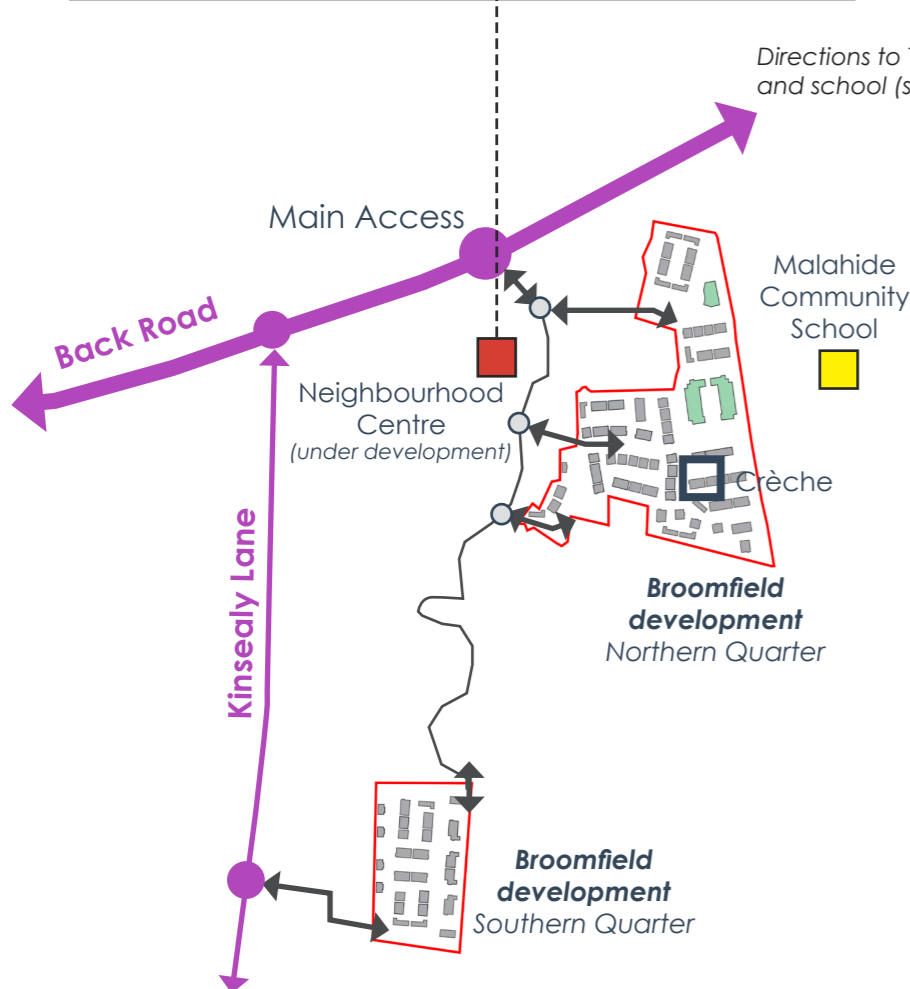


Figure 70. Key plan of scheme's arterial road network and accesses, highlighting the locations of main existing and proposed community facilities.



Figure 72. West elevation of crèche proposed. Source: MCORM, 2022.

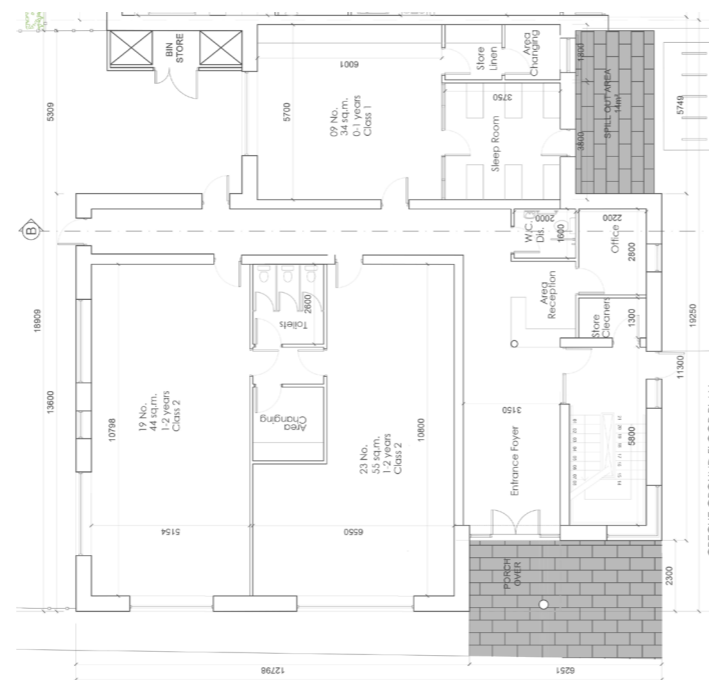


Figure 71. Ground floor of crèche proposed. Source: MCORM, 2022.

12. 'Universal Access Plan.'

• Response:

All residential layouts and public realm areas are designed to allow for universal accessibility, both in terms of levels and finishes selected.

A report addressing the Universal Access Plan for the scheme has been prepared by MCORM Architects having regard on the following technical documents:

- DoELHG (2010) Building Regulation, Technical Guidance Document Part M, Access and Use
- BS 8300, The design of buildings and their approached to meet the needs of people with disabilities - Code of practice.

Please refer to the aforementioned document submitted within this application for more information in this regard.

13. 'Social Infrastructure Capacity Assessment including Neighbourhood Centre facilities, School Demand Assessment and Childcare Assessment (including clarity in relation to number of children to be accommodated in accordance with the Childcare Facilities – Guidelines for Planning Authorities 2001.'

• Response:

The scheme delivers a childcare facility which is centrally located at the northern quarter of the scheme and it is therefore fully accessible from all locations of both the proposed neighbourhood and the adjacent landholdings.

The crèche design and needs program is based off the inclusion of 254 (houses + 16 (3-bed duplex & 50% 2-bed duplex) + 49 (3-bed apartments & 50% 2-bed apartments) = 319 units considered; 319 / 75 x 20 child spaces = Crèche required for 85no.children. Architect's drawings "PL300 Duplex Block E Ground Floor Plan" and "PL300 Duplex Block E Ground Floor Plan" illustrate the layout and function of the crèche proposed, which is efficiently attached to the linear duplex building located at the core of the southern quarter.

The scheme will also benefit from the Neighbourhood Centre permitted within Ashwood Hall (see figures 14 and 15), currently under development, and the existing Malahide Community School located proximate.

Please also refer to attached planning reports from Downey Planning assessing School Demand and Childcare needs for the subject site of Broomfield development.

14. 'A report that specifically addresses the proposed materials and finishes of the buildings, landscaped areas, and any screening / boundary treatment. Particular regard should be had to the requirement to provide high quality and sustainable finishes which seek to create a distinct character for the development.'

• Response:

As stated previously for response to point 11, we respectfully consider that the external finishes selected, including four different brick types, have a careful consideration for placemaking and delivering a scheme with a unique character, along with the aesthetic architectural design of the different house types and multi-unit buildings.

The materiality of the overall built fabric will marry with the public realm design and finishes, including boundary treatments along the site and private rear gardens, which are envisaged in a coordinated basis with KFLA Landscape Architects and Waterman Moylan Engineers. Section 3.10 Parking and 3.12 Detailed Design and Finishes, which illustrate the palette of materials and details applied. Please refer to Building Life-cycle Report prepared by MCORM Architects for confirmation on the proposed materials and finishes of the buildings and to KFLA Landscape Architects' drawings and rationale for detailed information about landscaped areas and boundary treatments.



Northern Quarter

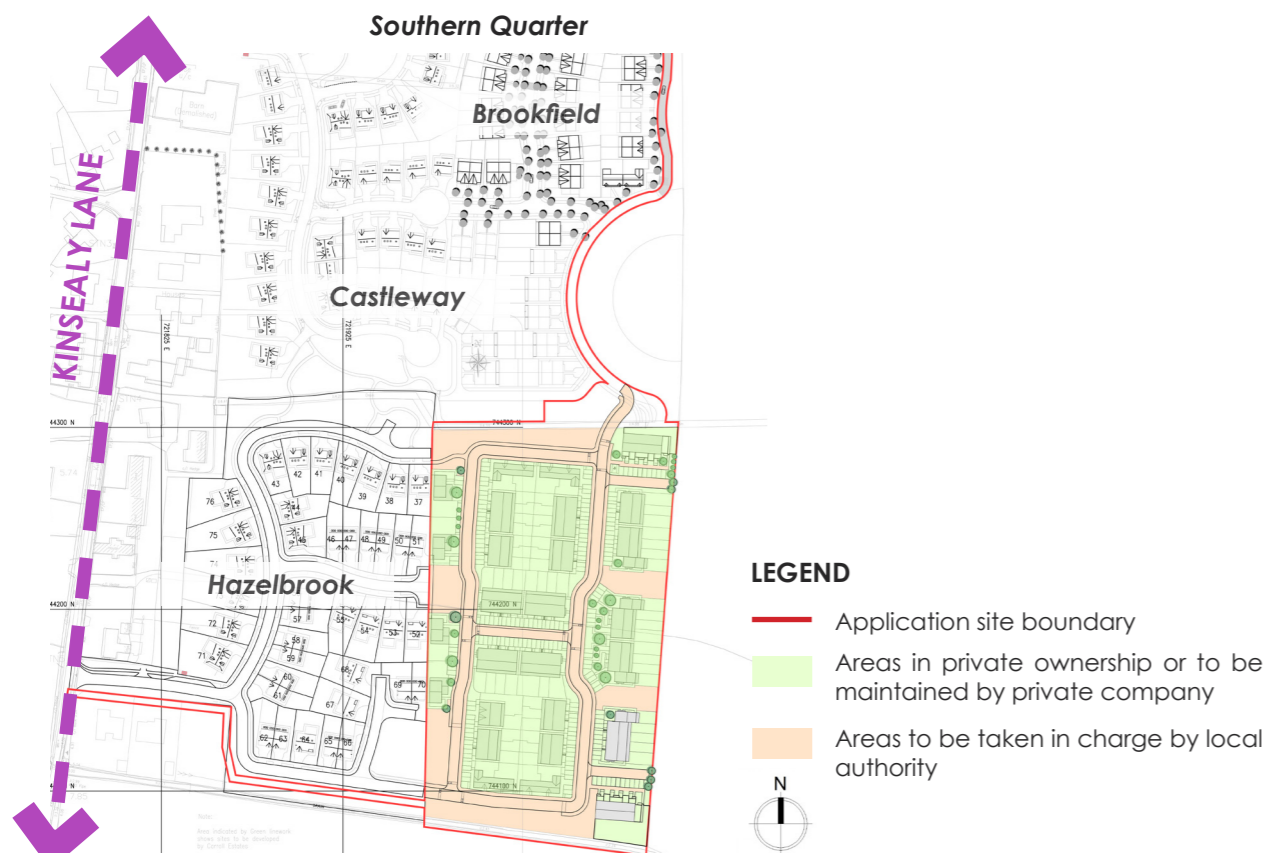


Figure 73. Take-in-charge plans of northern and southern quarters. Source: MCORM,2022.

15. A Site Layout Plan clearly indicating what areas are to be taken in charge by the Local Authority.

• Response:

We have identified which areas will be taking in charge by the Local Authority, which correspond to the scheme's public realm, as highlighted in orange opposite. In addition, architect's drawings PL-111 and PL-112 have been prepared illustrating the same.

16. 'Waste Management Details.'

• Response:

The different residential units and crèche have been provided for bin storage spaces, which will be accessible for the waste management company serving the scheme once its developed. Please refer to architect's drawings of the different residential typologies' layouts and to the Waste Management Report prepared by Enviroguide Limited & Swept Path Analysis drawings prepared by Waterman Moylan Consulting Engineers.

17. Site Specific Construction and Demolition Waste Management Plan.'

• Response:

Refer to drawings & reports included with the application by Waterman Moylan Consulting Engineers.

18. 'The information referred to in article 299B(1)(b)(ii)(II) and article 299B(1)(c) of the Planning and Regulations 2001-2018 should be submitted as a standalone documents.'

• Response:

Refer to accompanying reporting from Downey Planning Limited.

19. 'Where the applicant considers that the proposed strategic housing development would materially contravene the relevant Development Plan, other than in relation to the zoning of the land, a statement indicating the plan objective(s) concerned and why permission should, nonetheless, be granted for the proposed development, having regard to a consideration specified in section 37(2)(b) of the Planning and Development Act 2000. Notices published pursuant to Section 8(1)(a) of the Act of 2016 and Article 292(1) of the Regulations of 2017, shall refer to any such statement in the prescribed format.'

• Response:

Refer to accompanying reporting from Downey Planning Limited

Further to the previous particular responses to An Bord Pleanála Recommended Opinion, an updated statement of the urban design rationale and detail of the proposed development has been provided previously in section no.2 of the document outlining how the Architectural and Urban Design items raised in the ABP opinion have been dealt with.

4 DESIGN ITERATIONS



The original permissible density at this location was quite restrictive. The density suggested for the Southern area was limited to 20 dwellings per ha. The density restrictions for the northern area were even more severe suggesting a maximum density of 10 dwellings per ha. Both the existing permitted schemes under construction were planned in line with these guidelines. As the northern density was particularly low, we as designers of the original scheme, allowed for additional Public open spaces to be provided as part of the Ashwood Hall development. This overprovision will now benefit the residents of the proposed scheme adjoining Ashwood Hall to the east.

The layout proposed for this Stage 3 submission aims for an increase in density, with an overall open space provision of 12% of the net site area, in addition to the benefit of the central open space developed within Ashwood Hall. Main design iterations have taken place in the northern quarter of the scheme, as shown below providing the totals of units proposed and the resulting net density. The southern area of the site has had, since the first stages, a clear urban structure with density restrictions related to the aviation public safety zone that apply at this end of the development. The net density proposed for the overall application site is 37.4 unit per hectare, which follows the Fingal County Council density policy applicable to this extension of Malahide Town and it also aligns with sustainable urban development national regulations, which set a standard of 35-50 units per ha for suburban locations such as this.

Area considered for net density calculation is indicated in thick red area in the site layouts presented opposite.

Figure 74. Previous and proposed layout drafted along the design process. Source: MCORM, 2022

5 CONCLUSION



CGI no.9 at character area 1 illustrating a secondary street entering into the scheme



CGI no.7 visualising red-brick houses and apartments (block C) overlooking public open space

The proposed design has addressed the unique characteristics of the site and its local context. Ashwood Hall adjacent and Malahide Demesne opposite provide the backdrops for the completion of this development parcel accessed off the Back Road. Distinct character areas, in addition to distinct environment included for this stage 3 submission, along with diverse residential typologies have been proposed to provide visual interest in built form and an inclusive mix of unit types and sizes for a wide range of households.

The site layout designed integrates well into the context and integrates well with the Ashwood and Brookfield schemes to the north and south respectively. The scheme presents an urban structure at this currently underdeveloped location screened by the Back Road and allowing for the retention of its sylvan setting, in parallel to exploring high-density opportunities by providing apartment buildings at the site's northern area. A pair of apartment blocks enclose a high quality, centrally landscaped courtyard offering the residents a communal amenity space and undercroft parking, therefore minimising the visual impact of cars on the public realm. The variation in scale at this particular location, including apartment and duplex blocks along with 2-storey housing typologies, creates variety within an overall coherent built environment.

Permeability through the site has been reinforced by the proposed pedestrian/cycle routes throughout 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, which will allow shorter pedestrian and cycle journey times to the village centre. The well defined and legible urban structure of housing cells, strong streetscape elements, high quality materials and landscaped areas used throughout the site creates a scheme that will create a positive extension to the village of Malahide.

We refer An Bord Pleanála to the architectural drawings that accompany the application for further detail of the architectural design and site layout proposed. We respectfully suggest that this results in a residential scheme that is well connected and integrated with its surroundings and delivers a neighbourhood with a unique sense of place for the future residents of the scheme.