

# ARCHITECT'S DESIGN STATEMENT

Belcamp SHD Design Strategy - DCC Lands at Belcamp - Dublin 17



Prepared for Gerard Gannon Properties  
APRIL 2022



# ARCHITECT'S DESIGN STATEMENT

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## 01\_INTRODUCTION

This Design Report was prepared by Wilson Architecture in conjunction with CCK Architects and Downey Planning Consultants.

### 1.1 Overall Development Overview

The preparation of the design approach to the site has been prepared by Wilson Architects and has been informed by the policies and objectives of the relevant Development Plans and Guidelines pertaining to the area, including that of the Dublin City Development Plan 2016-2022 and the Clongriffin-Belmayne Local Area Plan 2012-2018 (as extended) as well as an engineering site appraisal.

This reports to the Dublin City Council lands within the greater Belcamp SHD. For information regarding the overall SHD please refer to the drawings/reports completed by CCK architects and Downey Planning consultants.

The lands, which extend to approximately 17.5 hectares on the DCC side within a total application area of 67.8 ha are generally rectangular in shape. They are located to the north of the Northern Cross Road (R139), Northern Cross, Dublin 17.

The proposed development will be accessed via an existing vehicular entrance and road serving the lands. Given the location, nature and zoning of the lands, it is considered that the lands would be ideally suited for a residential development with the layout and design of the proposed development cognisant of future connections to surrounding lands and the proximity to granted residential developments to the north. The proposed development seeks to rejuvenate a strategic parcel of land through higher density in line with zoning objectives on the northern fringe of the city proposing a mix of building heights to the lands bounded by the Northern Cross Road (R139) and the river Mayne and located within the 'North Fringe' of Dublin City.

The subject lands are greenfield in nature and are currently in agricultural use. The lands are bound to the west by agricultural fields, to the north by Belcamp House, the existing Bewleys Head Office to the east and the R139 to the south. There are granted residential developments located to the north of the lands in proximity to Belcamp House. The lands at Belcamp are 5km north of Dublin City, 5km east of Dublin Airport, 6km south of Malahide and less than 2km from Clarehall Shopping Centre. The lands are located on the R139 and are served by local road networks with connections to the M1 and M50 which provides access directly into Dublin City Centre and to Belfast, as well as the R109 which provides access directly into Dublin City Centre through Coolock, Clontarf etc. There are also bus connections to Dublin from the R107 with Bus Stop no. 4563 serving routes nos. 15, 27, 27x, 42 and 43 which are within a 10 minute walking distance of the subject site. Private bus operators also operate in close proximity to the lands. The area is also served by numerous public facilities such as Darndale Park, Belcamp Park, Clarehall Shopping Centre, Clayton Hotel, GAA Clubs etc.

**The design of the proposed development has evolved following a full analysis/feasibility study of the lands and its surrounding landscape and through the formulation of a number of design options for the site.**



Site Overview

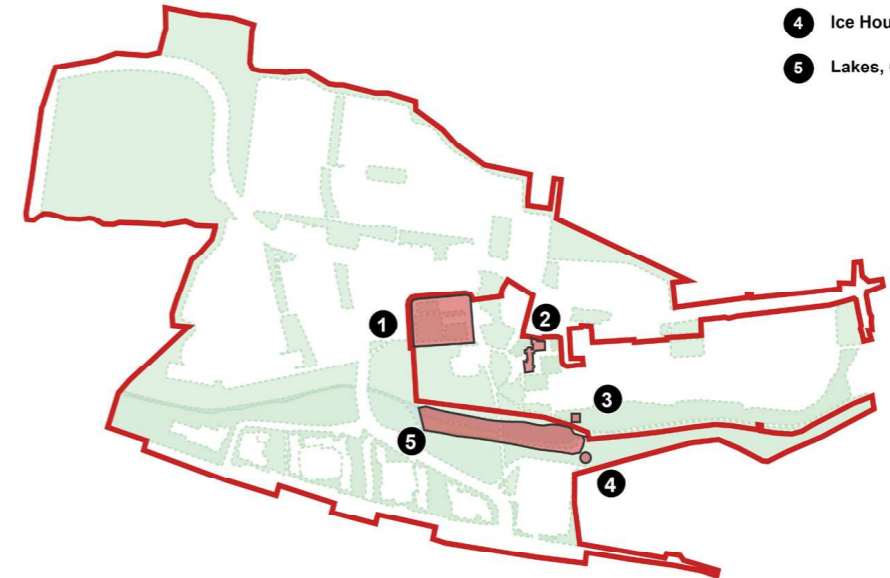
### BUILDING DATA

Block	Unit Type					Total No. of Units
	Studio	1-Bed	2-Bed	3-Bed	4-Bed	
Block 1	0	94	139	40	0	273
Block 2	0	71	73	16	0	160
Block 3	0	96	176	25	0	297
Block 4	0	70	178	37	0	285
Block 5	0	37	51	8	0	96
Block 6	0	19	80	20	0	119
	0	387	697	146	0	
Unit Mix (%)	0.0%	31.5%	56.7%	11.9%	0.0%	
<b>Total</b>	<b>1230 Units</b>					



# 01\_INTRODUCTION

## 1.1 Overall Development Overview



- 1 Walled Garden
- 2 Belcamp Hall & Chapel
- 3 Washington Tower
- 4 Ice House
- 5 Lakes, Causeway & Weirs

### NATURAL HERITAGE AND BIODIVERSITY

The Belcamp lands are rich in biodiversity and natural features, with extensive woodland, a river valley and mature hedgerows marking historic field and townland boundaries. The Mayne river flows west to east across the site, and this riparian zone establishes a broad green spine as a principal organising element of the site layout. Existing hedgerows run north and south from this green spine along a network of old field and townland boundaries. These hedgerows form the basis for green links and biodiversity corridors through the site, with street grid patterns emerging from their alignments.

### ARCHITECTURAL HERITAGE

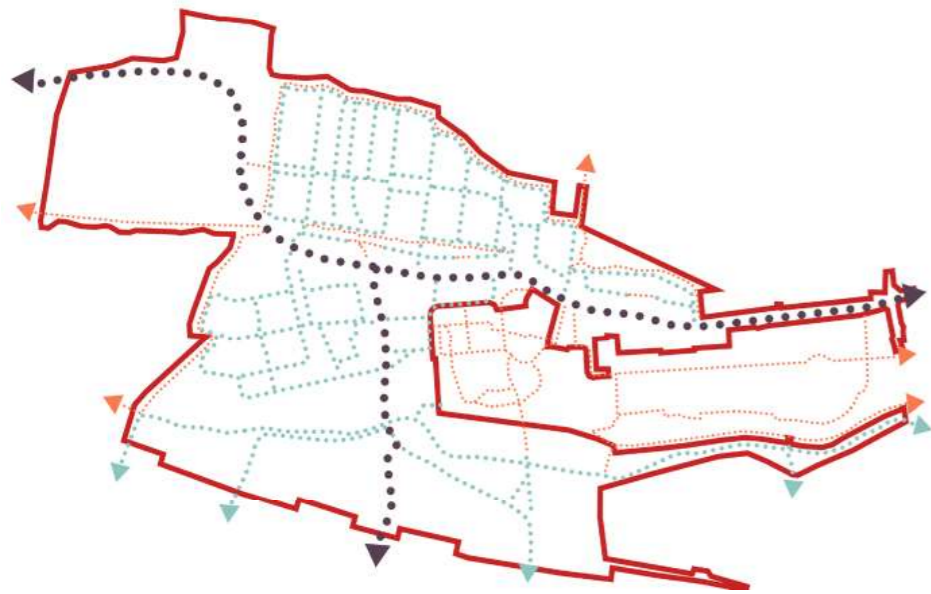
Belcamp Hall, a Georgian mansion built in the late 1700s for Sir Edward Newenham, is a protected structure (RPS 463) and its scale, form and materiality will be respected in the design of the new buildings. The new development will grow outwards from the historic core of the site, with the protected structures remaining as the primary focus for the overall scheme and the centre of the new neighbourhood. The protected structure complex includes a stone folly, the Washington Monument, built by Newenham to honour American president George Washington, as well as an ice house, two ornamental lakes, a causeway, and a weir on the lower lake. An attractive walled garden with curved corners, to the north-west of the house, is also included in the register. By the early twentieth century the building had become a school, and a chapel wing was added to the north side of Belcamp Hall by the Oblate Fathers. The chapel includes stained glass windows by Harry Clarke. This fine architectural legacy offers superb landmarks and features within the scheme, and proposed buildings are arranged to frame and preserve views and create vistas that showcase these historic elements of Belcamp.



## 01\_INTRODUCTION

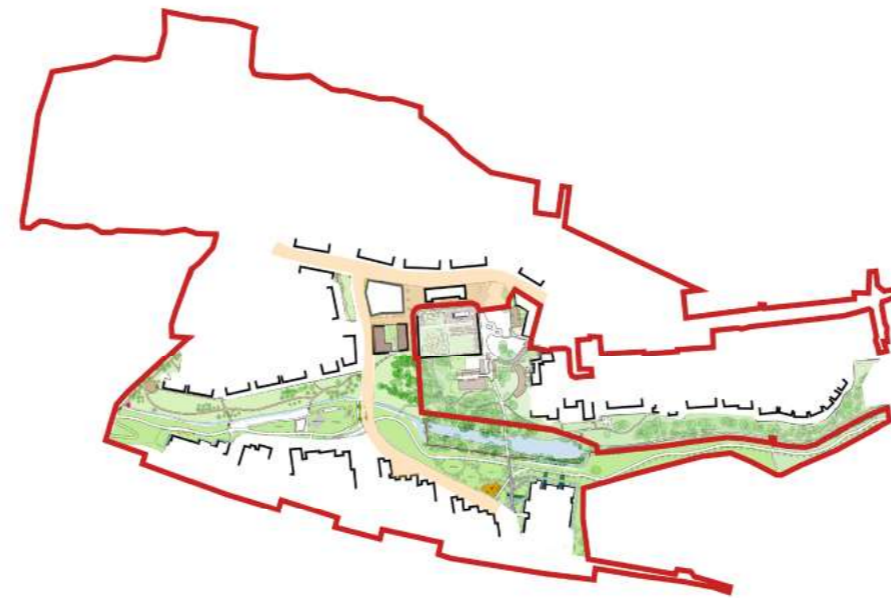
### 1.1 Overall Development Overview

..... Pedest  
..... Pedest  
..... Bus Ro



#### CONNECTIVITY AND MOVEMENT

The Belcamp site has the potential to improve permeability in the local area by creating new routes through the site. By increasing the number of site access points, pedestrian and cycle movement in the locality can be expanded with new connections crossing the Belcamp lands, from Carr's Lane in the north to the R139 and Darndale in the south, and from the existing settlements of Belmayne and Clongriffin in the east to lands zoned for employment uses in Clonshaugh to the west. The extension of the Mayne river green route through the site will connect these different areas to each other and to open space zoned lands within the Belcamp site.



#### PLACEMAKING

Belcamp benefits from an existing built heritage that provides cues for making places in the new neighbourhood. With Belcamp Hall as a central focus, buildings and urban spaces can be arranged around it to create enclosure and frame views. The walled garden offers an opportunity for a formal garden space within the new urban environment, and a key public space linking to the woodland in the south-west and Belcamp Hall in the south-east. The result is a sequence of overlapping spaces providing variety and amenity as one moves through the scheme, with desire lines crossing spaces and delineating path routes.

○ Nodes  
█ Infrastructure



#### STRATEGIC INFRASTRUCTURE

The lands are subject to a development plan roads objective, which has potential to expand public transport routes from the south and east of the site to the west and facilitate future connections to Dublin Airport and its associated employment activities. A Specific Objective for a road proposal is indicated on Development Plan Map Sheet No. 9 of the current Fingal Development Plan 2017-2023. The road proposal comprises two routes crossing the Belcamp lands from east to west to the north of the protected structures, and from south to north to the west of the walled garden. These roads can be incorporated into the scheme as tree-lined avenues with active street frontage, creating street hierarchy and public spaces for commercial activity to serve the new community.



## 01\_INTRODUCTION

### 1.1 Overall Development Overview

#### Schedule of Character Areas

Fingal Co Co										
Phase	Character Area	Type	1 bed unit	2 bed unit	3 bed unit	4 bed unit	Total Type	Total Phase		
	CA 1	Houses	0	0	64	10	74	215		
		Duplex units	4	0	64	0	68			
		Apartments	23	50	0	0	73			
	CA 2	Houses	0	14	213	42	269	369		
		Duplex units	0	0	100	0	100			
		Apartments	0	0	0	0	0			
	CA 3	Houses	0	0	0	0	0	398		
		Duplex units	0	0	0	0	0			
		Apartments	175	215	8	0	398			
	CA 4	Houses	0	2	108	20	130	315		
		Duplex units	20	40	46	0	106			
		Apartments	31	43	5	0	79			
<b>Subtotals:</b>			<b>253</b>	<b>364</b>	<b>608</b>	<b>72</b>				
					FCC Houses:	473				
					FCC Dupl:	274	<b>Total for FCC lands:</b>	<b>1297</b>		
					FCC Apartments:	550				
Dublin City Council										
	CA 5	Houses	0	0	0	0	0	500		
		Duplex units	0	0	0	0	0			
		Apartments	126	309	65	0	500			
	CA 6	Houses	0	0	0	0	0	730		
		Duplex units	0	0	0	0	0			
		Apartments	261	388	81	0	730			
<b>Subtotals:</b>			<b>387</b>	<b>697</b>	<b>1443</b>	<b>0</b>				
								<b>Total for DCC lands:</b>	<b>1230</b>	
<b>Total Houses:</b>			473						<b>TOTAL FOR OVERALL BELCAMP LANDS:</b>	<b>2527</b>
<b>Total Duplex units:</b>			274							
<b>Total Apartments:</b>			1780							

This Strategic Housing Development application is submitted on behalf of Gerard Gannon Properties for development on lands at Belcamp, Dublin.17. The site is within easy reach of the city centre and is part of a growing metropolitan district in north Dublin. Lands to the west are zoned for employment but undeveloped, while lands to the north are in agricultural use. Belcamp is part of the northern edge of the city proper as the main airport flight approach defines the development extent permissible. Although part of a single historic landholding, the site straddles the jurisdictions of Dublin City Council and Fingal County Council and is zoned for residential use.

The site was originally part of the estate of Belcamp Hall, a Georgian House built in the late 1700s. The house eventually became a seminary and a school with various buildings added over time, including an early 20th century chapel with notable stained-glass windows by Harry Clarke. The school use ceased in the early 2000s and the land, already zoned for development, was sold. Belcamp Hall was badly damaged by fire twice, and the attendant school buildings are mostly demolished. Belcamp Hall is now subject to restoration under a current planning permission. The house and grounds, including woodlands, ornamental lakes and a fine walled garden are extant and are to form the kernel of a new emerging neighbourhood.

The overall Belcamp landholding extends to c.87ha, of which 67.8ha is the subject of this application. The remainder comprises lands that include the walled garden, protected structure complex and former school playing fields in the eastern portion of the site. These lands are the subject of several Section 34 planning applications, and construction is underway of the first phase of development. To date 181 dwellings have been permitted in Phase 1 and approval is currently pending for a further 195 dwellings. It is anticipated that a total of 408 dwellings will ultimately be developed on these lands. The Phase 1 permission ensures early delivery of the actions necessary to protect the built heritage, landscape, and ecological structure of the place.

The proposed development is formed around the structure of the parkland and agrarian landscape surrounding. The vision for the new place lies in the maturity of the existing built and landscape heritage, and that it continues as a central element of the new place, not in aspic to one side, but integrated as part of a vibrant new neighbourhood, defining it.

The new neighbourhood will accommodate new roads which are objectives of both Dublin City and Fingal Development Plans. These will act to alleviate local traffic congestion, and to provide for future enhanced east-west public transport links. These have been integrated into the scheme as DMURS compliant routes.

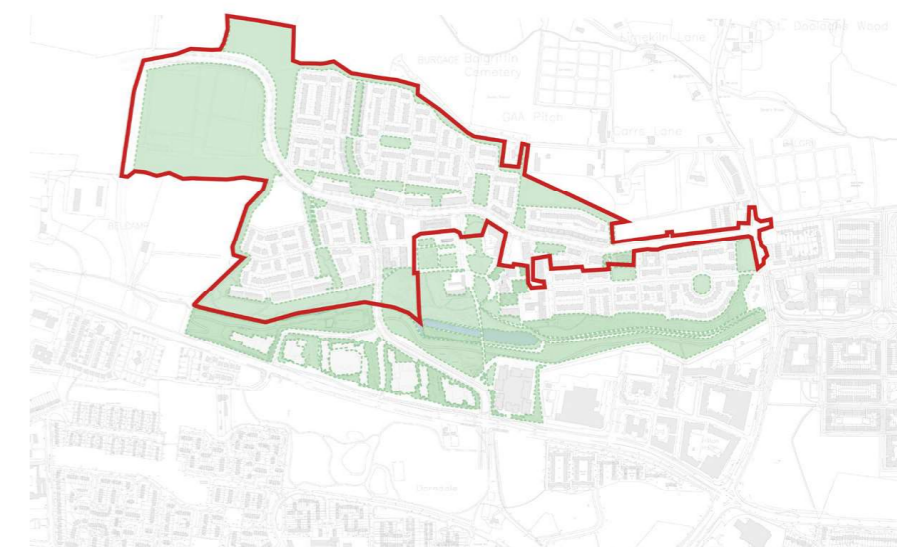
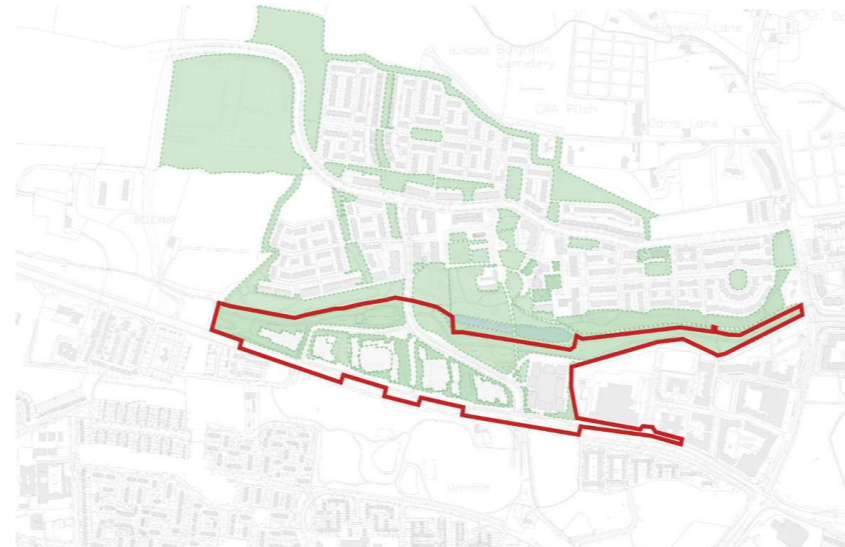
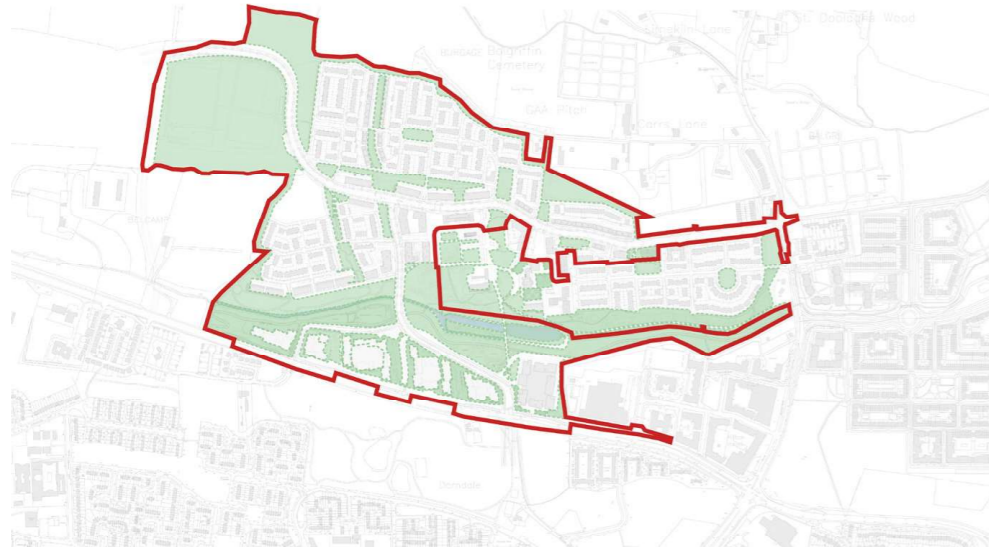
This application proposes seven Character Areas which radiate out from the central heritage areas around Belcamp Hall and its historic landscape elements. Each differently embraces the woods, decorative lakes, wooded valley, walled garden and views to the house, and these variations of context give local identity as well as common thread in a wider neighbourhood. This is its sense of place.

This development will provide for some 2,527 new dwellings and local facilities on a large site within 8km of Dublin City Centre and with excellent public transport links. The site benefits from a mature parkland setting providing a strong sense of identity. Proposed greenway linkages connect to the wider district and a linear park system follows through to the coast.



# 01\_INTRODUCTION

## 1.1 Overall Development Overview



KEY STATS - TOTAL BELCAMP SITE	
• Total Belcamp site* (Ha):	87
• Gross SHD site (Ha):	67.8
• Dublin City SHD Area (Ha):	17.5
• Fingal County SHD Area (Ha):	50.3
• Net SHD site area (Ha):	37.9
• New dwellings proposed:	2527
• No. of Houses:	473
• No. of Duplex:	274
• No. of Apartments:	1,780
• Part V units proposed:	532
• Commercial area (sqm):	4,424
•	
• Net density (units/Ha):	66.7
• Building Heights (floors):	1 - 9
• Gross floor area:	
• Plot ratio:	
• Site coverage:	24.9%
• Anticipated population:	
• Public open space (Ha):	28.3
• Site % public open space:	41.7

KEY STATS - DUBLIN CITY COUNCIL	
• Gross SHD site (Ha):	17.5
• Net SHD site area (Ha):	10.9
• New dwellings proposed:	1230
• No. of Houses:	0
• No. of Duplex:	145
• No. of Apartments:	1085
• Part V units proposed:	273
• Commercial area (sqm):	925.8
•	
• Net density (units/Ha):	
• Building Heights (floors):	1 - 9
• Gross floor area:	131,199.1
• Plot ratio:	
• Site coverage:	
• Public open space (Ha):	8.8
• Site % public open space:	50.2

\* All stats refer to SHD red line.

KEY STATS - FINGAL COUNTY COUNCIL	
• Gross SHD site (Ha):	50.3
• Net SHD site area (Ha):	27.1
• New dwellings proposed:	1,297
• No. of Houses:	473
• No. of Duplex:	274
• No. of Apartments:	550
• Part V units proposed:	259
• Commercial area (sqm):	3,498
•	
• Net density (units/Ha):	47.9
• Building Heights (floors):	1 - 6
• Gross floor area:	
• Plot ratio:	
• Site coverage:	22.3%
• Public open space (Ha):	19.5
• Site % public open space:	38.8



## 01\_INTRODUCTION

### 1.1 Overall Development Overview

#### GENERAL DESCRIPTION OF APPLICATION

This application seeks planning permission of ten years duration for development at the former Belcamp College, Dublin 17, accessed off both the Malahide Road and the R139. The 67.8ha site straddles the Mayne River boundary between Dublin City (17.5ha) and Fingal (50.3ha), with the greater Fingal portion containing the protected structure of Belcamp Hall (RPS 463).

The development comprises 2,527 no. dwellings and 4,424m<sup>2</sup> of commercial floor area, with 1,230 no. dwellings and 925.8m<sup>2</sup> commercial area proposed within Dublin City and 1,297 no. dwellings and 3,498m<sup>2</sup> commercial area proposed within Fingal. The proposed dwellings consist of 616 no. one-bed, 1,005 no. two-bed, and 159 no. three-bed apartments in buildings of between three and eight storeys; 24 no. one-bed and 40 no. two-bed apartments and 210 no. three-bed duplex apartments in buildings of four storeys; and 16 no. two-bed, 385 no. three-bed and 72 no. four-bed two and three storey houses.

The proposed development includes two childcare facilities, one located in Dublin City comprising 508m<sup>2</sup>, and one in Fingal comprising 606m<sup>2</sup>, with capacity for a combined total of 165 no. child places. Retail and commercial uses totalling 3,159m<sup>2</sup> are also proposed in both the Dublin City and Fingal portions of the site, either adjacent to open space or surrounding the central civic square.

The proposed scheme incorporates the natural and built heritage of this unique site as well as a future roads objective of the Fingal and Dublin City development plans. Existing woodland and hedgerows are retained to inform the landscape character, creating strong biodiversity links throughout the site, and connecting the major green spaces to the riparian corridor, woodland and the historical structures of Belcamp Hall and chapel, walled garden and lakes. Views and vistas throughout the site are generated by both the natural and historic built features. The resulting series of public parks, open spaces and pocket parks provide variety and amenity to all parts of the development.

The primary green space provision will comprise a broad park along the Mayne river which connects the Dublin City and Fingal lands, providing a multifunctional natural amenity area, incorporating ecological and biodiversity enhancements, appropriate recreational amenities, including pedestrian and cycle links together with SUDS wetland areas, and reinforcing the historical built features of Belcamp Hall, walled garden, lakes, weirs and causeway as the central focus of the development. This park will extend westwards the existing Mayne River Linear Park that runs east as a greenway connecting public parks and green spaces from Malahide Road through Belmayne and Clongriffin to Baldoyle.



*Proposed Site Layout to Clarehall*

A network of pedestrian and cycle routes cross the site, and together with a hierarchy of streets and roads, including public transport routes, ensures high permeability across and through the development, linking Carr's Lane to Darndale Park and Malahide Road to the employment zoned lands at Clonsaugh. The proposed development provides for all associated and ancillary infrastructure, landscaping, boundary treatments and development works.

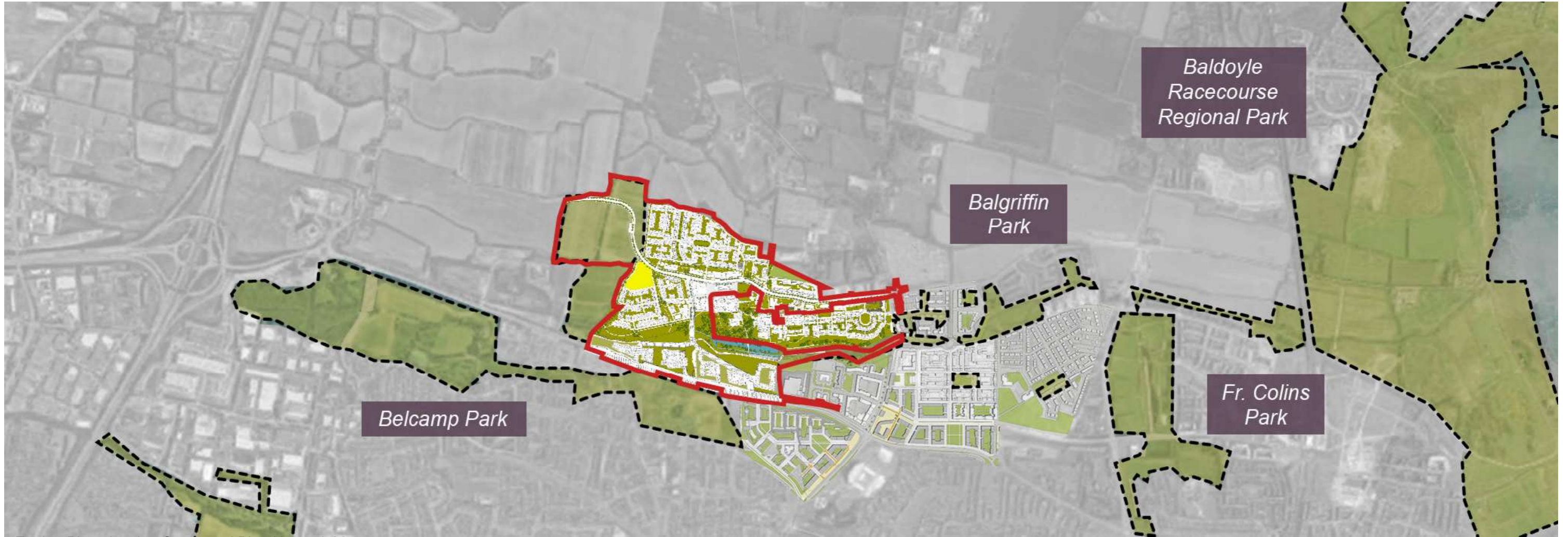
The proposed development facilitates the future provision of a primary school on a reserved site of 1.08ha within the subject lands.

Access to the development off the R139 in the south is facilitated by two junctions, one of which will continue the alignment of the proposed Belcamp Parkway, within the Draft Belmayne and Belcamp Lane Masterplan, northwards into the Belcamp lands. Access from Malahide Road will be provided via the East West Link Road (EWLR) which will continue west to Clonsaugh as part of the development. The route from the south will meet the EWLR at a T-junction within the Belcamp lands.



01\_INTRODUCTION

1.1 Overall Development Overview



Zoning Plan showing Green and Blue Network Map



## 01\_INTRODUCTION

### 1.2 Site Analysis

As previously mentioned the site is currently in agricultural use. The site is composed of several fields and as a result is dissected by several hedgerows which generally run north to south. These hedgerows are composed of many mature hedges and trees. There is a pre existing vehicle entrance and small roadway which also dissects the site from north to south.

In addition to the hedgerows and roadway which divide the site along a north/south axis, there is also two wayleaves present on the site. These wayleaves run from west to east. The river Mayne bounds the DCC lands to the north. Due to presence of this river there is a riparian corridor 15metres, either side of the river.

These various conditions divide the site into several areas which are appropriate for development.



Drawing Showing current conditions on the site



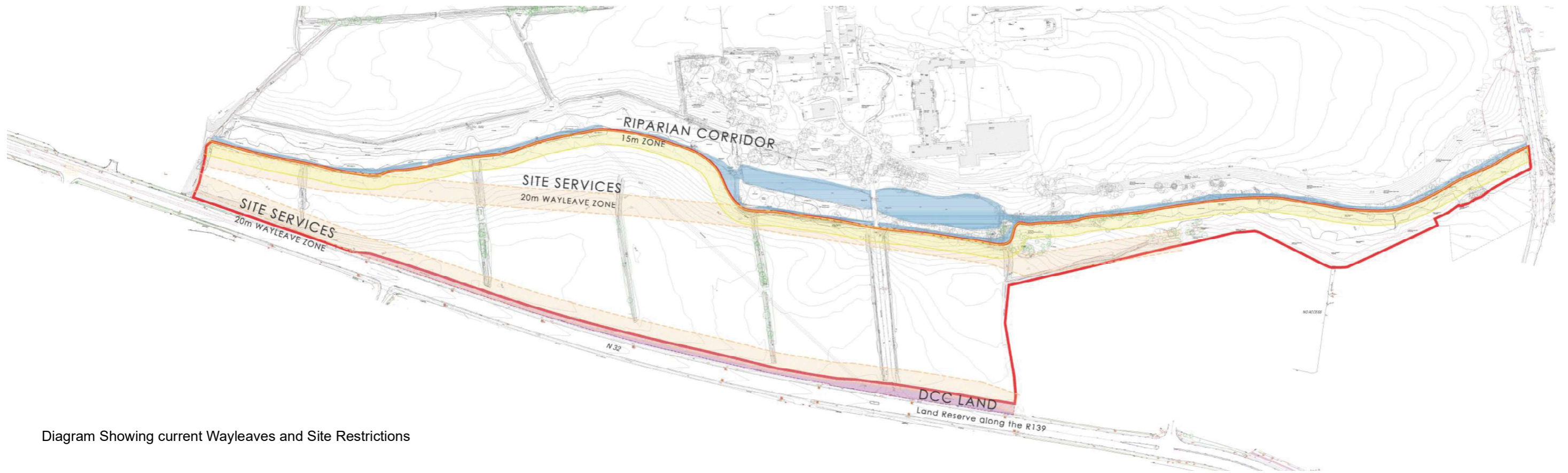


Diagram Showing current Wayleaves and Site Restrictions

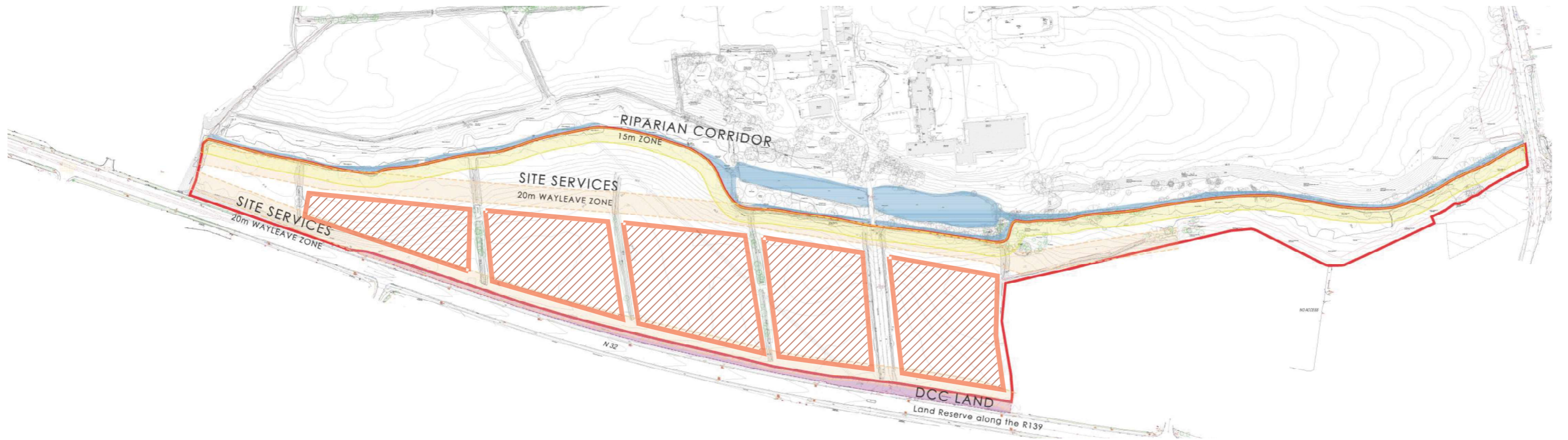


Diagram indicating areas on the site for potential development



## 01\_INTRODUCTION

### 1.3 Design Objectives

The Design approach reflects both the opportunities and constraints of the development site. A series of residential buildings are positioned across the site that respond to the site orientation, existing natural site amenities and enhance site profile by promoting the creation of a high-quality public domain by establishing a high standard of design in architecture, landscape architecture and the development of the amenity potential of the Mayne River in the creation of a linear park.

#### Regional Spatial and Economic Strategy

The 'Regional Spatial and Economic Strategy' (RSES) for the Eastern and Midland Regional Assembly identifies regional assets, opportunities, pressures and constraints and provides a framework for investment to better manage spatial planning and economic development throughout the Eastern & Midland Region.

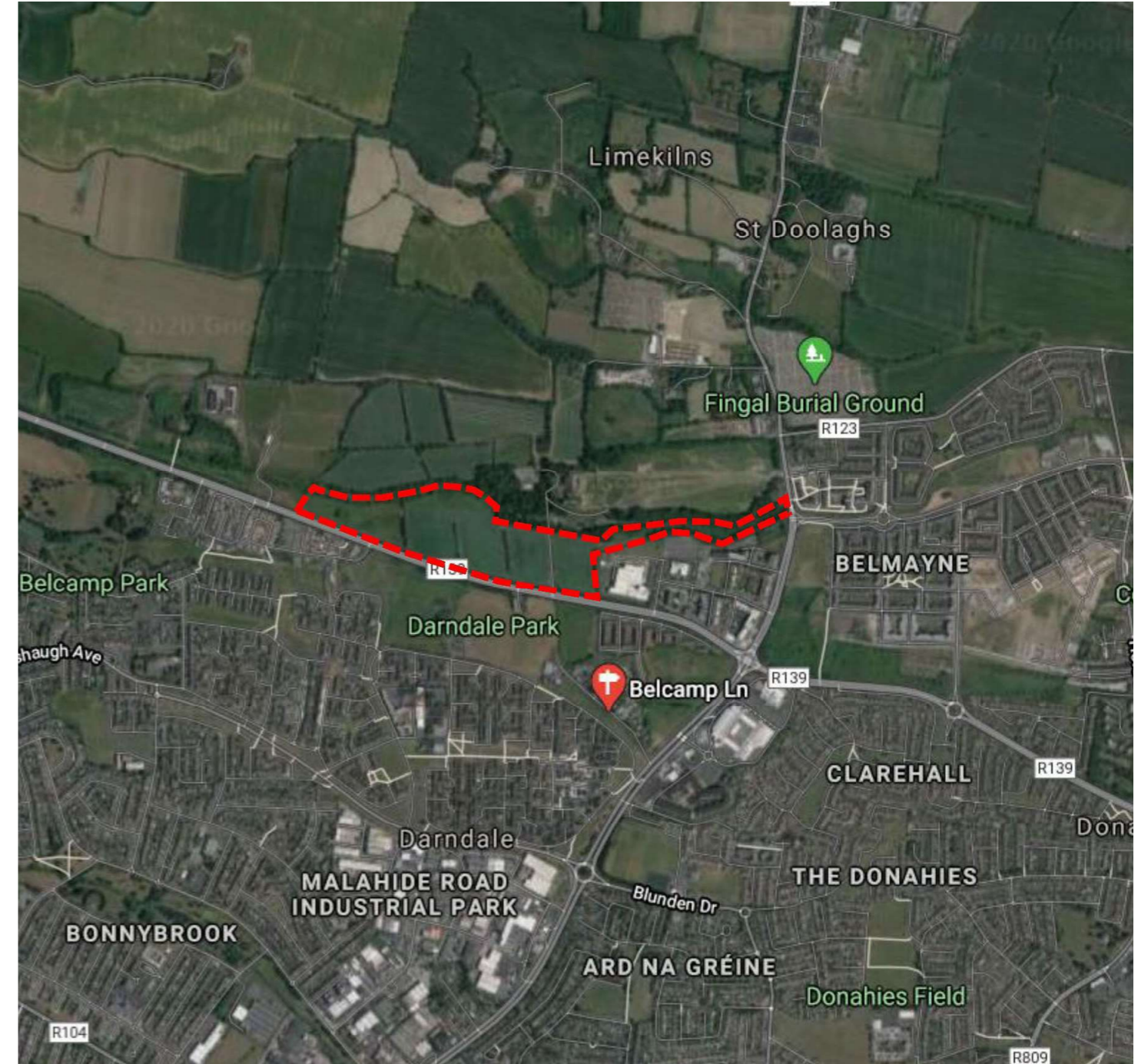
The RSES is tasked with the development of planning policy for future housing needs in the region upon consideration of the availability of land, resources, environment and infrastructure capacity. It also includes a Metropolitan Area Strategic Plan (MASP) for the Dublin metropolitan area.

#### Local Context

The lands at Belcamp south are located within the administrative boundary of Dublin City Council and thus are subject to the policies and objectives of the Dublin City Development Plan 2016-2022. These lands are zoned as a Strategic Development Regeneration Area (SDRA) under the current Development Plan. The lands form part of the SDRA 1 'North Fringe Clongriffin-Belmayne', with an estimated capacity of 7,100 residential units. SDRA 1 'North Fringe Clongriffin-Belmayne' contains objectives/guiding principles for the lands, these include:

1. To create a highly sustainable, mixed use urban district, based around high quality public transport nodes, with a strong sense of place.
2. To achieve a sufficient density of development to sustain efficient public transport networks and a viable mix of uses and community facilities.
3. To establish a coherent urban structure, based on urban design principles, as a focus for a new community and its integration with the established community.

The subject lands also form part of the Clongriffin-Belmayne Local Area Plan and are subject to Development Principles as set out in Section 15.1 of the Development Plan.



Site Location as part of Dublin City 'North Fringe Clongriffin-Belmayne'



## 01\_INTRODUCTION

### 1.4 Overall Concept

The site strategy has developed in response to the opportunities and constraints of the subject site. The proposed development seeks to rejuvenate a strategic parcel of land through higher density in line with zoning objectives on the northern fringe of the city. The development of Belcamp lands will open new east to west and south to west connections, linking the Belmayne, Clongriffin and the Malahide Road areas to the west, and facilitating future links to the airport and associated employment areas with a significant layering of pedestrian and cycle connections crossing the Belcamp lands and along the River Mayne linear park.

**The proposed scheme design within the Dublin City Council boundary proposes a mix of building heights to the lands bounded by the Northern Cross Road (R139) and the river Mayne and located within the 'North Fringe' of Dublin City.**

The key drivers for development are;

- The scale and height of the proposed housing scheme on such a prominent site positioned along a key arterial route must be considered, analysed and assessed in the context of both National Planning Policy and also a more site-specific level with its shared boundaries between the Dublin City Council and Fingal County Council.
- A key factor in the design of the proposal was to ensure that a collection of buildings was developed as a way of managing the numerical and brief requirements of the project. The immediate neighbours to the site are commercial units and low-density residential units with some high density residential located amongst the commercial developments. The proposed building heights and scale are considered appropriate for its location. Proximity to city centre and local amenities are good with transport link capabilities easily improved in tandem with development
- The concepts of urban form, sense of place, focal points, permeability and legibility, character and heritage, aspect and views have informed the design in terms of sustainable land use composition, built form and layout are set out in this statement.
- A critical aspect to any new residential development is the importance of placemaking – to create places where people can enjoy living. Placemaking brings character and identity to a new development through working with the existing physical characteristics of the site and surrounding context to inform the design process from initial concept to a considered, resolved design that is the most appropriate development for the site.



Site Strategy



## 01\_INTRODUCTION

### 1.5 Design Elements

Key Design elements adopted are;

#### Connectivity + Inclusivity

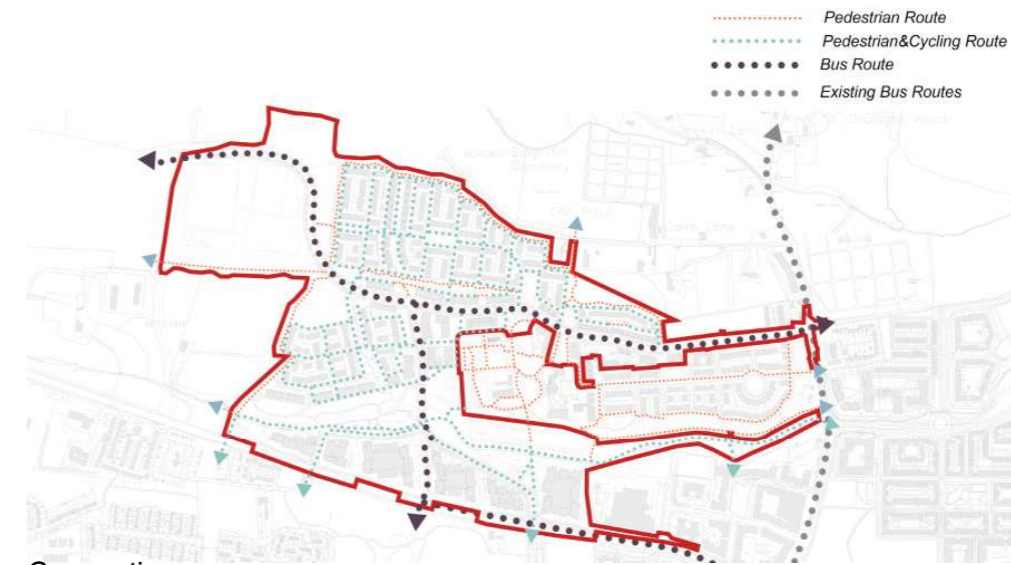
Located close to established and recent neighbourhoods, new connection points will be provided to existing local amenities through natural routes/walkways promoted by an active landscape scheme demonstrating the routes to individual destinations in the immediate and wider context. A potential to provide a range of unit mix, inclusivity is ensured for all households and so resulting in a vibrant and dynamic neighbourhood. The public open spaces and the public pedestrian routes are clearly identifiable as such and are open to all for access.

#### Permeability

New roads will traverse the subject site linking to Fingal lands. Additionally, a bus lane between Blocks 3 and 4 will increase the connectivity of the project with the wider community. Provision will also be made for pedestrian/bicycle access along the road and connecting the linear park, Public and Communal open spaces.

#### Place Making / Character Area

Across the site, within the different housing quarters, placemaking is achieved in how the buildings address each other and the green spaces they enclose. Materials and finishes are used to distinguish shared surface areas from roads, while tree lined margins identify green routes connecting pocket parks and larger areas and create specific unique character identities within the whole site Design Strategy.



Connections



Character Areas



Heights



## 01\_INTRODUCTION

### 1.5 Design Elements

Key Design elements adopted are;

#### Public Open Space

All public open spaces have been clearly defined by the proposed apartment blocks, which ensure quality, well designed amenities with both active and passive uses. 3 distinctive and different Public Open Spaces have been provided to the proposed development.

#### Development Landmark / Gateway Building

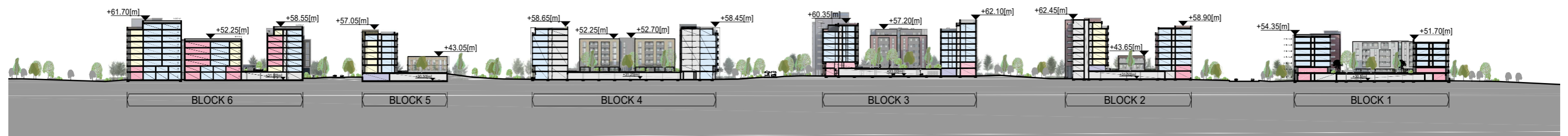
The site layout introduces prominent focal points through the creation of specific public landscaped areas, predominantly with ground level commercial at the base of the residential development and open plaza and specific play areas creating a mix of new public spaces.

#### Tall Buildings

The introduction of varying heights and, in particular, the use of building heights in excess of 9 storeys maximise view opportunities while providing Landmark/Gateway buildings that increase the development profile, enhance place making, and open space provision.

#### Undulating Form

The variation of the building Form and Heights to create significant Visual Interest. The articulation and distancing of the buildings results in minimised overlooking and overshadowing.





## 02\_SITE DESIGN STRATEGY

### 2.1 Design Development

In line with the Design Objectives and Concept the aim of the Design Strategy for the development of both the Fingal and Dublin City Council lands surrounding Belcamp House is to retain much of the existing natural and historic fabric to create a distinct sense of place to the new neighbourhood. The scheme will be supported by an appropriate mix of community, retail, and commercial uses, as well as high amenity public open spaces. A mix of building types and scales will complement the historic buildings and respect the setting of the protected structure.

In developing this strategy the configuration of roads and buildings underwent a number of iterations before resulting in the Current Site Layout.

#### - Stage 1

This layout was presented as part of the DCC Section 247 Meeting, and consisted of 7 residential blocks laid out in line with topography, road connections, and connectivity of open spaces with pedestrian and cycle routes.

#### - Stage 2

Following a number of discussions key aspects of the site were re-arranged to co-ordinate traffic and road access between the DCC and Fingal lands. The layout of the blocks responded to the re-alignments of the roads, with the open spaces consolidating along the line of the river.

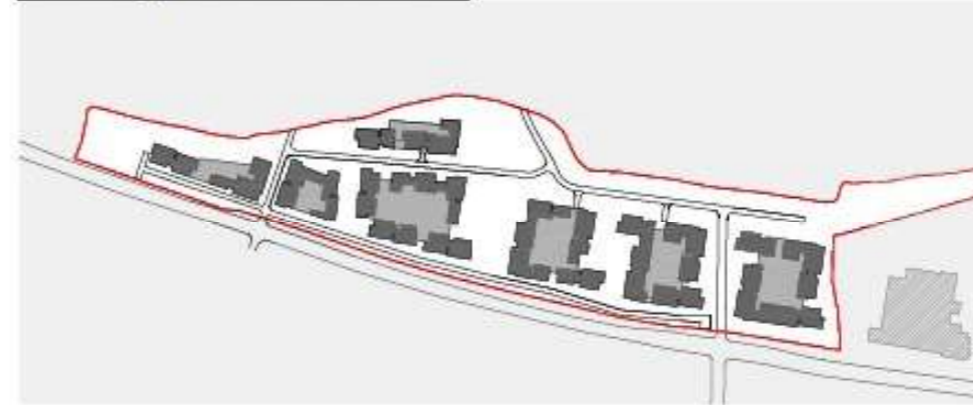
#### - Stage 3

The Tripartite Meeting resulted in a review of a number of design issues, namely;

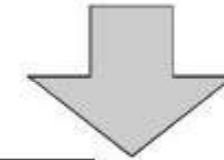
- Introducing a bus corridor through the centre of the site.
- Addressing active street frontage and public and private interfaces with ground floor own door access duplex units.
- Re-balancing the unit mix to introduce more 3-bed units.
- Establishing more coherent relationships between the buildings and the open spaces.

All of these revisions combined address the recommendations and concerns raised by DCC and An Bord Pleanala, and result in a site layout which consolidates the original concept and objectives, and strengthens the overall design.

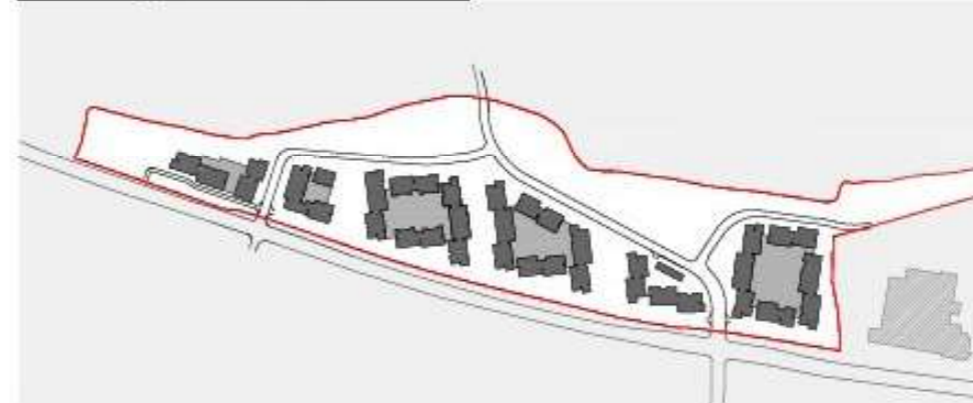
### Stage 1 - March 2021



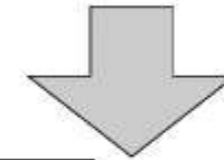
Site Strategy presented at DCC Section 247 Meeting



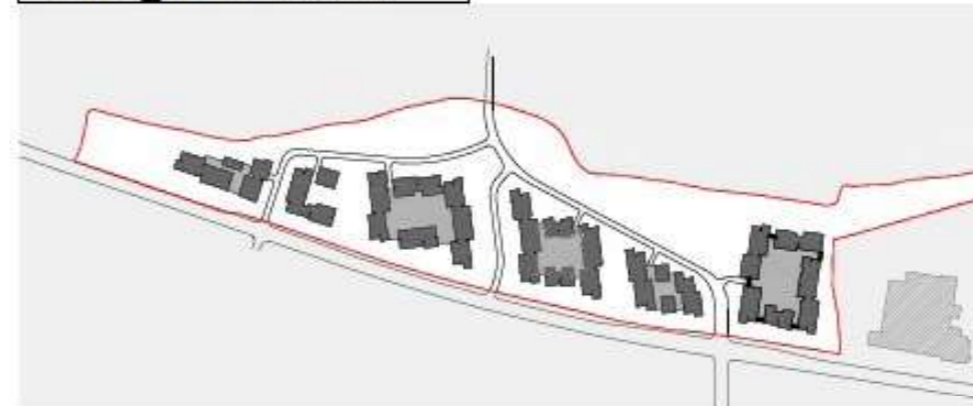
### Stage 2 - Sept 2021



Site Layout as submitted for SHD Tripartite Meeting



### Stage 3 - April 2022



Current Site Layout



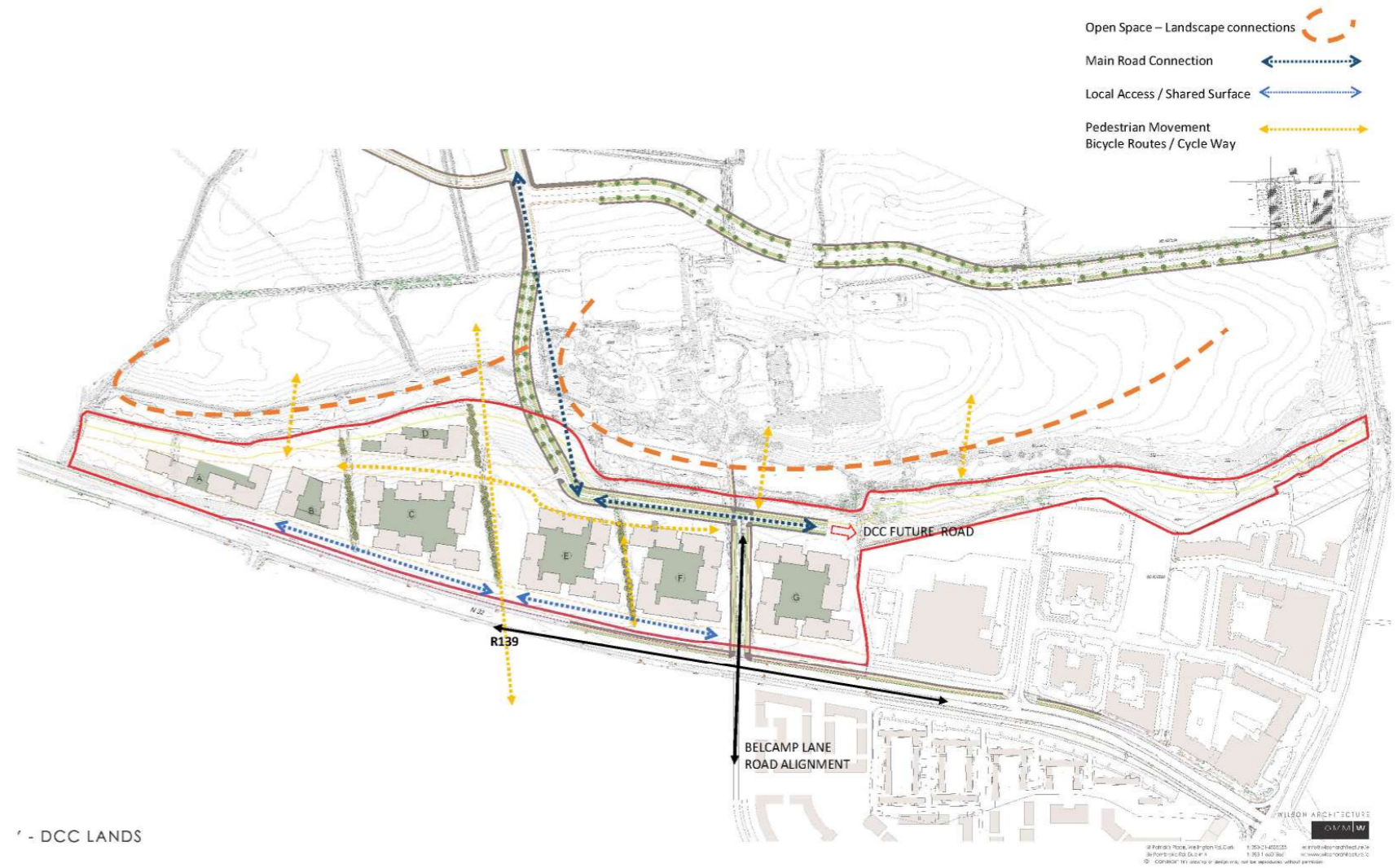
## 02\_SITE DESIGN STRATEGY

### 2.1.1 Stage 1 - DCC Section 247 Meeting

Stage 1 proposed a scheme of 7 residential blocks and a variety of public open spaces connected by pedestrian and cycle routes. Proposed road connections connected the scheme with Fingal lands development and worked in alignment and parallel with Belcamp Lane and the R139.



Concept Sketch



Site Strategy - Stage 1 presented at DCC Section 247 meeting on March 12, 2021.



## 02\_SITE DESIGN STRATEGY

### 2.1.2. Stage 2

Following the feedback from Phase 1, in which the T-Junction along the River Mayne was considered too dominant, Stage 2 introduced a new road scheme. This placed intersection set back off the River Mayne and increased the public open space along the river by reducing the scheme from 7 to 6 residential blocks. Pedestrian and cycle paths were still featured heavily in the scheme.



The Phase 2 site strategy with roadways set back off the River Mayne.



The Phase 2 site strategy with retaining the Belcamp Lane Road Alignment.



Site Strategy - Phase 2 proposed July 2021



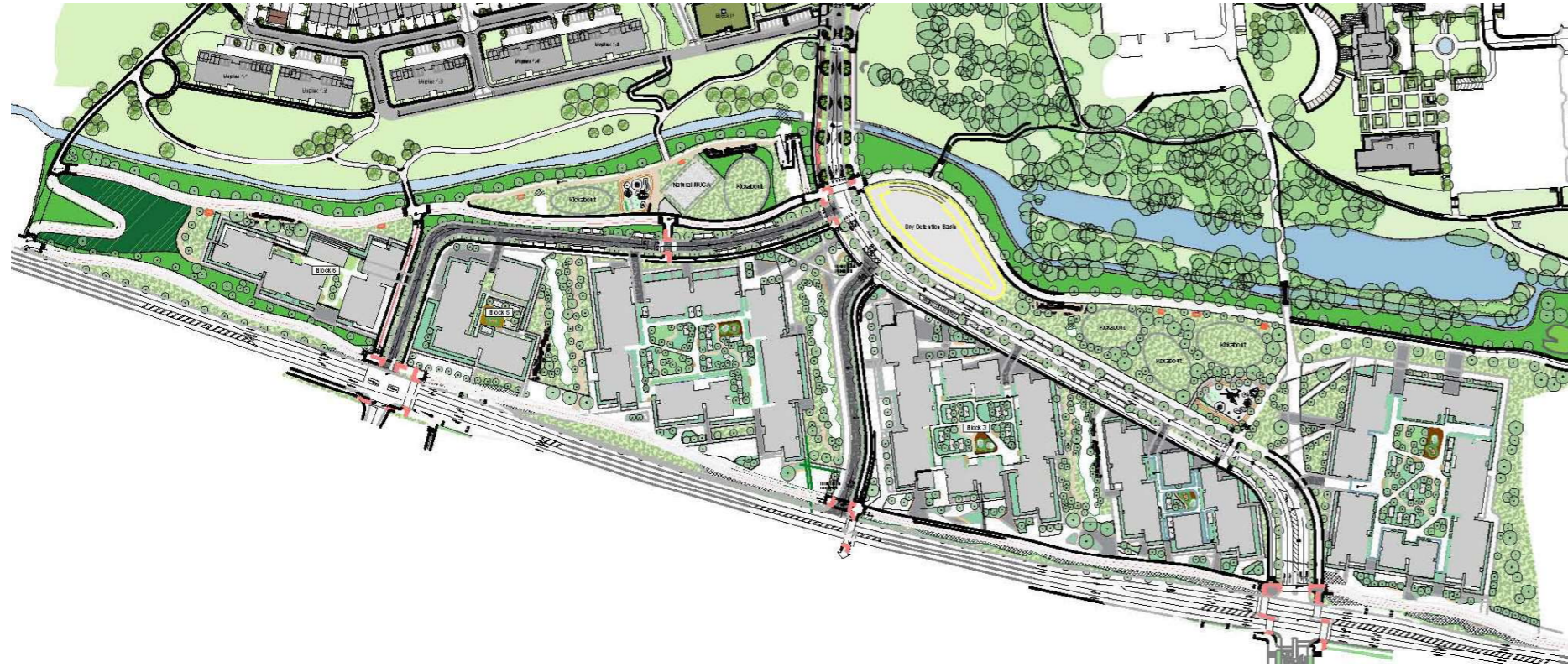
## 02\_SITE DESIGN STRATEGY

### 2.1.3 Stage 3

Following the Tripartite Meeting DCC and An Bord Pleanála issued Opinions highlighting concerns and recommendations.

The revisions to address these items included;

- introducing a bus corridor through the centre of the site;
- addressing active street frontage and public and private interfaces with ground floor own door access duplex units;
- re-balancing the unit mix to introduce more 3-bed units;
- establishing more coherent relationships between the buildings and the open spaces.



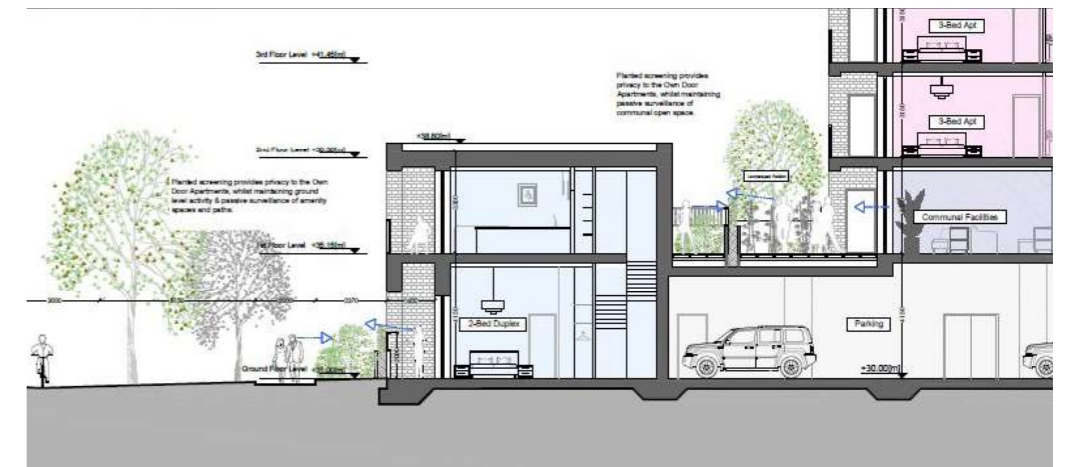
Revised Site Layout - DCC Lands



New Bus Corridor



Active Street Front with Own Door Units & 3-Bed Duplexes



Interfaces between private and public spaces



## 02\_SITE DESIGN STRATEGY

### 2.1.4. Response to DCC Opinion

#### *Phasing of Development*

1. "The planning authority welcomes that the partial delivery of development within the DCC lands is proposed within the first phase of delivery. It is considered that a significant portion of DCC lands should be developed in the initial phase. The development to DCC lands should be relatively self-sufficient. Supporting facilities/services should be proposed to be provided as early as possible for the DCC lands. A range of uses under the use of classes should be considered for such supporting units anchored by a class 1 type retail unit to serve the DCC portion of the overall scheme."

**Response;**  
Within the revised phasing scheme, all roads and supporting facilities/services will be provided within the first phase of development.



Current Overall Site Plan



## 02\_SITE DESIGN STRATEGY

### 2.1.4. Response to DCC Opinion

#### Urban Design and Development

2. "There is noted disparity between the character, scale, height, and density of the proposed development within the DCC and FCC lands. The planning authority considers that the character of the DCC lands are noticeably urban in scale while the development to the Fingal Lands is largely suburban with a significant proportion of the lands to be developed as own door 2-3 storey housing. Although the development to the DCC lands is generally in compliance with the 2020 Apartment Guidelines, the above is further emphasised through the noted disparity between the housing typology within the DCC lands comprising 70.5% of all apartments proposed and 67.4% of all 1 & 2 bedroom units while the FCC lands will have 91.6% of 3 & 4 bedroom units. The planning authority would have a preference for a more integrated and coherent urban design strategy across both sets of lands which would allow a more balanced approach and linking character."

#### Response:

A revised unit mix shows an increase in 3 bedroom units on DCC lands to 146 units, 49 of which are apartment style and 97 being own door, duplex units.

Block	Unit Type							Total No. of Units
	Studio	1-Bed	2-Bed Apt	2-Bed Duplex	3-Bed Apt	3-Bed Duplex	4-Bed	
Block 1	0	94	131	8	10	30	0	273
Block 2	0	71	65	8	0	16	0	160
Block 3	0	96	172	4	6	19	0	297
Block 4	0	70	165	13	20	17	0	285
Block 5	0	37	44	7	0	8	0	96
Block 6	0	19	72	8	13	7	0	119
			649	48	49	97		
Total	0	387	697		146		0	
Unit Mix (%)	0.0%	31.5%	56.7%		11.9%		0.0%	
Total	1230 Units							

The revised unit mix comprises a higher number of 3 bedroom and own door units.



The revised unit mix ensures a more cohesive approach between the DCC and Fingal lands.



## 02\_SITE DESIGN STRATEGY

### 2.1.4. Response to DCC Opinion

#### Urban Design and Development

3. "While the River Mayne Riparian corridor will provide a strong sense of place for future occupants, there are concerns that the proposed blocks and public realm lack a distinctive sense of place with no real discernible focal point. It is considered that the plaza space to the north of Block 3 & 4 should have a greater prominence within the scheme and should provide a quality meeting point for residents to gather. It is considered that there is an opportunity for the north ends to Blocks 3 & 4 to act as a landmark location."

#### Response:

The commercial area has been repositioned to Block 3 with a plaza becoming a centralised landmark location for the DCC part of the development.



The commercial area of the DCC development has been relocated to Block 3.



4. "The prospective applicative should further consider the potential to position the apartment blocks onto the river corridor as opposed to the internal road network. In this regard, there is potential for omission of the proposed road access to the north of Block 1 having regard to the emerging preferred route further north as identified within the South Fingal Transport Study."

#### Response:

The Access Road to the north of Block 1 has now been omitted, with careful consideration given to how the north facade of Block 1 addresses the river;

- The massing of the building steps down in response to minimise the impact of the slope down to the river
- The separation between Blocks 2 & 1 has been widened to enhance the visual link and views through the site to the river and Belcamp House.
- Own door units promote increased activity at ground floor level, linking the private to the public spaces.





## 02\_SITE DESIGN STRATEGY

### 2.1.4. Response to DCC Opinion

#### Urban Design and Development

5. "Additional continuous elevations should be provided across both DCC and FCC lands with an emphasis on demonstrating the relationship between developments proposed within the respective lands."

**Response:**

Refer to Appendix D of this report for continuous elevations and sections across both DCC and FCC lands.

6. "Provision of verified photomontages from the surrounding area should include and is not limited to the following locations; Northern Cross junction, to the east and west of the subject site on the R139, Darndale Park to the south."

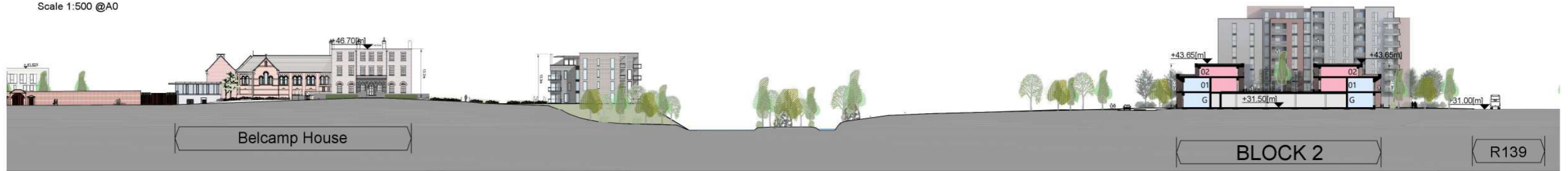
**Response:**

Please refer to the Verified Photomontages Report by Digital Dimensions for further details.



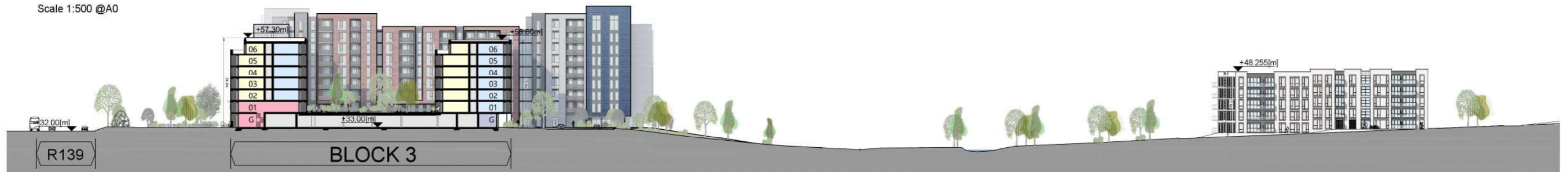
Site Section AA

Scale 1:500 @A0



Site Section BB

Scale 1:500 @A0



Site Section CC

Scale 1:500 @A0





View along R139 looking West



## 02\_SITE DESIGN STRATEGY

### 2.1.4. Response to DCC Opinion

#### *Urban Design and Development*

7. "A map of existing and proposed taller buildings in the wider area should be provided."

#### **Response:**

**Please refer to CCK Design Strategy Overview and Urban Design Report for further details.**



Extract from CCK Drawings



## 02\_SITE DESIGN STRATEGY

### 2.1.4. Response to DCC Opinion

#### *Urban Design and Development*

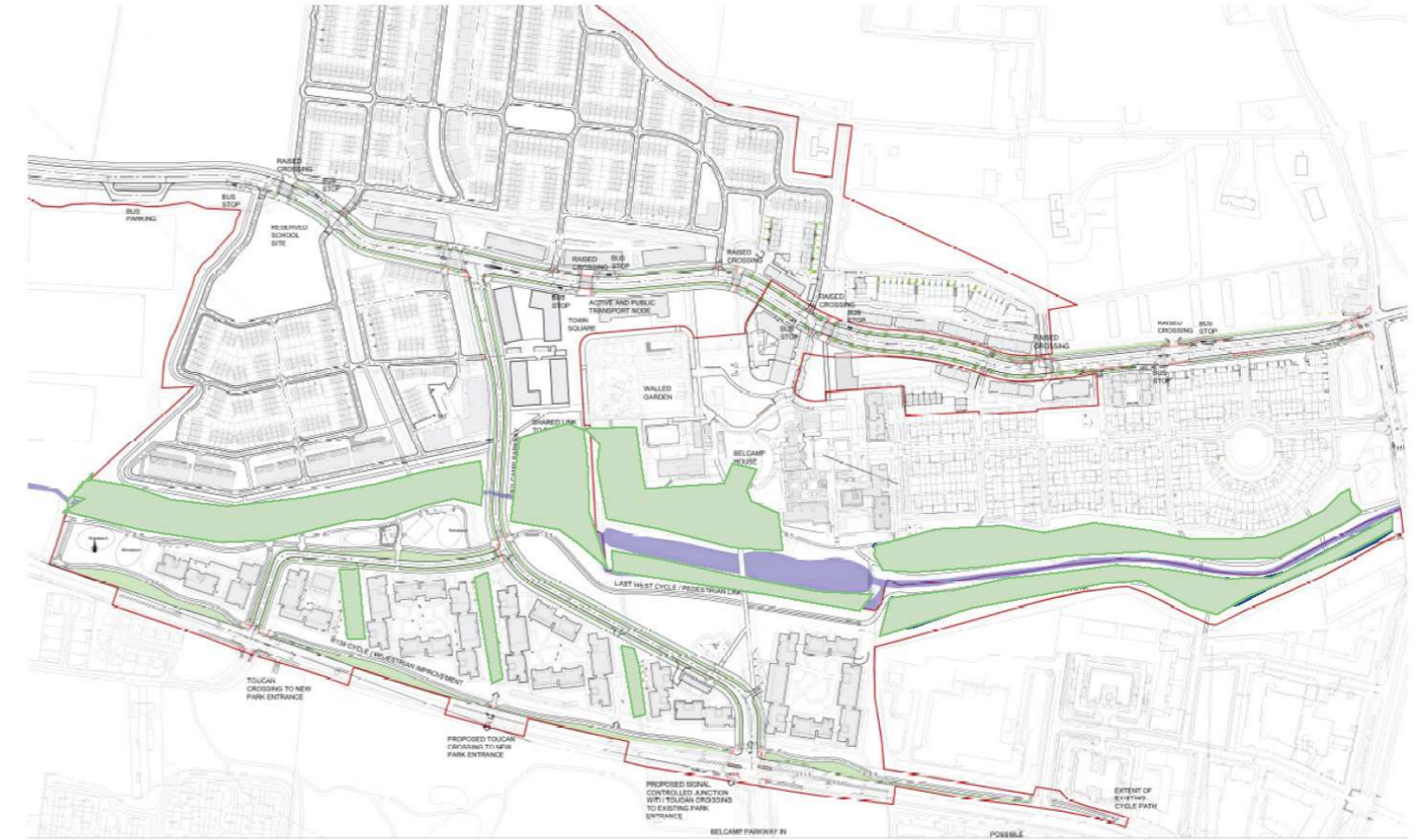
8. "A landscape & visual impact assessment should be provided."

**Response:**  
Please refer to the Landscape & Visual Impact Assessment for further details.



Site Topography

Extract from Landscape Rationale



Site Vegetation



## 02\_SITE DESIGN STRATEGY

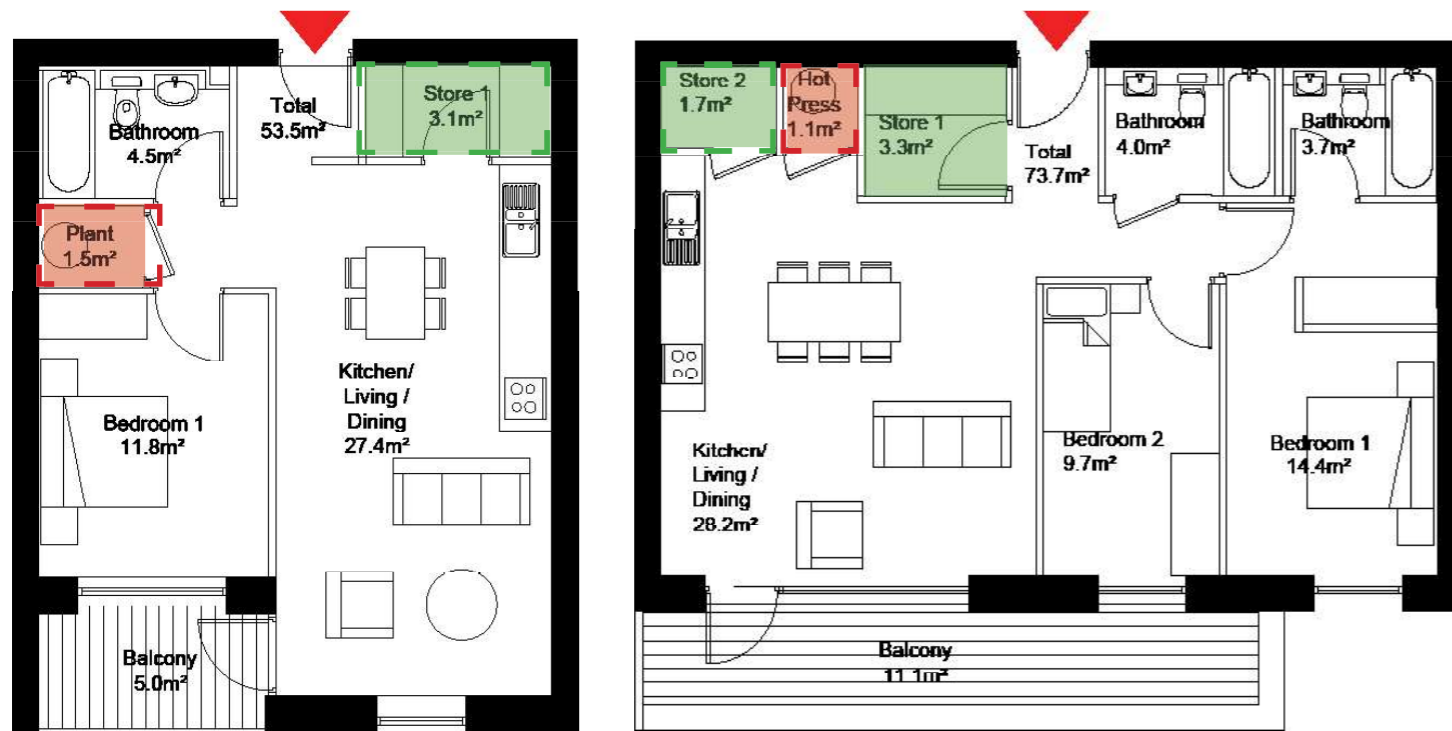
### 2.1.4. Response to DCC Opinion

#### Development Standards

9. "It is not clear if all proposed designated storage space will meet the 2020 Apartment Guidelines in the context of section 3.31 which stipulates that hot presses or boiler space will not count as general storage."

#### Response:

All layouts have been updated to indicate hot presses/boiler space as separate from storage areas.

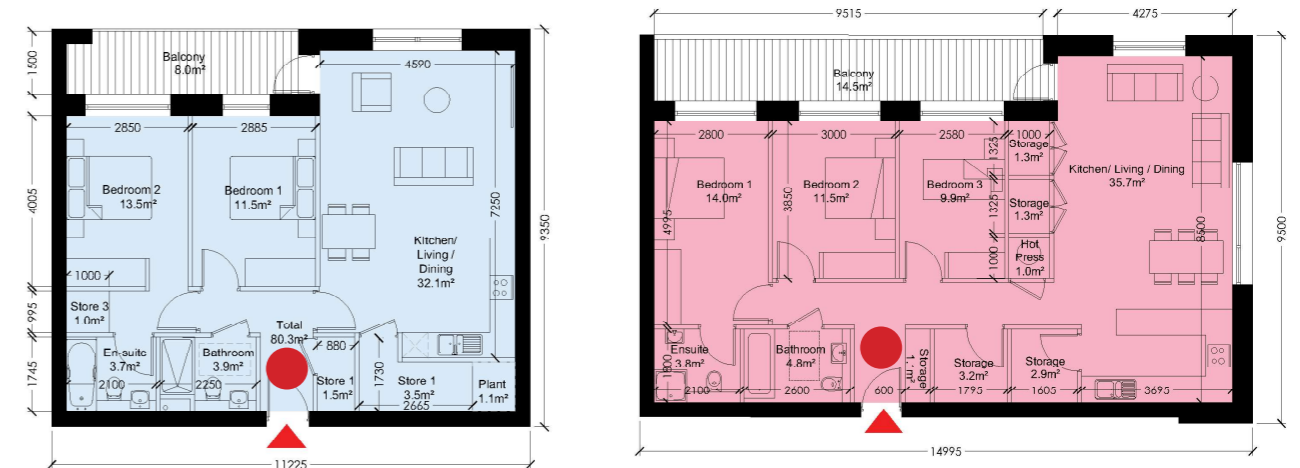


Separate storage (green) and plant/boiler space (red) can be seen in Units 1B\_03 & 2B\_05.

10. "In terms of apartment layout, it is preferential for privacy lobbies be provided upon entrance to apartment units so as to avoid future occupants' living areas being readily viewable from the corridor."

#### Response:

The majority of apartment layouts are designed such that entrances do not open straight into living areas. Layouts are updated to provide privacy as required.



The privacy lobby, indicated by the red dot, can be seen in Units 2B\_01 & 3B\_02.



## 02\_SITE DESIGN STRATEGY

### 2.1.4. Response to DCC Opinion

#### Development Standards

11. "It would appear that there are errors within the Housing Quality Assessment, specifically where it indicates provision of 1 bedroom, 1 person units. It would be useful for the assessment if the proposed number of 2 bedroom, 3 person units is also included as part of the development summary contained within the various planning and architectural reports."

#### Response:

We confirm that there are no 1 bedroom, 1 person units. See the below breakdown of unit types.

Block	Unit Type							Total No. of Units
	Studio	1-Bed	2-Bed Apt	2-Bed Duplex	3-Bed Apt	3-Bed Duplex	4-Bed	
Block 1	0	94	131	8	10	30	0	273
Block 2	0	71	65	8	0	16	0	160
Block 3	0	96	172	4	6	19	0	297
Block 4	0	70	165	13	20	17	0	285
Block 5	0	37	44	7	0	8	0	96
Block 6	0	19	72	8	13	7	0	119
			649	48	49	97		
Total	0	387	697		146		0	
Unit Mix (%)	0.0%	31.5%	56.7%		11.9%		0.0%	
Total	1230 Units							

12. "The private amenity space to serve the ground floor level duplex unit\_01 would appear to be below the required depth of 1.5m with a depth of c. 1.15m. The applicant should ensure that all units are in compliance with relevant standards."

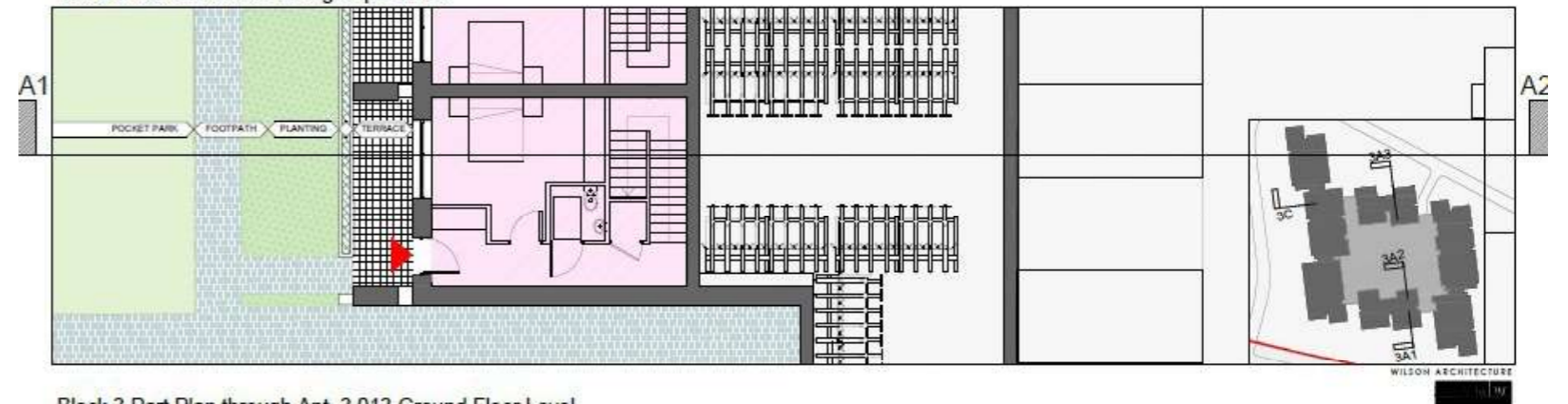
#### Response:

All units balcony/terrace private amenity space at the required depth of 1.5m. Private amenity space to the majority of ground floor units is now provided at the first floor level, facing onto the Podium amenity areas where possible, as the units are now own door access from ground level.

Screening/ buffers mitigate impacts from interactions of when residential areas interface with External Circulation Areas and Communal Open Space.



Block 3 Section A1-A2 through Apt. 3.013



Block 3 Part Plan through Apt. 3.013 Ground Floor Level



## 02\_SITE DESIGN STRATEGY

### 2.1.4. Response to DCC Opinion

#### Development Standards

13. "A Building Life Cycle Report should be submitted as required under section 6.13 of the Apartment Guidelines 2020."

**Response:**  
Please refer to the Building Life Cycle Report included as part of this submission.

14. "Any extensive areas of render to elevations with limited access to sunlight due to orientation, inter-block obstruction or height above ground, etc. shall be finished in a brick type treatment or similar robust material."

**Response:**  
No extensive areas of render are proposed, with predominant Facade material proposed to be brick.

The following table outlines the proposed passive and active, energy and carbon emission reduction measures which will directly benefit occupants in terms of reducing operational costs.

MEASURE	DESCRIPTION	BENEFIT															
Building Fabric Efficiency	<p>The U-Value of a building element is a measure of the amount of heat energy that will pass through the constituent element of the building envelope. Increasing the insulation levels in each element will reduce the heat lost during the heating season.</p> <p>It is possible to exceed the requirements of the current building regulations. The current target U-Values are identified below:</p> <table border="1"> <thead> <tr> <th>Element</th> <th>Required U-values for New Buildings (W/m<sup>2</sup>K)</th> <th>Target U-values for this development (W/m<sup>2</sup>K)</th> </tr> </thead> <tbody> <tr> <td>Roof</td> <td>0.25</td> <td>0.15</td> </tr> <tr> <td>External Walls</td> <td>0.35</td> <td>0.25</td> </tr> <tr> <td>Ground Floors</td> <td>0.35</td> <td>0.25</td> </tr> <tr> <td>Chimney</td> <td>1.40</td> <td>1.40</td> </tr> </tbody> </table> <p>A major consideration in reducing the heat losses in a building is the air infiltration. This essentially relates to the ingress of cold outdoor air into the building and the corresponding displacement of the heated internal air. This incoming cold air must be heated if certain conditions are to be maintained. In a traditionally constructed building, infiltration can account for 30 to 40 percent of the total heat loss; however, construction standards continue to improve in this area.</p> <p>With good design and strict on-site control of building techniques, infiltration losses can be significantly reduced.</p> <p>In order to ensure that a sufficient level of airtightness is achieved, air permeability testing will be specified, with the responsibility being placed on the main contractor to carry out testing and achieve the targets identified in the tender documents.</p> <p>A design air permeability target of 3 m<sup>3</sup>/hr has been identified.</p> <p>Air testing specification will require testing to be carried out by an independent third party (National Standards Authority of Ireland or equivalent certification body).</p> <p>It is proposed to provide 100% of lighting systems to be low energy (LED).</p>	Element	Required U-values for New Buildings (W/m <sup>2</sup> K)	Target U-values for this development (W/m <sup>2</sup> K)	Roof	0.25	0.15	External Walls	0.35	0.25	Ground Floors	0.35	0.25	Chimney	1.40	1.40	<p>Reduction in the consumption of fuel and the associated carbon emissions and operating costs.</p>
Element	Required U-values for New Buildings (W/m <sup>2</sup> K)	Target U-values for this development (W/m <sup>2</sup> K)															
Roof	0.25	0.15															
External Walls	0.35	0.25															
Ground Floors	0.35	0.25															
Chimney	1.40	1.40															
Lighting Efficiency	<p>It is proposed to provide 100% of lighting systems to be low energy (LED).</p>	<p>Reduction in the consumption of electricity and the associated carbon emissions and operating costs.</p>															
Air Source Heat Pump Per Apartment	<p>Conventional air source heat pumps per apartment have been incorporated into this development by siting external condensers on the balconies of each apartment unit.</p> <p>Apart from the environmental benefits of heating homes with an Air Source Heat Pump rather than for example a direct electric heating system heat source, there are substantial savings to be made when this system is employed with an airtight approach to building detailing and construction.</p> <p>With lower energy usage within buildings, they have become increasingly airtight. This increased airtightness while providing lower energy levels can lead to problems because stale air is not exhausted from the dwelling and replaced with outside air.</p> <p>A Mechanical Heat Recovery Ventilation system provides outdoor filtered air into the apartment whilst retaining most of the energy that has already been used in heating the building. It works on the principle of extracting air from the wet rooms (WCs, kitchens, etc) and recovering the heat energy from this air in a high efficiency heat exchanger and supplying tempered fresh air into the occupied rooms (living area, bedrooms, etc).</p>	<p>Reduction in the consumption of electricity and the associated carbon emissions and operating costs.</p>															

As the possibility of carbon taxation being increased over the years within the Irish legislative framework becomes ever more likely, this system and its low CO <sub>2</sub> output represents a proved environmental and financially sound means of heating the development.
--

2.2. MATERIALS  
The practical implementation of the Design and Material principles has informed the design of internal layouts, detailing of the proposed apartment buildings, and building facades. The facade materials will consist of brick, glazing, spandrel panels, standing metal seam cladding, and pressed metal parapet.

2.2.1. BUILDINGS  
The buildings are designed in accordance with the Building Regulations, in particular Part D 'Materials and Workmanship', which includes all elements of the construction. The Design Principles and Specifications are applied to both the apartment units and the communal areas of the building and specific measures taken include:

MEASURE / DESCRIPTION	BENEFIT
Daylighting to circulation areas where possible	Avoids the requirement for continuous artificial lighting
Natural Ventilation system to car park beneath podium. Permeable podium structure at the ground level, in conjunction with ventilation systems at podium level allow for unobstructed cross ventilation through area.	Avoids provision of mechanically ventilating the car parking area beneath the podium.
External panels and landscaped areas	All of these require low/minimal maintenance

Above is a sample from the submitted Building Life Cycle Report.





## 02\_SITE DESIGN STRATEGY

### 2.1.4. Response to DCC Opinion

#### Development Standards

15. "Any extensive areas of plinth or uninterrupted/unarticulated blank facades etc. shall be finished in brick and planted with trellis system where possible."

#### Response:

All effort has been made to remove any uninterrupted/unarticulated blank facades. Brick has been utilised on all ground floor facades and planted with trellis system where possible.



### Daylight and Sunlight

16. "Further assessment of daylight provision to ground/first floor level units should be undertaken in particular to units located within close vicinity to units identified to be below standard or marginally exceeding standards. It may be appropriate to review the layout of affected units and/or include additional levels of glazing. It would be useful if the daylight study included diagrammatic layouts demonstrating the levels of daylight across the floorspace of surveyed units."

#### Response:

Further assessment has taken place, with revisions to layouts and distances between blocks made where required. The majority of ground/first floor units are now dual aspect, own door duplexes.

17. "To understand the levels of diffusion of sunlight across the proposed communal open spaces to each block and to ensure that the play areas within the communal open space receive adequate levels of daylight, diagrammatic layouts indicating the sunlight dispersion to the space should be provided."

#### Response:

The Communal Open Spaces and Play Areas were assessed and analysed for required levels of daylight and sunlight, please refer to Daylight and Sunlight Reception Reports for further details.



Receptor Block	Unit ID	Receptor Room / type	Hor Sec				glazing area m <sup>2</sup>	Room		Room BPE								
			Hor Vert L* L**	Hor Vert L* L**	Hor Vert L* L**	Hor Vert L* L**		width m	depth m	ADF %	ADF %							
1.01	1.1023	00 Bed room	113	12	67	80	190	22%	4.00	2.80	4.10	3.70	3.20	1.00				
1.02	1.1026	00 Bed room	194	12	66	80	190	23%	4.00	2.80	4.10	3.70	3.22	1.00				
1.03	1.1028	00 Bed room	155	12	65	80	190	23%	3.50	2.80	4.10	3.70	3.24	1.00				
1.04	1.1031	00 Bed room	57	10	36	22	85	80	190	19%	3.50	2.80	4.10	3.70	2.26	1.00		
1.05	1.1031	00 Bed room	83	10	19	22	78	80	190	21%	3.50	2.80	4.50	3.70	2.40	1.00		
1.06	1.1030	00 Bed room	48	9	68	23	64	80	190	21%	3.50	2.80	4.10	3.70	2.18	1.00		
1.07	1.1033	00 Bed room	48	9	72	23	60	80	190	22%	3.50	2.80	4.10	3.70	2.25	1.00		
1.08	1.1034	00 Bed room	65	9	46	24	69	80	190	21%	4.00	2.80	4.10	3.70	3.13	1.00		
1.09	1.1035	00 Bed room	48	8	55	27	76	80	190	20%	4.00	2.80	4.10	3.70	3.28	1.00		
1.10	1.1037	00 Bed room	32	8	50	29	33	8	85	80	190	21%	4.00	2.80	4.10	3.70	3.10	1.00
1.11	1.1036	00 Bed room	45	8	71	32	64	80	190	20%	4.00	2.80	4.10	3.70	3.26	1.00		
1.12	1.1039	00 Bed room	21	8	49	33	40	8	70	80	190	20%	4.00	2.80	4.10	3.70	3.23	1.00
1.13	1.1022	00 Bed room	117	9	65	80	190	24%	3.50	3.20	5.70	3.70	3.22	1.00				
1.14	1.1004	00 Bed room	103	9	77	80	190	22%	3.50	2.80	4.10	3.70	3.20	1.00				
1.15	1.1007	00 Bed room	117	9	63	80	190	24%	3.50	3.20	5.70	3.70	3.21	1.00				
1.16	1.1009	00 Bed room	55	80	26	9	99	12	30	7	190	25%	3.50	2.80	4.60	3.70	3.26	1.00
1.17	1.1009	00 Bed room	56	80	70	13	54	7	190	25%	3.50	2.80	4.10	3.70	3.18	1.00		
1.18	1.1010	00 Living - Kitchen	42	80	71	13	27	9	40	7	190	27%	5.50	5.00	5.20	3.70	3.11	2.00
1.19	1.1010	00 Bed room	53	80	77	13	50	7	190	25%	2.63	2.30	4.00	3.70	2.67	1.00		
1.20	1.1010	00 Bed room	110	80	63	13	7	7	190	18%	2.63	2.80	4.00	3.70	1.14	1.00		
1.21	1.1011	00 Bed room	68	80	76	13	36	7	190	22%	4.00	2.80	4.10	3.70	3.21	1.00		
1.22	1.1012	00 Bed room	68	80	23	10	73	13	16	7	190	22%	4.00	2.80	4.10	3.70	3.13	1.00
1.23	1.1013	00 Bed room	97	80	13	10	70	13	190	18%	4.00	2.80	4.10	3.70	2.59	1.00		
1.24	1.1014	00 Bed room	77	80	30	10	70	13	190	21%	4.00	2.80	4.10	3.70	3.18	1.00		

Extracts from Daylight Reception Analysis Report



## 02\_SITE DESIGN STRATEGY

### 2.1.4. Response to DCC Opinion

#### Daylight and Sunlight

18. "A shadow analysis should be included as part of the daylight and sunlight report to understand the levels of overshadowing within communal open spaces and the overshadowing to the surrounding area."

**Response:**  
Please refer to Daylight and Sunlight Analysis Report for further details.



A.1 A. Primary - Class 1 - Parkland/Habitat 42,836 m <sup>2</sup>							A.2 A. Primary - Class 1 - Urban Plaza/Poc 13,661 m <sup>2</sup>						
NEW STATUS March 21st							NEW STATUS March 21st						
Time	Shadow % / %	Sunlight % / %	Sun time min	Sun area m <sup>2</sup>	Sun time.area min*m <sup>2</sup>		Time	Shadow % / %	Sunlight % / %	Sun time min	Sun area m <sup>2</sup>	Sun time.area min*m <sup>2</sup>	
6.00	100%	0%	60	0	0		6.00	100%	0%	60	0	0	
7.00	71%	29%	60	12422	745,346		7.00	89%	11%	60	1503	90,163	
8.00	59%	41%	60	17563	1,053,766		8.00	87%	13%	60	1776	106,556	
9.00	48%	52%	60	22275	1,336,483		9.00	84%	16%	60	2186	131,146	
10.00	39%	61%	60	26130	1,567,798		10.00	68%	32%	60	4372	262,291	
11.00	32%	68%	60	29128	1,747,709		11.00	53%	47%	60	6421	385,240	
12.00	32%	68%	60	29128	1,747,709		12.00	12%	88%	60	12022	721,301	
13.00	24%	76%	60	32555	1,953,322		13.00	14%	86%	60	11748	704,908	
14.00	24%	76%	60	32555	1,953,322		14.00	36%	64%	60	8743	524,582	
15.00	27%	73%	60	31270	1,876,217		15.00	47%	53%	60	7240	434,420	
16.00	31%	69%	60	29557	1,773,410		16.00	58%	42%	60	5738	344,257	
17.00	43%	57%	60	24417	1,464,991		17.00	71%	29%	60	3962	237,701	
18.00	77%	23%	60	9852	591,137		18.00	88%	12%	60	1639	98,359	
19.00	100%	0%	60	0	0		19.00	100%	0%	60	0	0	
Required sun hours @ 50% area				2			Required sun hours @ 50% area				2		
Achieved sun hours on @ 50% area				9.00			Achieved sun hours on @ 50% area				4.00		
Achieved total sun time (hrs)				6.93			Achieved total sun time (hrs)				4.93		
Achieved daily sun time * area				17811209			Achieved daily sun time * area				4040924		

Extracts from Sunlight Reception Analysis Report

19. "The scheme should maximise access to daylight to corridors, landings, and lobbies and minimise reliance on artificial illumination."

**Response:**  
The floor plans have been designed to include windows at the mid-points and ends of corridors where possible in the residential blocks.

20. "The applicant should detail specific 'compensatory measures' to apartments where K/D/L spaces will not get 2% ADF target value."

**Response:**  
The design and layout of the Unit Types has been carefully considered to ensure K/D/L spaces face onto exterior walls with sufficiently sized window openings and no overhanging balconies. The dimensions of the rooms have been designed to avoid deep spaces where possible. Please refer to Daylight and Sunlight Analysis Report for further details.



Extract from Block 5 Second Floor Plan



## 02\_SITE DESIGN STRATEGY

### 2.1.4. Response to DCC Opinion

#### Overlooking and Privacy

21. There are concerns that there may be some overlooking between apartment units where they are located within close vicinity with each other such as within the inner corners or where the buildings have been articulated. An overlooking study should be undertaken to identify all potential impacted units and incorporate obviation measures such as screening to balconies, pop-out or oriel windows or high level windows etc.

#### Response:

As part of the refinement of the design all units and block layouts were analysed for overlooking issues, and suitable measures taken to address areas of concern.

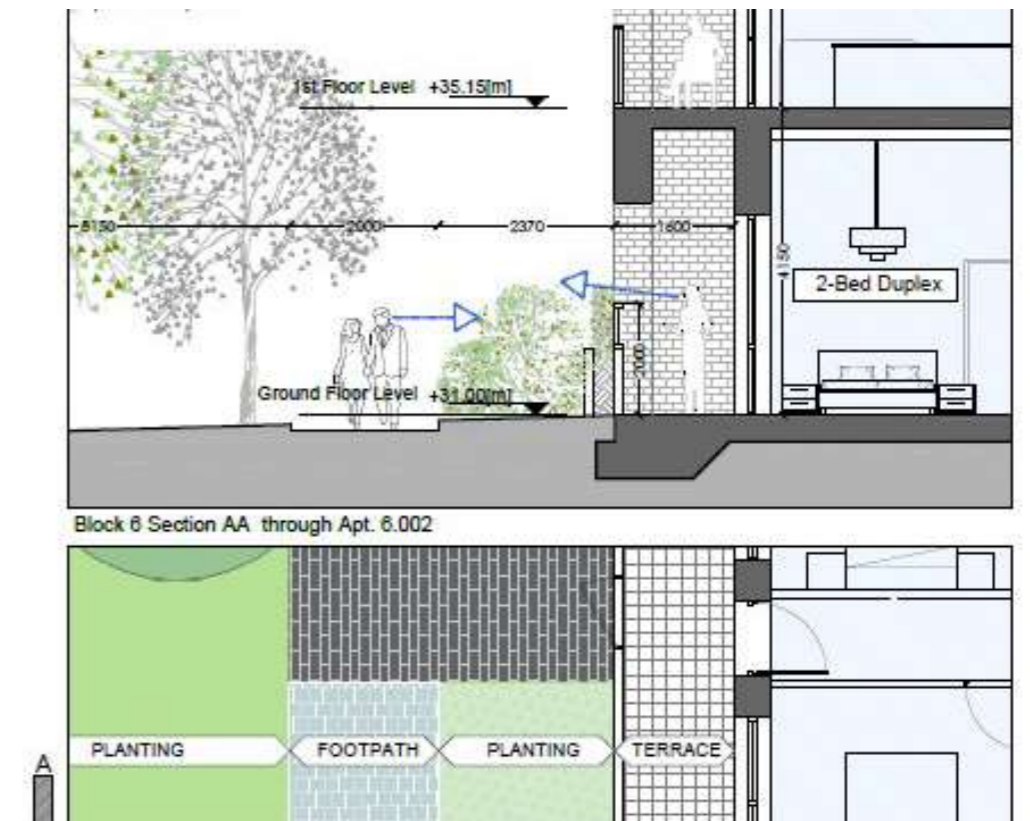
In instances where the separation distance is less than optimal, care has been taken to ensure that the primary aspect of one apartment does not face the primary aspect of another apartment. And high level windows and/or obscured glass windows are proposed in areas where primary aspect rooms face secondary aspect rooms of another unit.

Further details can be found in the accompanying Separation Distances and Overlooking Report.

22. "There is concern regarding the level of privacy that can be achieved for ground floor residential units and their patio/terraces where they will interface with the public realm. It is recommended to increase levels of buffer planting or incorporate other appropriate measure to increase levels of privacy and security of the ground floor units. Consideration should be made to alternative screening in place of the proposed vertical railing may be appropriate for integration with upper floor balconies. The concerns also relate to units located in close proximity to entrances zones and other general circulation areas, e.g. unit number 1.024 to the North West corner of Block 1."

#### Response:

The majority of ground floor units are now own door duplexes with private amenity space provided at first floor level, facing onto the Podium amenity areas where possible. Opaque glazing to the rear of the vertical railing will be included for units located in close proximity to entrance zones and other general circulation areas.





## 02\_SITE DESIGN STRATEGY

### 2.1.4. Response to DCC Opinion

23. "1:500 and 1:1000 'Site Layout Plan in Context' with all the internal ground floor layouts shown in juxtaposition with each other and the street/public open space layout so as to more readily assess the various street-level interactions should be submitted."

#### Response:

Refer to 1:500 Site Plan (1535 PL - 0 - 117 + 1535 PL - 0 - 118) with all the internal ground floor layouts shown in juxtaposition with each other and the street/public open space layout.



24. "Sample 1:50 cross-sections should be provided to show how screening/buffers will successfully mitigate impacts from interactions of when residential areas interface with entrance zones; communal open space, external circulation areas and public open space/realm. Consideration should also be given to providing a differential in levels between residential and external realm."

#### Response:

1:50 Cross Sections have now been added, capturing the interfaces between the private residential spaces and the external public realm, and outlining the design measures to address privacy screening, landscape features, and visual links and views. Refer to drawings 1535-PL-0-310 & 1535-PL-0-311 Interface 1:50 Sections for further information.

Screening/ buffers mitigate impacts from interactions of when residential areas interface with External Circulation Areas and Communal Open Space.



Block 6 Section AA through Apt. 6.002



Block 6 Part Plan through Apt. 6.002 Ground Floor Level



## 02\_SITE DESIGN STRATEGY

### 2.1.4. Response to DCC Opinion

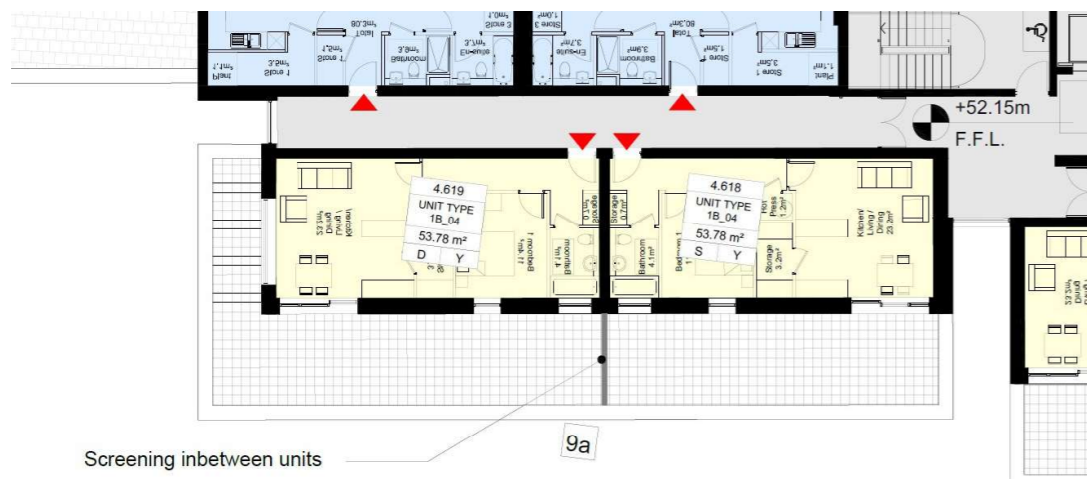
25. "Details should be provided showing 1.8m high side screens applied between terraced balconies or patios, or where projecting balconies are located in close proximity to each other. Where possible the screening should be applied to the less favourable side of a projecting balcony or the projecting portion of a part-recessed balcony or the northern side of a west or east facing balcony."

#### Response:

The Layout of the Units has been designed to separate balconies where possible, but in instances where balconies are side by side, a full height privacy screening with obscured glass is proposed. And all terraces will have 1.8m high combined planting/railings screening.



Privacy Screens to upper level units



Screening inbetween units

26. "The applicant is requested to account for and mitigate against any potential significant negative impacts upon residential amenity within the overall scheme and in relation to existing and potential nearest residential lands in terms of noise/disturbance, micro climate, solar dazzle, light pollution, etc."

#### Response:

Best practice guidelines for the Site Layout of Residential Developments has been applied as part of the design and spatial planning of the proposed development. These include the siting, sizes, heights, massing and orientations of the blocks; the relationships of the blocks to each other, to the neighbouring properties, and to the public spaces and streets in between them. These factors combined strive to ensure a high quality of residential amenity within the scheme and to its environs. Please refer to Consultant's Reports on Noise, Micro Climate, and Sunlight Analysis for further details.

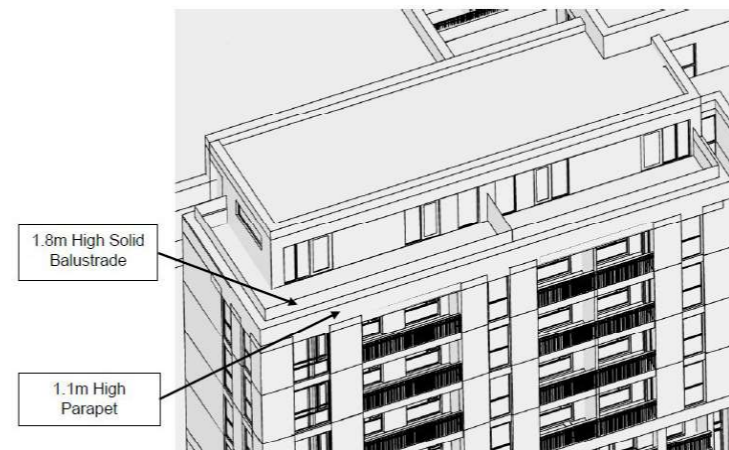


Fig. 4.5 – Potential Wind Screening Measures

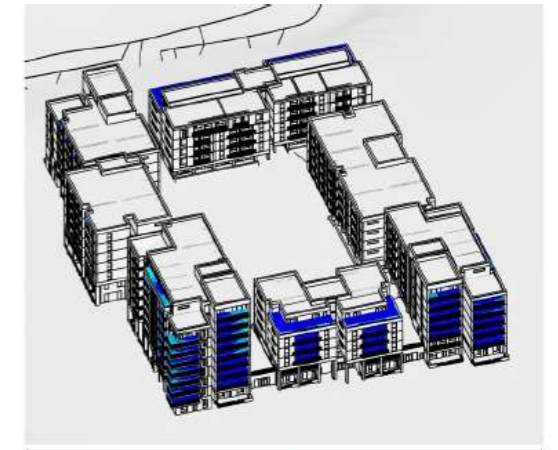


Fig. 4.3.2 – Lawson Criteria Results for Block 1 Balconies

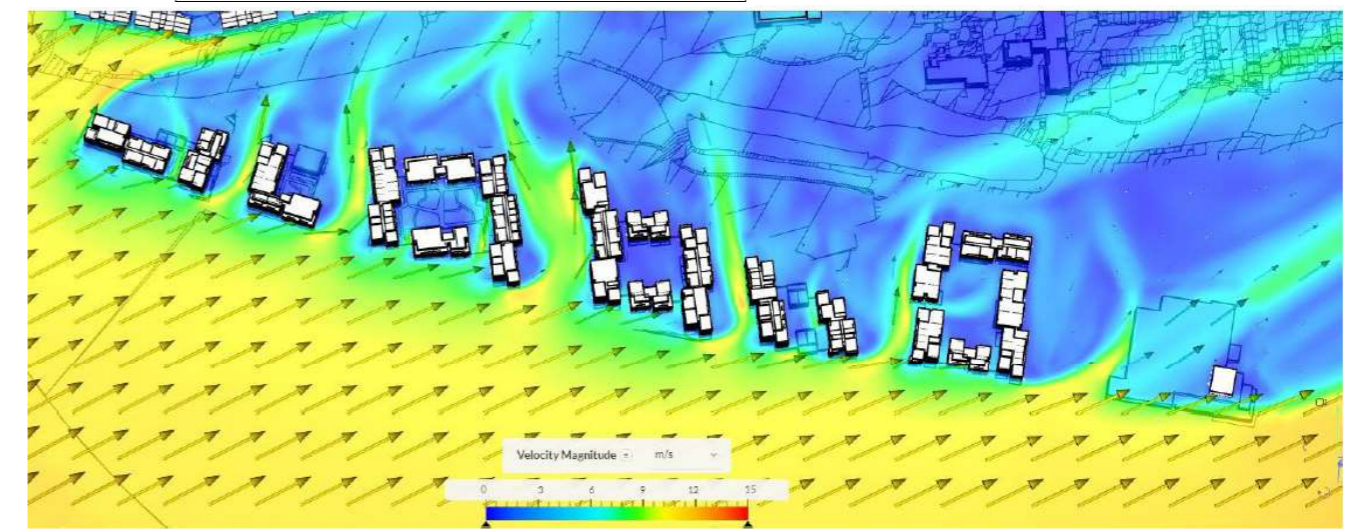


Fig. 3.1 - Wind Velocity at 10m above Ground Level across DCC Lands of Proposed Development



## 02\_SITE DESIGN STRATEGY

### 2.1.4. Response to DCC Opinion

#### Landscape

27. "A detailed landscape design of the proposed roof top communal terraces should be provided."

#### Response:

There are no communal roof top terraces proposed in the current scheme.

28. "Detailed landscape plans and sections across the pocket parks between the proposed blocks should be provided to allow a better understanding relating to the juxtaposition of the hedgerows, the public environment, and the apartment blocks"

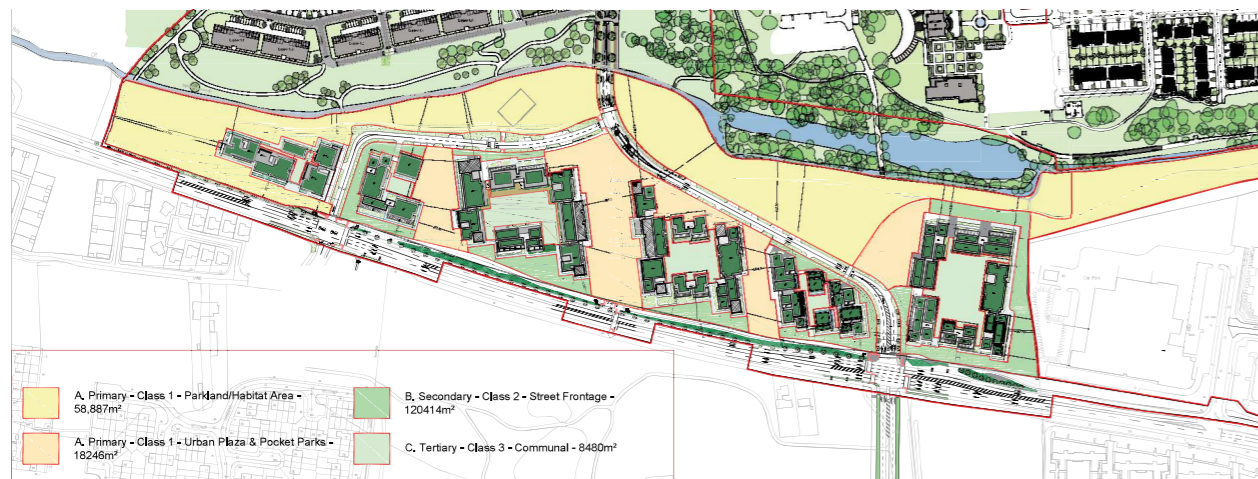
#### Response:

Please refer to the Landscape Drawings and Report for details on the pocket parks and hedgerows.

29. "All communal open spaces to serve each block shall be fully separated from the public realm."

#### Response:

All communal open spaces are located on the podiums and are designed to be fully separate from the public realm.





## 02\_SITE DESIGN STRATEGY

### 2.1.4. Response to DCC Opinion

30. "Details and locations of substations should be specified as part of any application with a preference to be incorporated within the envelope of the proposed blocks. Access doors should be presentable. If located externally, such structures should be finished in materials to harmonise with the proposed blocks."

**Response:**

**All substations are incorporated into the proposed block envelope. Refer to individual block floor plans for locations of each substation.**

#### *School Demand Assessment & Community and Social Infrastructure Audit*

31 "Considering the strategic scale of the proposed development, it is considered that a detailed capacity study of existing and permitted schools within the areas and LAP should be undertaken to ascertain the potential requirements for school sites within the subject lands noting that a site of c. 1.1ha is proposed to be reserved. This study should include a wider demographic study of the LAP area taking into account the scale of permissions for residential development and the future population increases from these developments. Furthermore, it is considered that the proposed retention of the school site for a limited period of 5 years is not warranted in this case."

**Response:**

**Refer to Planning Consultant's Report for further details.**

32. "The study area of the Social and Community Audit should be amended by locating the radius point within the centre of the site encompassing both DCC and FCC lands. The Audit should take into account permitted and planned social and community development within the LAP area."

**Response:**

**Refer to Planning Consultant's Report for further details.**

#### *Other Departmental Reports*

33. "The issues raised in the reports (see Appendix 1) from the following departments should be addressed:

- i. Transportation Planning Division*
- ii. Drainage Division*
- iii. Housing*
- iv. Air Quality Monitoring and Noise Control Unit*
- v. Waste Regulation and Enforcement Unit*
- vi. City Archaeologist*

**Response:**

**Refer to individual Consultant's Reports and Drawings for further details.**



## 02\_SITE DESIGN STRATEGY

### 2.1.5. Response to An Bord Pleanála Opinion

1. "Additional Computer-Generated Images (CGIs) and visualisation/cross section drawings showing the proposed development in the context of the existing residential and commercial properties surrounding the site and the proposed development at key landmark views."

**Response:**

Refer to Appendix A of this Report for CGI images and Appendix D for drawings showing the scheme in context with neighbouring development and properties.

2. "A report that specifically addresses the proposed materials and finishes to the scheme including specific detailing of finishes, the treatment of balconies in the apartment buildings, landscaped areas, pathways, entrances, boundary treatment/s and neighbourhood/commercial centre. Particular regard should be had to the requirement to provide high quality and sustainable finishes and details which seek to create a distinctive character for the development. The documents should also have regard to the long-term management and maintenance of the proposed development and a life cycle report for the apartments in accordance with section 6.3 of the Sustainable Urban Housing: Design Standards for New Apartments (2020)."

**Response:**

Refer to the Material and Finishes Report included as part of this submission.

3. "An updated Conservation Impact Assessment which includes justification for the design and layout, having regard to the location adjacent to Belcamp House, and include a phasing and delivery schedule detailed the restoration works for Belcamp House."

**Response:**

Please refer to the updated Conservation Impact Assessment for further details.

4. "A Retail Impact Assessment, clearly demonstrating that the quantum of retail and commercial service proposed is sufficient to serve the proposed population within the site."

**Response:**

Please refer to the Retail Impact Assessment for further details.

5. "A Taking in charge map."

**Response:**

Please refer to the Taking in Charge Map included as part of this submission.

6. "A report that addresses the contents of the submission from Irish Water (dated 8th of November 2021) concerning the need to ensure no impact on the proposed future wastewater treatment plant adjacent to the proposed development. In addition, the report shall address the concerns raised in relation to the need for a detailed Local Network Plan (Master Plan) of the Development Area, including water distribution and wastewater collection networks servicing the planned building blocks."

**Response:**

Please refer to Engineers Report for further details.



Extract from Materials and Finishes Report



## 02\_SITE DESIGN STRATEGY

### 2.1.5. Response to An Bord Pleanála Opinion

7. "A detailed landscaping plan clearly illustrating the quantum and functionality of all areas designated for communal and public open space. The landscaping details shall include, inter alia, designated communal open space, the inclusion of usable space for play provision necessary to comply with Section 4.13 of the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities and the design, a detailed trees survey and proposed tree planting scheme and shall clearly indicate the quantum and designated areas of usable public open space."

**Response:**  
Please refer to the Landscape Drawings and Report for details.

8. "A quantitative and qualitative assessment which provides a breakdown of the public and communal open space areas. This assessment should include a detailed landscape plan including the provision of communal amenity spaces and play facilities in line with the Sustainable Urban Housing: Design Standards for New Apartments (2020) and the requirements of Fingal County Council Parks Department."

**Response:**  
Please refer to the Landscape Drawings and Report for details.

9. "An updated Sunlight/Daylight/Overshadowing analysis showing an acceptable level of residential amenity for future occupiers and existing residents, which includes details on the standards achieved within the proposed residential units, in private and shared open space, and in public areas within the development and in adjacent properties. This report should address the full extent of requirements of BRE209/BS2011, as applicable."

**Response:**  
Please refer to Sunlight Assessment and Shadow Analysis for details.

10. "In accordance with section 5(5)(b) of the Act of 2016, as amended, any application made on foot of this opinion should be accompanied by a statement that in the prospective applicant's opinion the proposal is consistent with the relevant objectives of the development plan for the area. Such statement should have regard to the development plan or local area plan in place or, likely to be in place, at the date of the decision of the Board in respect of any application for permission under section 4 of the Act."

**Response:**  
Please refer to the Planning Report and Documentation for details.





## 03\_DESIGN OVERVIEW

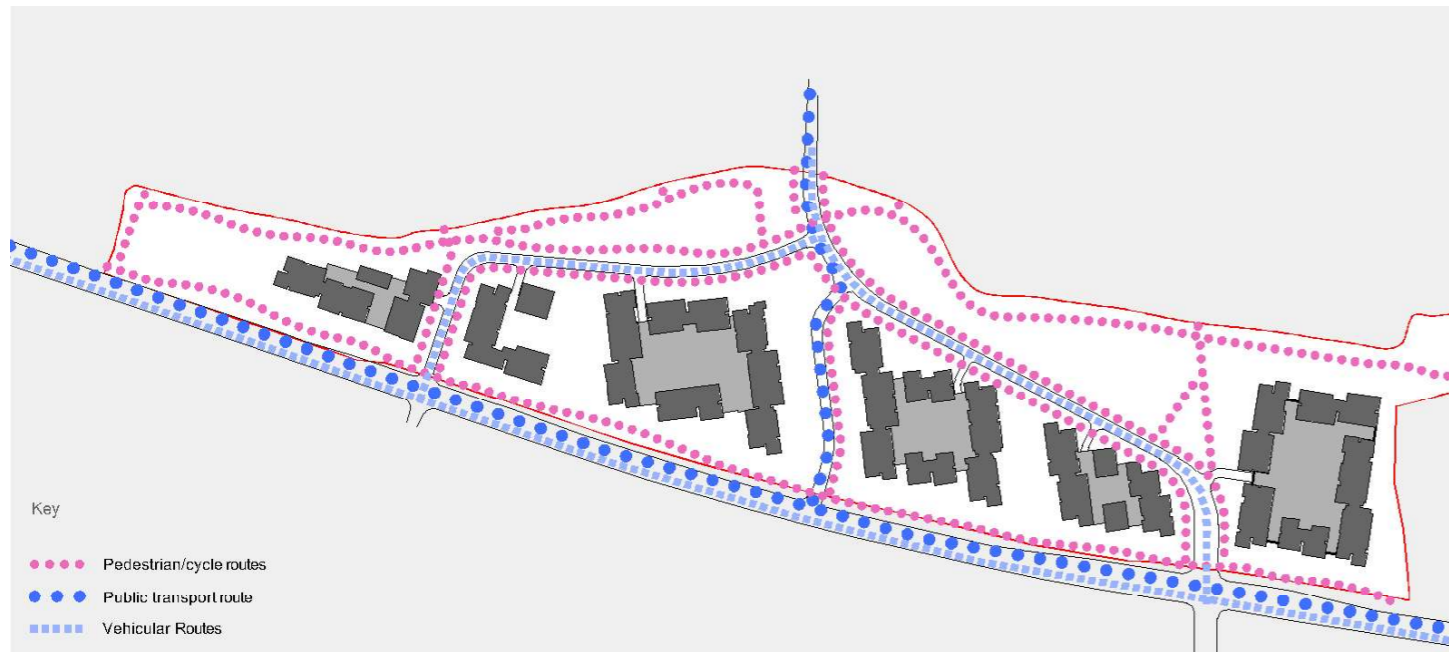
### 3.1 Urban Design Quality Indicators

The Design Manual for Quality Housing, published 21 January 2022 by the Department of Housing, Local Government and Heritage, outlines 10 key urban guidelines to ensure proposed developments achieve high quality and standards for residential and urban living. In line with these guidelines, the proposed development on the DCC Lands strives to meet and exceed these standards as indicated below.

Within the DCC lands the design approach is a typology of perimeter blocks of between 1 and 9 storeys surrounding internal podium courtyards with parking contained underneath. All residential Blocks contain amenity facilities at ground level with Block 3 providing retail units facing the river Mayne linear park and a Creche. Buildings are used throughout the site to enclose streets and spaces, to provide edges to parks and to ensure passive supervision of public places. Landmark corners and architectural features aid orientation and way finding, while scale and height inform the hierarchy of spaces. The layout of these blocks has been designed with the following Key Urban Design Quality Principles in mind:

1. *Movement Systems should ensure permeability in the form of a continuous web.*

2. *To best facilitate pedestrian permeability, layouts should follow perimeter block principles and be appropriately sized (100m maximum).*



Permeability Strategy to promote pedestrian and cycle movement, while curved streets discourage high traffic speeds.



Residential blocks mostly fall under the 100m maximum side dimension, and are articulated to break up the facade in places where this measurement is exceeded.



### 03 DESIGN OVERVIEW

#### 3.1 Urban Design Quality Indicators

3. The highest number of dwellings permissible should be delivered on the site.

##### SITE DATA

Description	Area	Building Footprint	Plot Ratio	Site Coverage	Density
Site Area	175250.0 m <sup>2</sup>				
Block 1	29579.6 m <sup>2</sup>	9119.8 m <sup>2</sup>			
Block 2	16054.8 m <sup>2</sup>	3734.6 m <sup>2</sup>			
Block 3	30860.9 m <sup>2</sup>	6758.5 m <sup>2</sup>			
Block 4	31273.4 m <sup>2</sup>	8507.4 m <sup>2</sup>			
Block 5	9978.0 m <sup>2</sup>	2827.0 m <sup>2</sup>			
Block 6	13452.4 m <sup>2</sup>	2976.4 m <sup>2</sup>			
<b>Total</b>	<b>131199.1 m<sup>2</sup></b>	<b>33923.7 m<sup>2</sup></b>	<b>0.75</b>	<b>19.4%</b>	<b>70.3 per Ha</b>

A Density of 70.3 per Ha, and a Plot Ratio of 0.75 is appropriate to the Site's location and context.

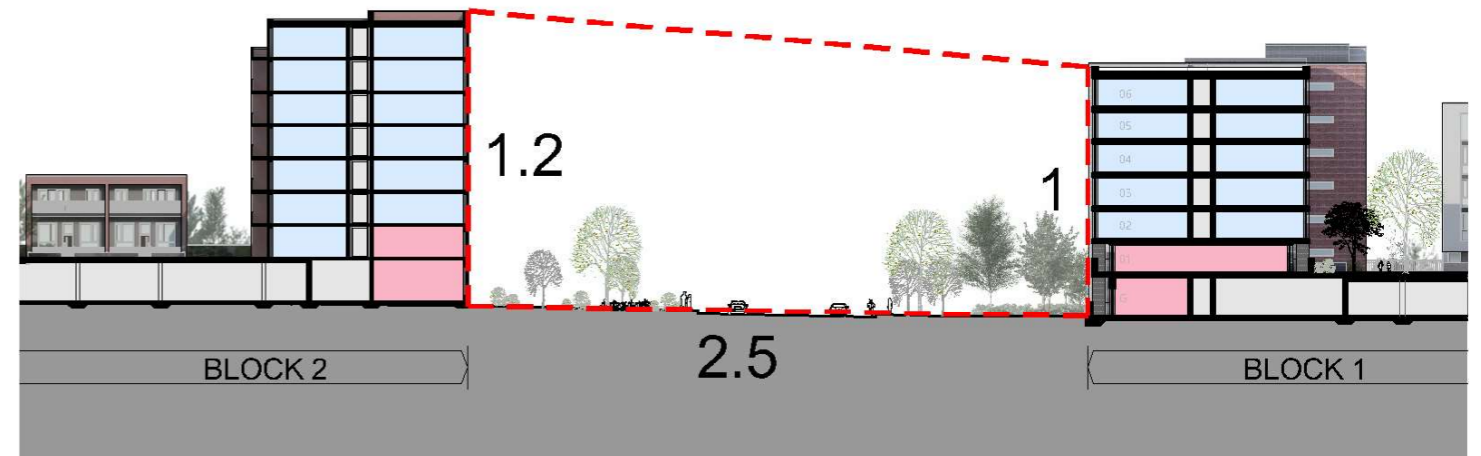
4. A variety of tenures and dwelling types should be facilitated, in particular on larger schemes.

##### BUILDING DATA

Block	Unit Type							Total No. of Units
	Studio	1-Bed	2-Bed Apt	2-Bed Duplex	3-Bed Apt	3-Bed Duplex	4-Bed	
Block 1	0	94	131	8	10	30	0	273
Block 2	0	71	65	8	0	16	0	160
Block 3	0	96	172	4	6	19	0	297
Block 4	0	70	165	13	20	17	0	285
Block 5	0	37	44	7	0	8	0	96
Block 6	0	19	72	8	13	7	0	119
<b>Total</b>	<b>0</b>	<b>387</b>	<b>649</b>	<b>48</b>	<b>49</b>	<b>97</b>	<b>0</b>	<b>1230</b>
Unit Mix (%)	0.0%	31.5%	52.8%	3.9%	4.0%	7.9%	0.0%	
<b>Total</b>	<b>1230 Units</b>							

Additional 3-beds, and Duplex type Units have been added to the scheme to ensure a wider variety of unit types and sizes.

5. The public streets and spaces should have a good sense of enclosure: the ratio of facade height to street width should preferably not exceed 1:3. Almost continuous facade (>75%) and suitable street trees should be provided.



The facade to street ratio for the proposed residential blocks and access roads are kept below the 1:3 maximum with additional trees to help with the sense of enclosure. Above this is demonstrated between Blocks 1 and 2. Please refer to drawing 1535-PL-0-301 for sections of all the spaces between the Blocks.



Site Section KK



### 03 DESIGN OVERVIEW

#### 3.1 Urban Design Quality Indicators

6. The quality of the public realm should be delivered by:

i. providing active frontages

ii. ensuring front doors face the street at close intervals and there are frequent ground floor windows, minimising blank walls, ensuring back gardens back onto other back gardens and not public spaces, roads or footpaths

iii. ensuring built fabric forms as continuous an edge as possible around the perimeter of the block

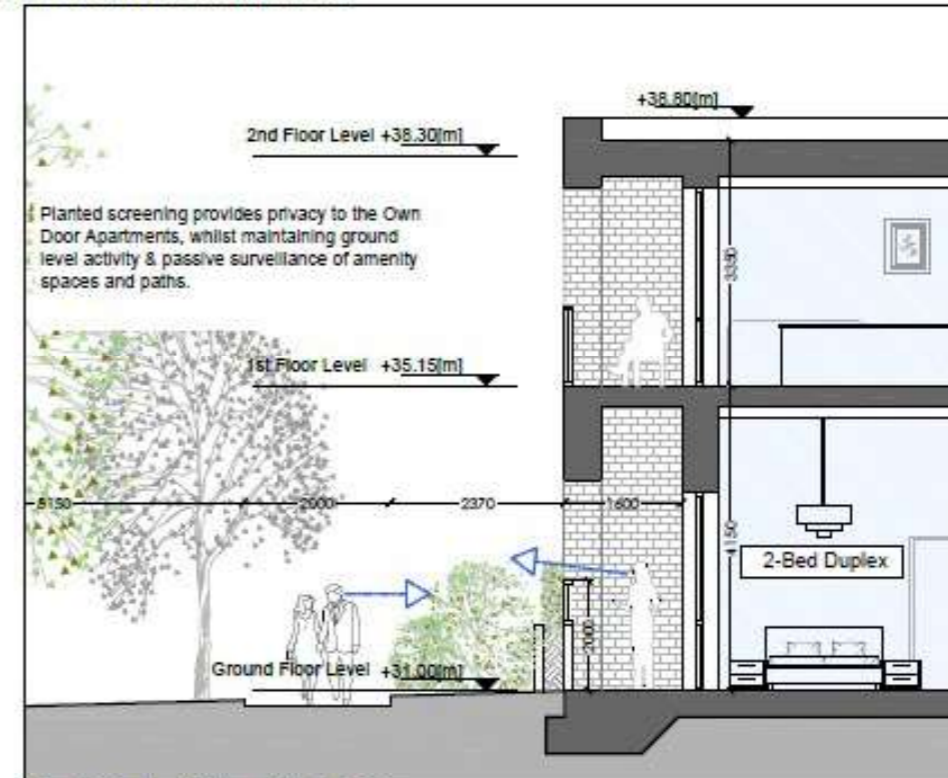
iv. providing fine grain and property widths of 5-7m

v. promoting security by maximising activity

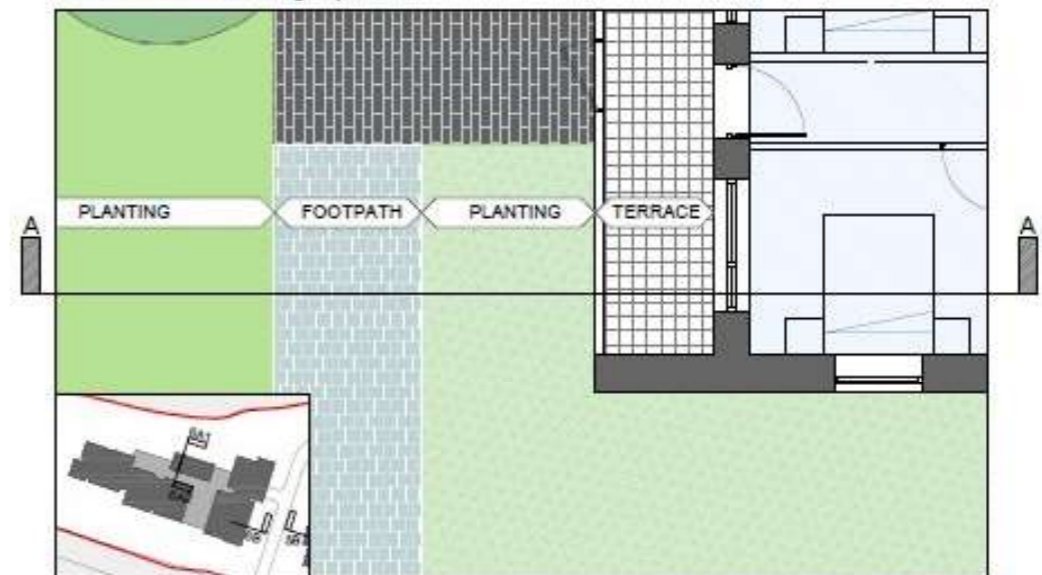


Extract from Block 1 Ground Floor Plan, indicating; Own Door Duplexes with front doors onto the street/path to promote active street fronts; forming a continuous edge around the perimeter; a fine grain of property widths; all of which maximise activity, enhance passive surveillance and promote a sense of security around the public realm of the buildings. Refer to individual Block Floor Plans for further details.

Screening/ buffers mitigate impacts from interactions of when residential areas interface with External Circulation Areas.



Block 6 Section AA through Apt. 6.002



Block 6 Part Plan through Apt. 6.002 Ground Floor Level

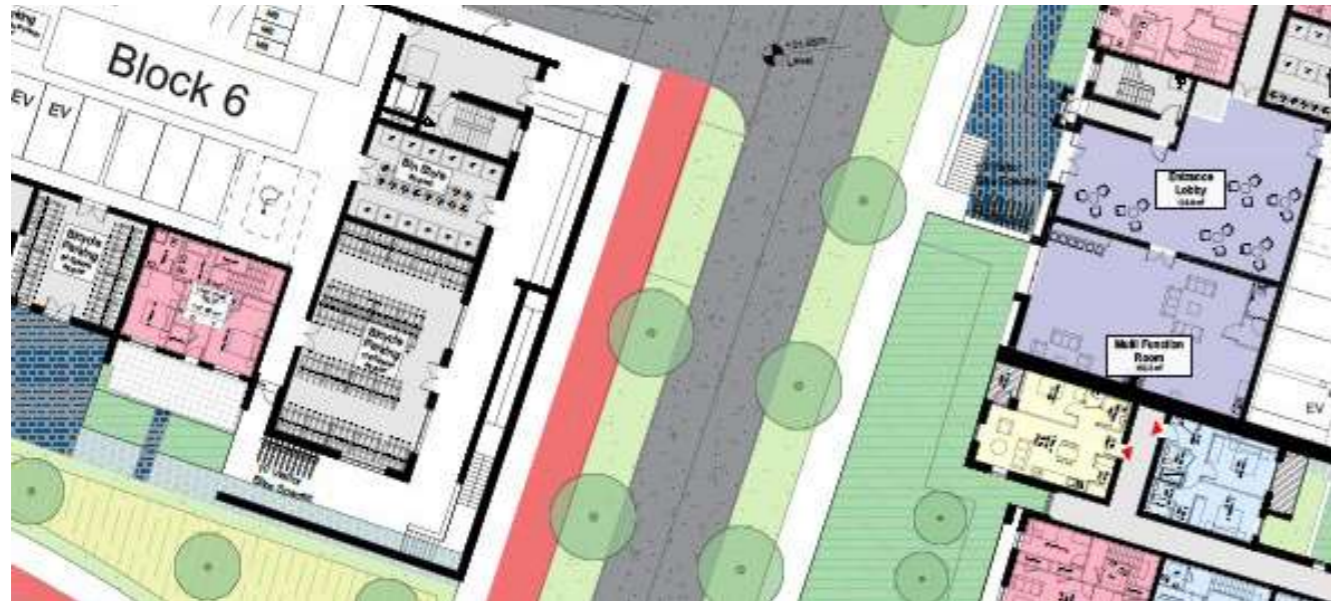
All Blocks are designed with ground floor own door units to promote an active frontage.



### 03 DESIGN OVERVIEW

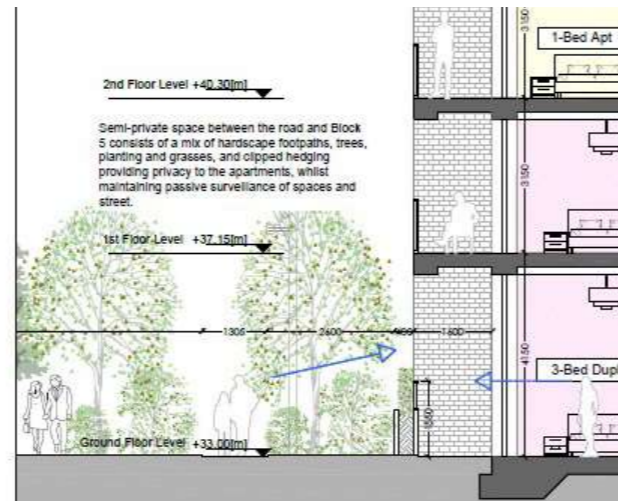
#### 3.1 Urban Design Quality Indicators

7. Ensure streets are self-regulating in accordance with DMURS by providing: appropriate street ratio, on-street parking, and on-street trees.



The Layout of the Street Frontage follows the "Key Characteristics of Place Based Street Design" as per DMURS guidelines; Connectivity; Enclosure; Active Edge; and Pedestrian Facilities/Activity. Please refer to Engineers and Landscape Drawings and Reports for further details.

8. Improve residential privacy by ensuring that:  
 i. A minimum 20-22m separation between directly opposing rear-facing, upper-floor windows is provided  
 ii. overlooking of rear gardens by other properties is minimised  
 iii. a small privacy strip is provided to distance ground-floor windows from the public footpath



9. Apartment layouts should avoid pavillion or linear-type blocks. Ground floor units should have private open space should be backed onto other back gardens or secured open space.



10. Public open space should be a regular shaped portion of land and fully faced with active frontage.





### 03\_DESIGN OVERVIEW

#### 3.2 Massing + Height

On the DCC lands the buildings vary between 1 and 9 storeys, with the higher blocks facing the R139, stepping down in height onto the River Mayne and its linear park and amenity. A range of building types is proposed across the site, responding to specific location constraints.

Employing appropriately spaced and sensitively designed tall buildings frees up space at ground level for public and private amenities, and contributes to the responsible use of scarce land resources through appropriate densities of development. The proposal avoids long, uninterrupted walls of building in the form of perimeter blocks or slab blocks and materials / building fabric are well considered.

Taller corner blocks are provided at important junctions or as landmark buildings on both North-South and East West approach. These taller blocks run along a North-South axis to improve sunlight/daylight to the Communal Open Spaces at podium level, and to maximise views to the park areas to the north and south of the site,





## 03\_DESIGN OVERVIEW

### BLOCK 1- Build to Rent

#### 3.3.1 Design Summary

Residential Block 1 comprises 273 apartments over a range of 1 to 9 floors.

Total Residential Units	273
Commercial Area	0 sqm
Building Footprint	0.91 ha

Building Heights	Residential	1 – 9 storeys
	Commercial	n/a
Amenity Space	Outdoor	3,726.88 sqm
	Indoor	1,190.62 sqm
	Private	2,802.99 sqm
Cycle Parking		644 spaces
Car Parking - at grade / under podium		128 spaces

#### 3.3.2 Design Concept

Residential Block1 comprises 4 residential buildings of varying height connected at first floor level by a landscaped podium over a ground level carpark. The podium provides private amenity with an extensive landscaped area for social interaction while community and residential facilities are accommodated at ground level, primarily to the east along a key pedestrian axis route to the public park along the River Mayne and Belcamp House.

#### 3.3.3 Massing + Height

Block 1 has a height range from 1 to 9 storeys with the height variations reflecting individual building orientation relative to the R139 road, the neighbouring Bewleys industrial building to the East and the proposed linear park along the River Mayne.

Form and massing studies were conducted throughout the design development, and were refined to improve integration of the block with its surroundings, minimising the impact on neighbouring residential amenities while achieving an appropriate site density. The building volume and scale has been subdivided into different elements to break down the scale. This can be seen with the use of set back throughout the building. The use of duplex apartments on the ground & first floor ensures that the full length of the building has got an active facade with passive surveillance.

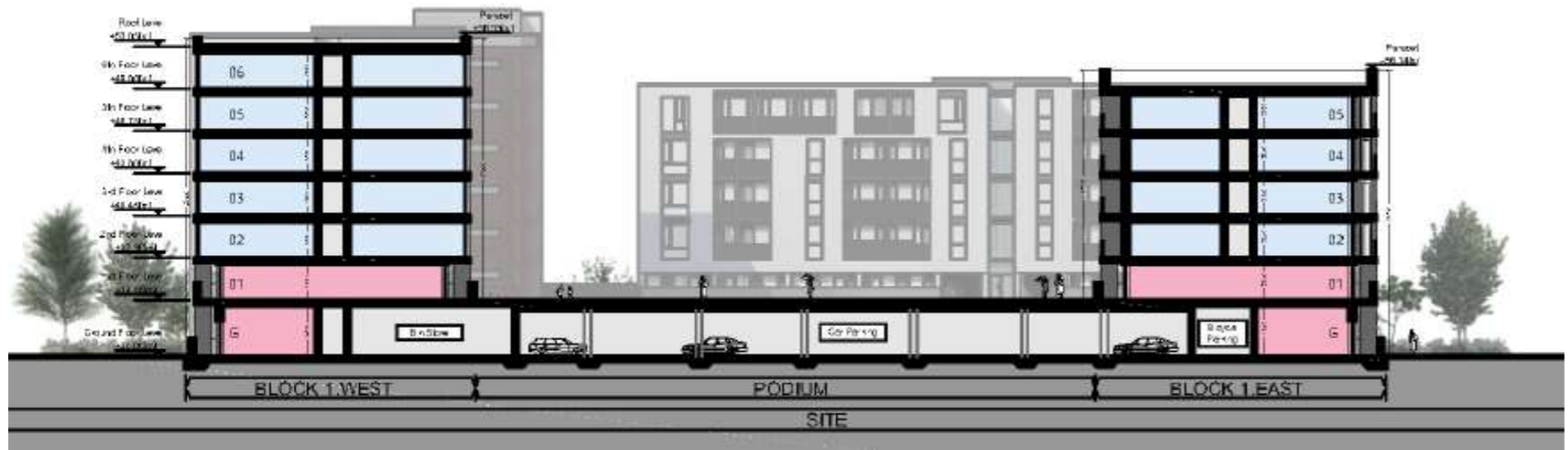


Block 1 aerial 3D

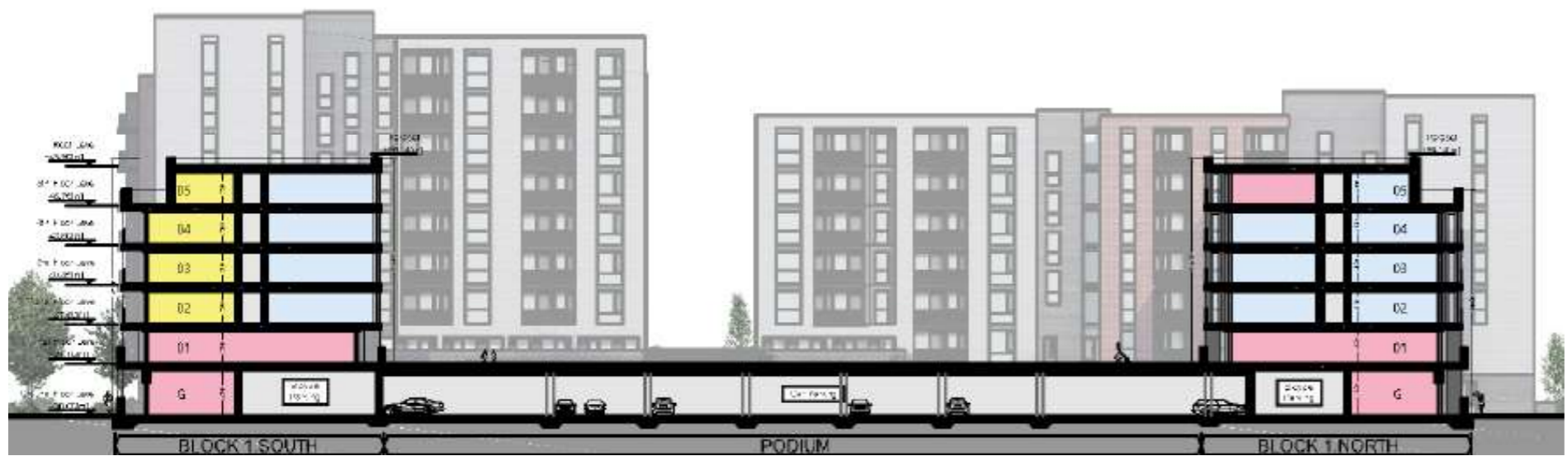


Block 1 East Elevation

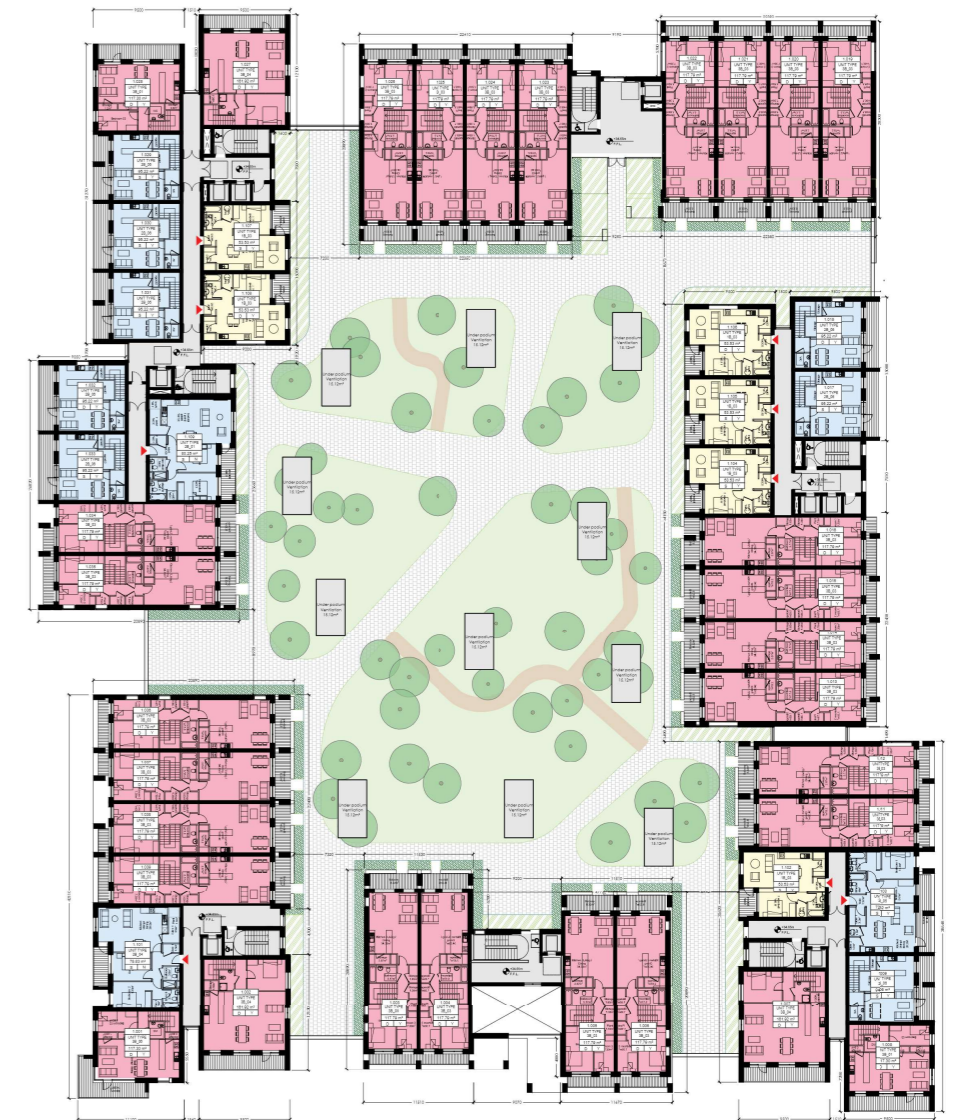




Block 1 Section A-A



Block 1 Section B-B



Block 1 First Floor Plan



## 03\_DESIGN OVERVIEW

### BLOCK 2

#### 3.3.4. Design Summary

Residential Block 2 comprises 160 apartments over a range of 1 to 9 floors.

Total Residential Units		160
Commercial Area		0 sqm
Building Footprint		0.37 ha
Building Heights	Residential	1 – 9 storeys
	Commercial	n/a
Amenity Space	Outdoor	882.16 sqm
	Indoor	161.1 sqm
	Private	1,709.16 sqm
Cycle Parking		359 spaces
Car Parking – at basement		48 spaces



Block 2 aerial 3D

#### 3.3.5. Design Concept

Residential Block 2 comprises 4 residential buildings, linked together by a landscaped podium with parking underneath. The form of layout of the buildings are staggered in response to the alignments of the roads and the hedgerow. The buildings form an approximate 'L' plan form with the first of the residential buildings, positioned on the North-South axis, opens onto the first of three landscaped parks developed around retained hedgerows.

#### 3.3.6. Massing + Height

Block 2 has a height range from 1 to 9 storeys with the height variations reflecting individual building orientations, with height stepping down from the gable elevation onto the new access junction off the R139.

Form and massing studies supported the design development and refinement to improve integration with its surroundings, minimising the impact on neighbouring residential amenities while achieving an appropriate site density. The building volume and scale has been subdivided into different elements to break down the scale. This can be seen with the use of set back throughout the building.



Block 2 South Elevation





Block 2 Section A-A



Block 2 Section C-C



Block 2 First Floor Plan



## 03\_DESIGN OVERVIEW

### BLOCK 3

#### 3.3.7. Design Summary

Residential Block 3 comprises 297 apartments over a range of 1 to 9 floors.

Total Residential Units		297
Commercial Area		925.8 sqm
Building Footprint		0.68 ha
Building Heights	Residential	1 – 9 storeys
	Commercial	2 storeys
Amenity Space	Outdoor	2,135.47 sqm
	Indoor	321.17 sqm
	Private	2,691.58 sqm
Cycle Parking		682 spaces
Car Parking - at grade under podium		76 spaces



Block 3 aerial 3D

#### 3.3.8. Design Concept

Residential Block 3 comprises 4 residential buildings of varying height connected at first floor level by a landscaped podium over a ground level carpark. The podium provides private amenity with an extensive landscaped area for social interaction while community and other residential amenity facilities are accommodated at ground level, primarily to the east and west within the residential buildings positioned on the North-South axis that open onto the landscaped parks developed around retained hedgerows. To the north, ground floor commercial retail, creche, and cafes open onto a landscaped public square with views across to the River Mayne and access onto the linear park.

The buildings facing north and south have duplex units at ground level with street access to the north and opening onto the pocket parks alongside the retained hedgerow onto the R139 to the south.

#### 3.3.9. Massing + Height

Block 3 has a height range from 1 to 9 storeys with the height variations reflecting individual building orientations, with height stepping down from the southern gable elevations onto the R139 to lower heights onto the central linear park.

Form and massing studies supported the design development and refinement to improve integration with its surroundings, minimising the impact on neighbouring residential amenities while achieving an appropriate site density. The building volume and scale has been subdivided into different elements to break down the scale.



Block 3 Elevation





Section AA- Block 3

Scale 1:200 @A1



Section BB - Block 3

Block 3 Sections A-A & B-B



Block 3 First Floor Plan



## 03\_DESIGN OVERVIEW

### BLOCK 4 - Build to Rent

#### 3.3.10. Design Summary

Residential Block 4 comprises 285 apartments over a range of 1 to 9 floors.

Total Residential Units		285
Commercial Area		0 sqm
Building Footprint		0.85 ha
Building Heights	Residential	1 – 9 storeys
	Commercial	n/a
Amenity Space	Outdoor	2,845.94 sqm
	Indoor	933.63 sqm
	Private	3,101.89 sqm
Cycle Parking		798 spaces
Car Parking - at grade under podium		163 spaces



Block 4 aerial 3D

#### 3.3.11. Design Concept

Residential Block 4, similar in layout to Block 3, comprises 4 residential buildings of varying height connected at first floor level by a landscaped podium over a ground level carpark. The podium provides private amenity with an extensive landscaped area for social interaction while community and other residential amenity facilities are accommodated at ground level, primarily to the east and west within the residential buildings positioned on the North-South axis that open onto the landscaped parks developed around retained hedgerows.

Duplex units comprise all ground level units with street access to the north and opening onto the pocket parks alongside the retained hedgerow onto the R139 to the south and access path to east and west.

#### 3.3.12. Massing + Height

Block 4 has a height range from 1 to 9 storeys with the height variations reflecting individual building orientations, with height stepping down from the southern gable elevations onto the R139 to lower heights onto the central linear park.

Form and massing studies supported the design development and refinement to improve integration with its surroundings, minimising the impact on neighbouring residential amenities while achieving an appropriate site density. The building volume and scale has been subdivided into different elements to break down the scale.



Block 4 Elevation







## 03\_DESIGN OVERVIEW

### BLOCK 5

#### 3.3.13. Design Summary

Residential Block 5 comprises 96 apartments over a range of 1 to 7 floors.

Total Residential Units		96
Commercial Area		0 sqm
Building Footprint		0.28 ha
Building Heights	Residential	1 – 7 storeys
	Commercial	n/a
Amenity Space	Outdoor	608.7 sqm
	Indoor	299.6 sqm
	Private	1,012.01 sqm
Cycle Parking		264 spaces
Car Parking - at grade under podium		52 spaces



Block 5 aerial view

#### 3.3.14. Design Concept

Residential Block 5 comprises 2 residential buildings arranged in an 'C' form plan over semi basement carpark, enclosing a landscaped podium square, with a 2 storey duplex building to the north. The site slopes upwards from the river road towards the R139 along the southern boundary with a full floor differential change at ground level. The sloped terrain is incorporated into the adjoining landscape park and enables level access to the podium amenity space from the pocket parks alongside the retained hedgerow at the R139.

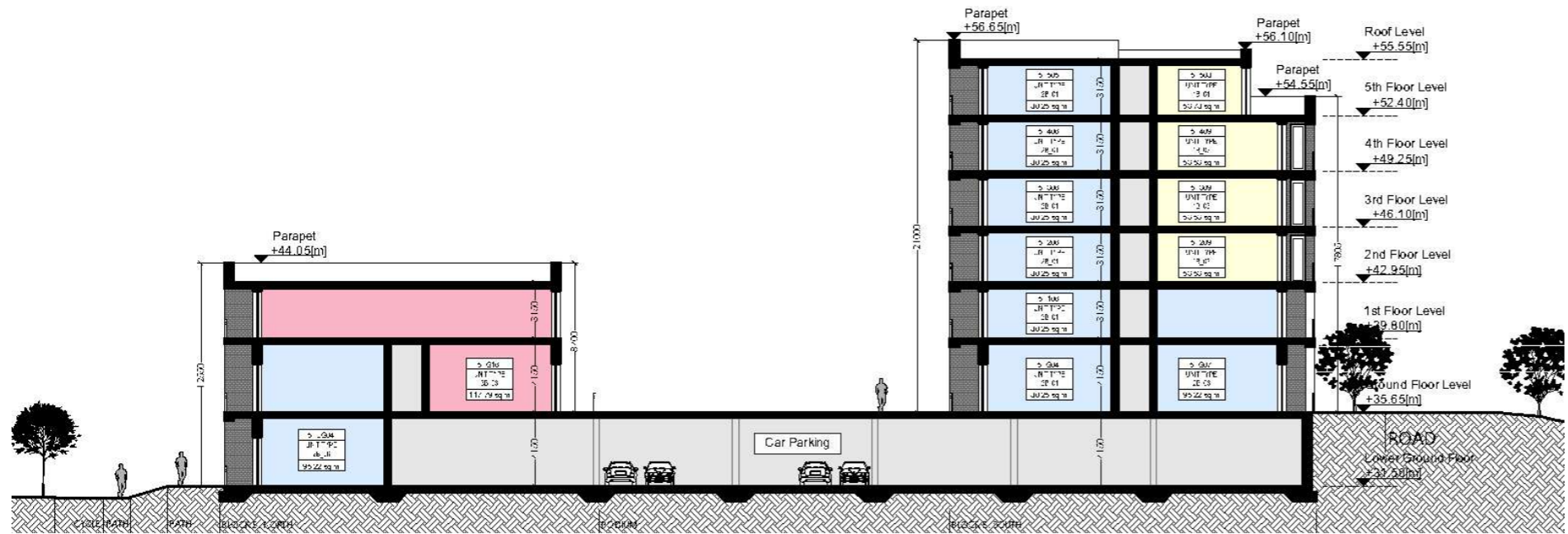
#### 3.3.15. Massing + Height

Block 5 has a height range from 1 to 7 storeys with the height variations reflecting individual building orientations and site terrain. The ground level storey change and the drop from 7 to 2 storeys allows for a greater articulation at the north-east corner of the building, with a significant drop in building scale onto the linear park and the pedestrian/cycle crossing points to the adjoining development lands to the north of the River Mayne.

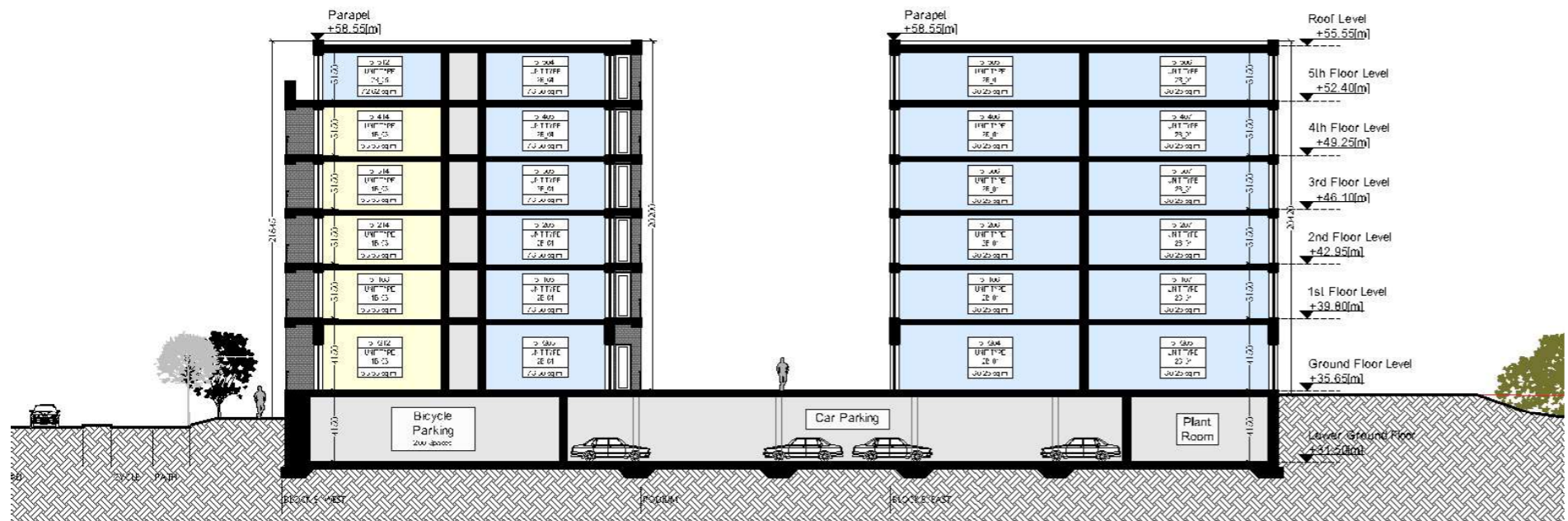


Block 5 South Elevation





Block 5 Section A-A



Block 5 Section B-B



Block 5 Ground Floor Plan



## 03\_DESIGN OVERVIEW

### BLOCK 6

#### 3.3.16. Design Development

Residential Block 6 comprises 119 apartments over a range of 1 to 9 floors.

Total Residential Units		119
Commercial Area		0 sqm
Building Footprint		0.30 ha
Building Heights	Residential	1 – 9 storeys
	Commercial	n/a
Amenity Space	Outdoor	571.82 sqm
	Indoor	349.9 sqm
	Private	1,386.69 sqm
Cycle Parking		310 spaces
Car Parking - at grade under podium		23 spaces



Block 6 aerial 3D

#### 3.3.17. Design Concept

Residential Block 6 comprises 3 residential buildings arranged in an 'L' form plan over semi basement carpark, enclosing a landscaped podium square overlooking the linear park along the River Mayne. The site slopes in two directions, upwards from the river road towards the R139 along the southern boundary and from east to west with a full floor differential change at ground level in both directions.

The sloped terrain, combined with the building's 'L' form plan and its position at the narrow end of the development lands created the conditions for Block 6 to be proposed as a landmark or gateway building, marking the beginning of the development when approaching from the west.

#### 3.3.18. Massing + Height

Block 6 has a height range from 1 to 9 storeys with the height variations reflecting individual building orientations and site terrain. The ground level storey change and the height rise from 6 to 9 storeys allows for an articulation of the western gable of the building to acting as a landmark building.



Block 6 North Elevation

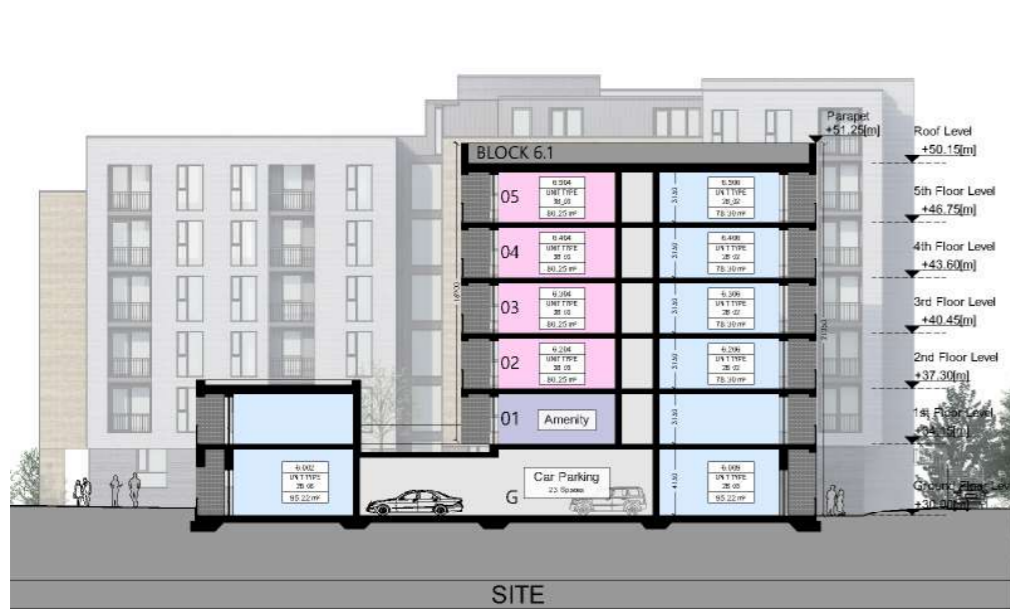




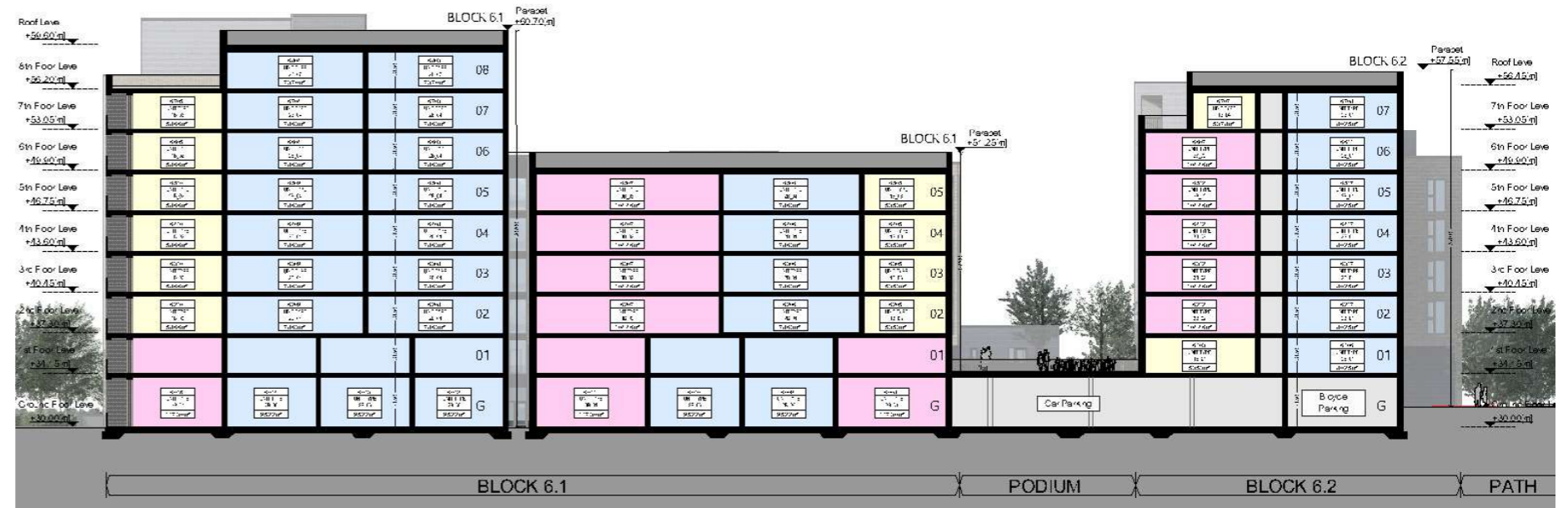
Block 6 First Floor Plan



Block 6 Typical Plan



Block 6 Section A-A



Block 5 Section B-B



## 04\_URBAN DESIGN CRITERIA

### NEIGHBOURHOOD

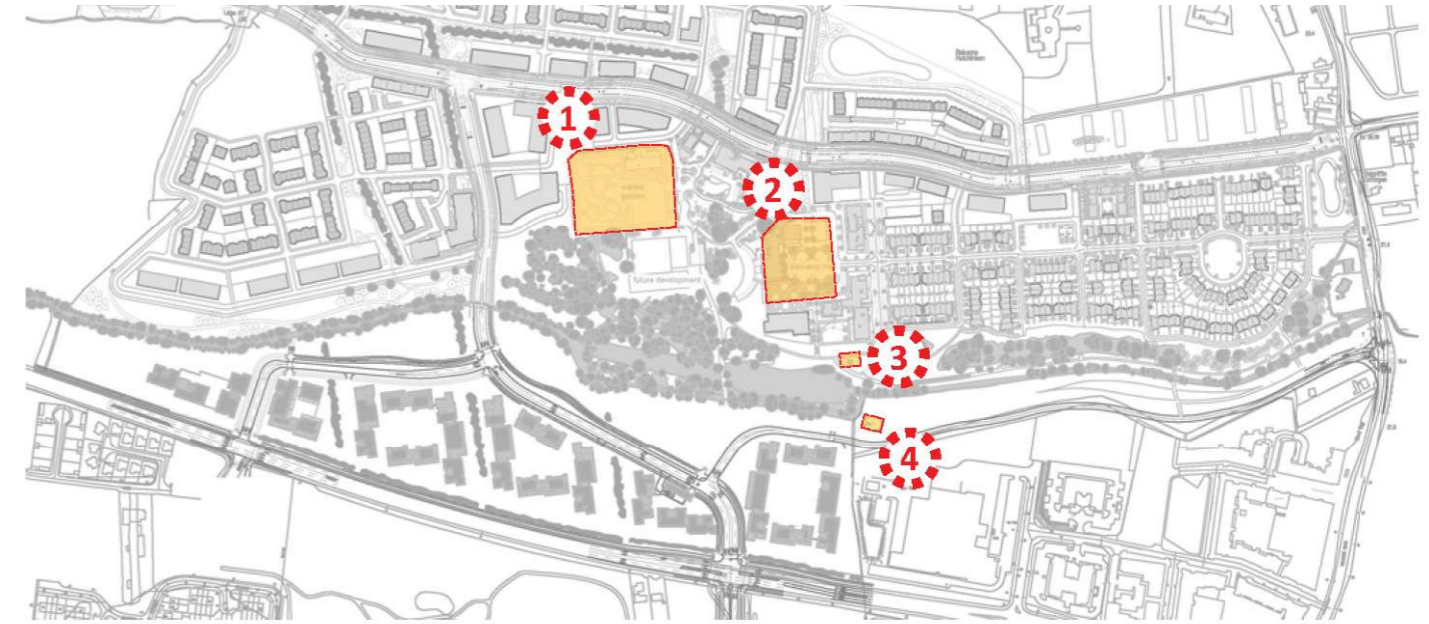
#### 4.1 Context

*How does the development respond to its surroundings?*

The development is seen as the natural evolution of the site from agricultural use to a residential precinct. The design cues stem from the existing architectural heritage and from the designed and existing landscape.

Neighbouring uses are enhanced as the amenities of the site become available to all, and a new neighbourhood with a character based on its historic and landscape context is added to the district.

Density ranges across the site are appropriate to adjoining lands and boundaries. Aspects and Orientations of the Blocks, aligned mainly to parkland or public roads, are designed to address the public realm with passive supervision.



Central Historic Landscape

Central Historic Landscape adjacent to the site.



The scheme is sensitive to the river corridor habitat directly to the north of the site.



## 04\_URBAN DESIGN CRITERIA

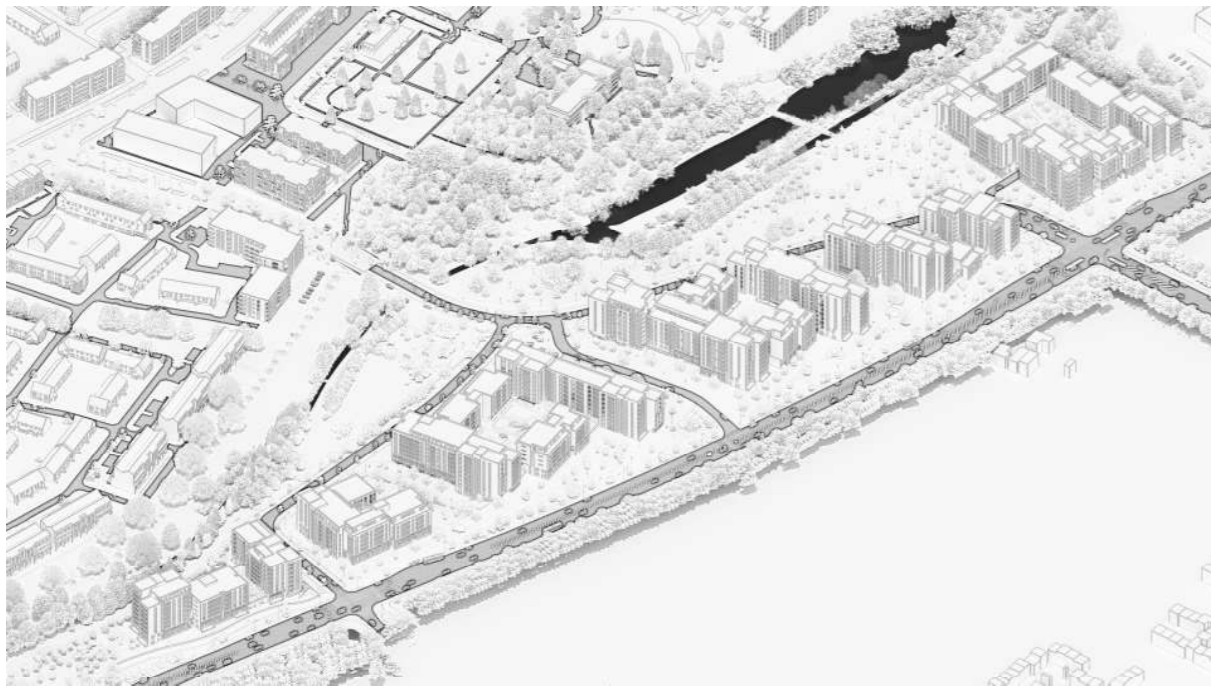
### NEIGHBOURHOOD

#### 4.2 Connections

*How well connected is the new neighbourhood?*

The Mayne River Linear Park is extended through the site to connect to the historic walled garden and woodland and open space lands to the west, and providing green links east from Belcamp to Clongriffin Dart station. The layout is permeable to pedestrian and cycle routes providing scenic links between Carr's Lane and Darndale Park, and from Belcamp Hall and town square to the mixed-use primary node of Clarehall. These same links allow the wider neighbourhood to enjoy the newly restored parks, lakes and walks in Belcamp. Existing axes, views and vistas are used to generate secondary routes within the site.

Public transport is prioritised with a bus corridor introduced between Blocks 3 & 4, with west-bound private cars diverted north. The primary road infrastructure is part of a development plan roads objective and accommodates through traffic efficiently as well as local access. Higher density development lines the primary roads and the dual hubs of Belcamp Hall and the town square, while the lower density surrounding housing addresses the adjoining lands.



- Site
- Rail Line
- R079/Bus route
- M1/M50 Motorway
- R139 Road

Figure 2 – Existing Connections Map

The site is well connected by rail, public transport, R139 road, M1, M50 Motorway and proximity to the Dublin Airport.



## 04\_URBAN DESIGN CRITERIA

### NEIGHBOURHOOD

#### 4.3 Inclusivity

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

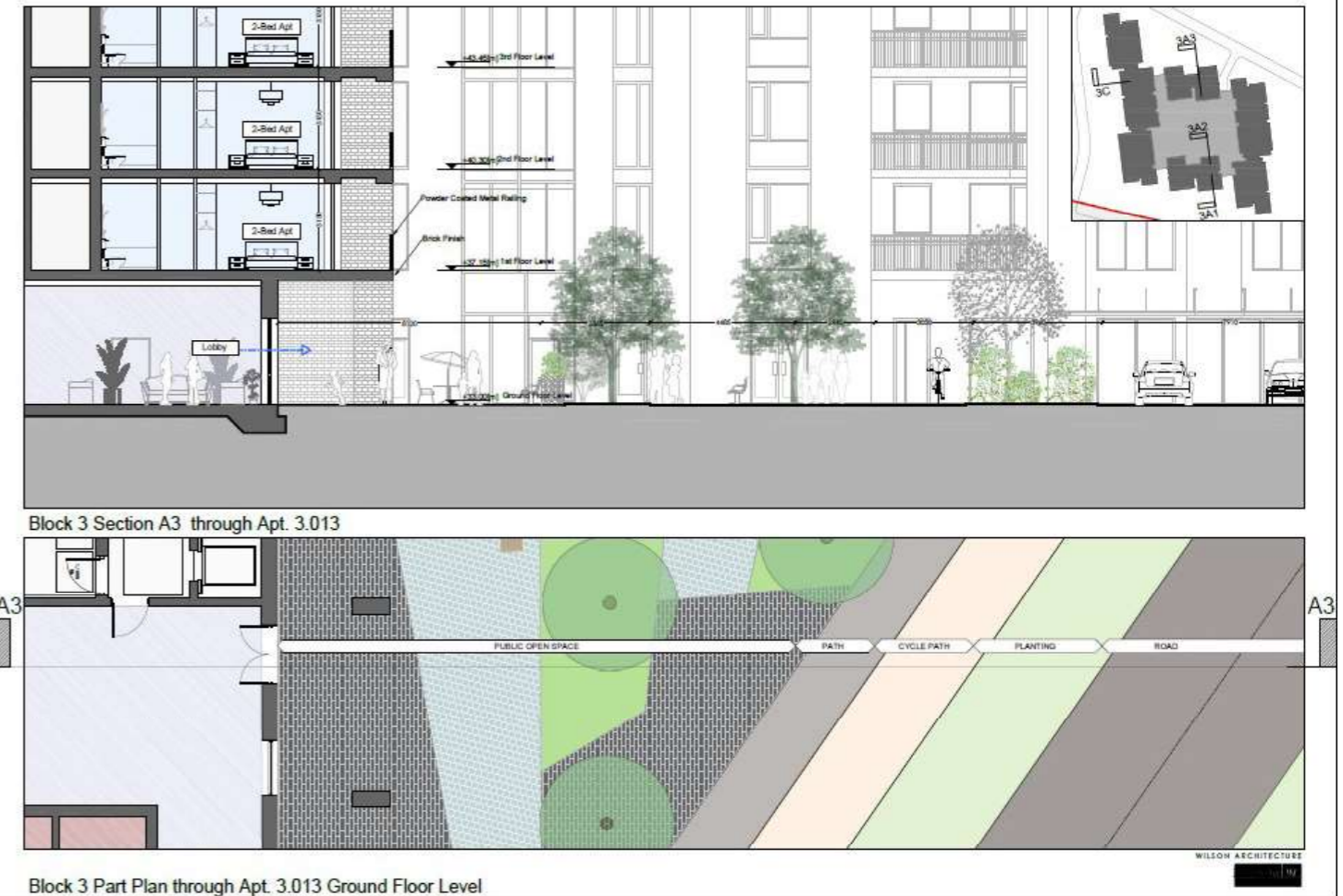
The application includes a full range of residential units in distinct character areas; apartment developments located along main roads and surrounding the principal urban spaces within the site across both the Dublin City and Fingal County Council boundaries and either side of the river Mayne and the wider development lands providing residential houses.

- Mixed tenure will include social housing under Part V, some BTR apartments as well as apartments and houses for owner occupation.
- The layout provides for universal access and has a diverse range of open spaces and amenities for the use of residents of all ages and stages.
- Open spaces are sited to enhance the existing natural heritage and are well defined and contribute to sense of place in themselves and as parts of wider sequences of squares, parks and walks.
- Green spaces and pocket parks are used to link the larger open spaces as green links on quieter streets, encouraging biodiversity corridors through the site

The proposal for the residential Blocks 1 to 6 has inclusivity at its core and provides facilities for the community at all ages of life. With a mix of 1 and 2 and 3 bed apartments and duplexes, the scheme provides a mix of different units to cater for a variety of users - singles, couples and small families, across the full age spectrum, and with a landscape designed to integrate with and support the principle of diversity, the new homes are designed to meet the aspirations of a range of people and all household types.

The layout has been designed to enable easy access by all and fully comply with Part M of the Building Regulations. Building for Everyone: A Universal Design Approach has been used as a guideline for both external and internal environment design. All main entrances to buildings will be fully accessible including their approach. Universal access is enabled through 24 hour- accessible lifts, providing independent universal access for residents, and members of the public alike. Public spaces are to be used by residents and visitors, with different emphasis where character is denoted by use.

Screening/ buffers mitigate impacts from interactions of when residential areas interface with Public Open Space/ Realm and Entrance Zones.



The development offers a balance of public and private spaces and access.



## 04\_URBAN DESIGN CRITERIA

### NEIGHBOURHOOD

#### 4.4 Variety

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

The overall Site Strategy delivers a strong mix of activities within the scheme, with local retail and other commercial activity focused on the town square, while community and office uses are located at Belcamp Hall. Creches are proposed beside open spaces, and a school site is located next to the wider Class 1 open space lands. The bus route passes the school site, with several pedestrian and cycle links converging there too.

The large park at the west will be a welcome counterbalance to Father Collins Park which is located a 1km east of the Belcamp entrance, the two parks being linked by the Mayne River linear park. The mix of houses and apartments proposed enhances the choice of homes in the wider neighbourhood, while the Belcamp population will further support existing commercial facilities in the urban context of the Malahide Road and also provide a more intimate local urban village within the scheme.

Within the Dublin City Council lands the residential blocks 1 to 6 deliver shared amenities and an amount of commercial/retail uses appropriate to the residential scale and mix.



The proposed scheme will contribute commercial space to the overall context while complementing the adjacent public spaces.





## 04\_URBAN DESIGN CRITERIA

### SITE

#### 4.5. Efficiency

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

The development lands have specific site constraints and each of the building proposals seek the most efficient use of the land where possible. The proposal balances density with the setting with the proposed housing providing efficient net densities while the strategy of the application is to rehabilitate the historic woodland, riparian corridor, walled garden and hedges and to re-use these features as the setting for a new neighbourhood and high-quality public amenity.

- The scheme is designed to protect the redundant historic buildings and landscape and incorporates naturalised sustainable urban drainage systems.
- The development is designed so as not to have a negative impact on any potential redevelopment of adjoining lands.
- Secure and overlooked cycle and pedestrian linkages are provided to the Malahide Road to avail of the QBC to the city centre.
- This application proposes an increase in the density to an appropriate level to sustain transport network and support neighbourhood services.
- Individual buildings are orientated to maximise daylight opportunities and solar gain. Daylight/Sunlight analysis demonstrate an acceptable level of residential amenity for future occupiers of the proposed development; within individual rooms, within the development, in communal open spaces and in public areas within the development.
- Efficient heating systems are proposed including the possible use of photovoltaic panels with each building designed to achieve efficiencies to minimise running and maintenance costs.
- Each of the buildings will provide appropriate locations for recycling facilities.



Each block achieves resource efficiency in a variety of ways.



## 04\_URBAN DESIGN CRITERIA

### SITE

#### 4.6. Distinctiveness

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

The Site Strategy seeks to create a design proposal that could interface with the public realm, achieve inter-connectivity and integration to deliver a cohesive single SHD proposal. The scheme will contribute strongly to the sense of place in the locality bringing an emblematic series of buildings and landscape settings into the public realm.

The aim of the Open Space Strategy is to clearly differentiate between areas of public, communal and private open space and ensures that areas of open space are accessible, usable and available for all.

The Landscape approach across the sites is to produce a coherent and well considered design theme with a strong identity and distinctive sense of place that fosters a connection and attachment between existing and new residents and their surrounding environment.

This will be achieved by creating a legible environment for people to live within and move through by using a hierarchy of spaces and streets which will have definable characters and uses. The public spaces incorporate a spectrum of uses and features including natural play zones, passive recreation areas and seating areas.

It is considered that the overall scheme development will be a positive addition to the identity of the locality and enhance the sense of place through the high quality architecture, landscaping and urban design in addition to the development's amenity offering and spaces for residents and the broader community to meet and socialise.

The proposal for the residential buildings along the R139 establishes an integrated design approach by employing a strict material palette with a common design approach applied to each of the proposed buildings form and fenestration. The brick palette proposes a range of standard bricks laid in a variety of bonds and styles which aims to provide patterning and rhythm to the facades to break down their scale where required. In addition, a tonal palette will be used throughout the development to the further enhance the building's appearance.

BUILDING



LANDSCAPE



## 04\_URBAN DESIGN CRITERIA

### SITE

#### 4.7 Layout

*How does the proposal create people friendly streets and spaces?*

The SHD Design Strategy for the lands at Belcamp Hall has evolved from a considered response to the site and brief. The permeable layout aligns pedestrian and cycle routes through the site along desire lines. A north-south route links the Inisfails GAA grounds on Carr's lane, along a south-bound axis through Belcamp Square and the lakes and woodland to the R139 and Darndale Park. East-west desire lines are accommodated along the Mayne river valley, with potential link south-east to Mayne River Avenue and the future Clarehall town square.

In accordance with the Design Manual for Urban Streets and Roads, the design has a clear hierarchy of roads within the scheme. From the proposed main access road within the scheme down to minor access roads and shared surfaces and home-zones a clear hierarchy is designed throughout the scheme. Road widths, turning radii, surface finishes and detailing will differentiate each road type. Furthermore, dedicated pedestrian and cycling facilities are provided throughout the scheme linking each part of the development and also linking the development to neighbouring sites and facilities.

A public realm strategy promotes and encourages pedestrian and cycle movements, increasing on-street activity and casual encounters, with a clear hierarchy of main and minor streets and restricting forward visibility with curving roads will discourage high traffic speeds. The development offers a variety of public spaces and provides an amenity offering and spaces for residents and the broader community to meet and socialize in gathering spaces promoting a strong sense of community.

The built fabric conveys a clear distinction between public and private space making it secure and ideal for fostering community adhesion.

Active frontages are encouraged, with own-door duplex units and ground level apartments accessed directly at ground floor and community, amenity and commercial uses lining street edge with passive surveillance provided from apartments overhead.

Variety will be introduced to the form through variation in plan form and roof profile. Balconies and fenestration patterns will bring pattern and rhythm to the development.





## 04\_URBAN DESIGN CRITERIA

### SITE

#### 4.8 Public Realm

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

The overall SHD Site strategy for the public realm is clearly defined in the scheme, with buildings used to create enclosure and public spaces linked and overlapped to create a sequence of places as one moves through the scheme. The linear park along the River Mayne is defined by a continuous urban edge of varying height with recreational and play areas accommodated within. Children's play areas are overlooked, the public and private realms are clear, and streets are considered an integral part of the place and of the spatial experience.

A series of distinct spaces are established between the residential buildings with existing hedgerows retained and integrated into landscaped public and semi-public zones of varying identity in response to building orientation and providing active frontages. Pocket parks and parking provision dispersed along the shared surface access road extending along the southern edge of the site behind the retained hedgerow onto the R139.

All public spaces throughout the proposal are overlooked by apartments via balconies which provide a direct physical connection between home and public space at the lower levels. It is proposed to provide every home at street level with its own front door, which provides a significantly improved ambiance of security, surveillance, safety and community. All proposed buildings provide a continuity of street frontage with minimal set-back distance providing definition and enclosure to the public realm and entrances from the street. Efforts have been made to protect the privacy and amenity of the homes on the ground floor through the provision of private, planted buffer zones between the public and private zones on ground floor, while maintaining direct street access as mentioned above.

The design approach of the public realm within the application lands was to produce a scheme with a strong identity and distinctive sense of place. This has been achieved through careful design considerations including:

- Well defined and overlooked public spaces
- Usable spaces with varying character, dynamics and emphasis
- Retention of existing hedgerows where possible
- Provision of passive and active recreational opportunities for a variety of age groups and abilities
- Connectivity and permeability providing pedestrian (and cycle pathways) that link the various strategic spaces and pocket parks within the scheme and to the wider environment and adjoining residential developments
- Provision of cycle/pedestrian access - providing pedestrian and cycle routes





## 04\_URBAN DESIGN CRITERIA

### HOME

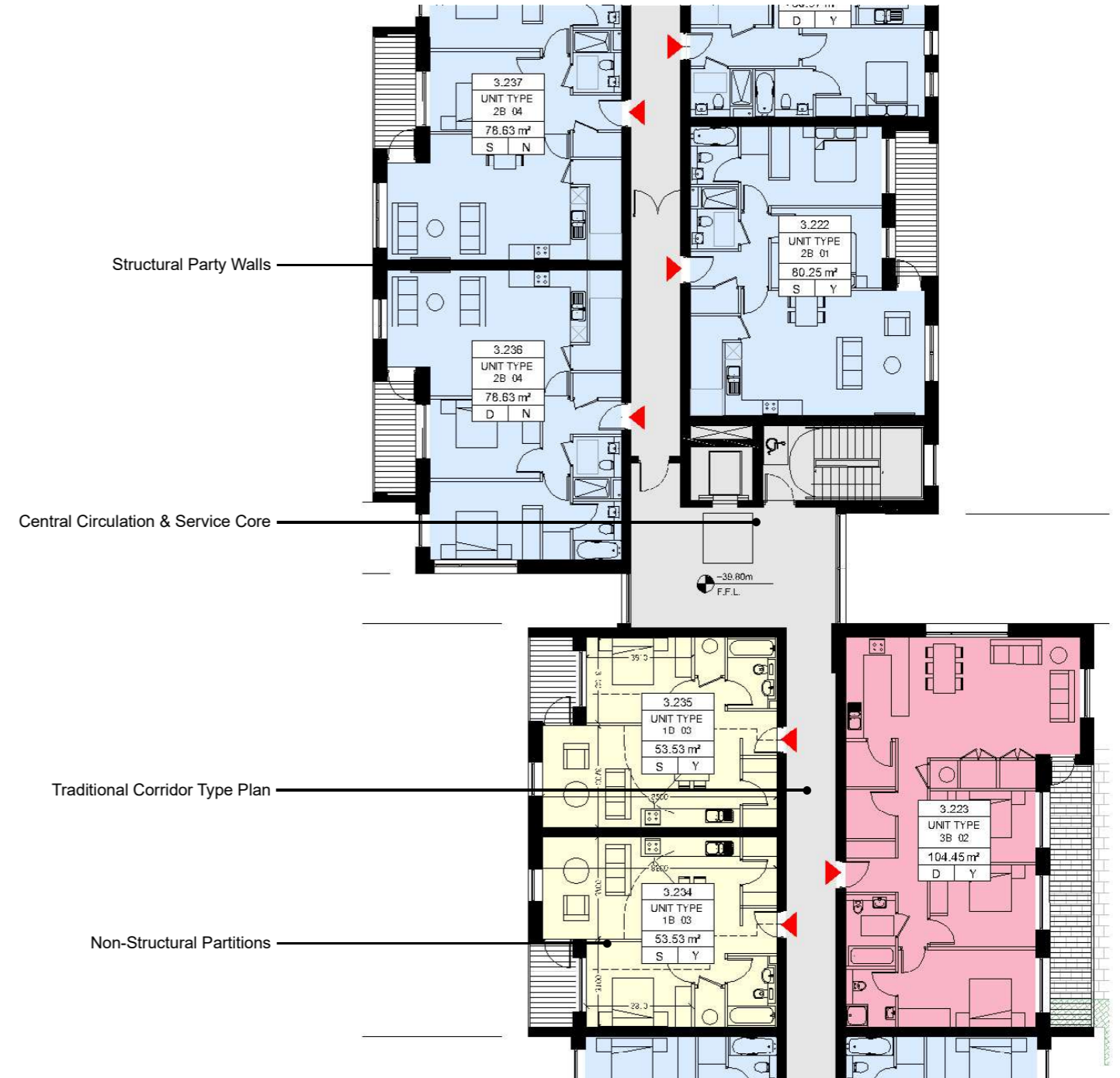
#### 4.9 Adaptability

*How will the buildings cope with change?*

Across the development a varied mix of dwelling types is proposed. On the Dublin City Council lands south of the River Mayne the site proposal is for six residential blocks, in two different character areas, as part of the overall Belcamp Design Strategy. The development is to be phased under a broader site phasing strategy.

The general principles adopted for each residential building to future proof flexibility and change are as follows;

- The scheme provides for a mix of one and two and three bedroom units in a traditional corridor type plan configuration. Party walls between units and this corridor will be fixed structural elements, whereas internal partitions are envisaged as non-structural and therefore flexible, allowing for future reconfiguration. Wet service zones and service risers are stacked vertically adjacent to the central corridors and will not be required to move.
- Therefore the apartment blocks adopt a 'loose fit' structural strategy which generally designates the party wall as the vertical structural element, and allows for the maximum extent of non-load bearing internal wall elements within the apartment shell.
- Residential Units will be constructed with adequate ceiling heights, concrete frame with lightweight interior partitions and adequate circulation cores enables adaptability for future uses.
- Ground floor units have a ceiling height of approx. 3.7m, allowing for possible conversion to commercial/community or office uses in the future.



Adaptable floor plan design with a variety of unit types employed throughout the project here seen in Block 3.



## 04\_URBAN DESIGN CRITERIA

### HOME

#### 4.10. Privacy and Amenity

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

Each residential unit has access to outdoor private amenity space, with dual aspect enjoyed by 55.9% of apartments, and all houses. Balconies are semi or fully recessed where possible for privacy, and are generally south, west or east facing. Each Apartment has been designed to prevent sound transmission between units by using the appropriate acoustic insulation. The appropriate acoustic treatment is also used on the external elevations as required by proximity to the R139

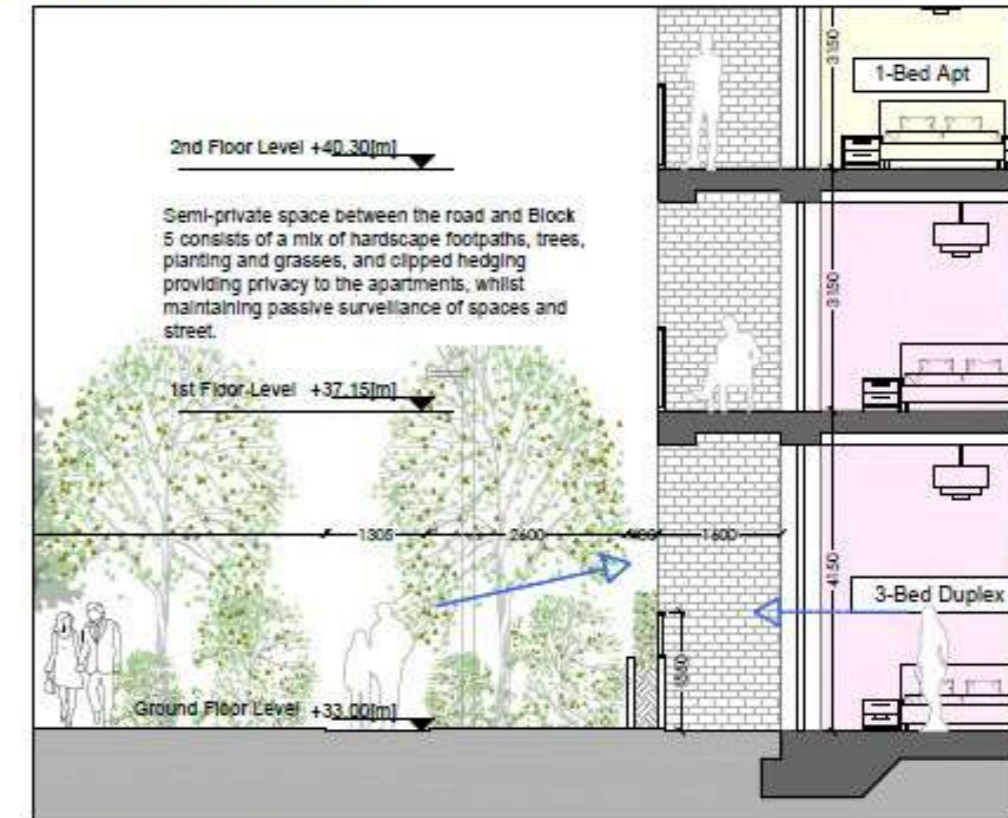
Communal and shared amenities are located within each of the residential buildings and offer exercise areas, meeting areas and a variety of amenity spaces that offer shared work spaces, gym, meeting spaces, cinema and function areas. The introduction of pocket commercial areas combining cafe and retail elements within the scheme provides an opportunity for residents to gather and meet centrally within the scheme at the junction of a key pedestrian and cycle route within the development, which in turn extends beyond towards the proposed new town centre adjacent to Belcamp house and connecting to both proposed and existing neighbourhoods.

A key objective of the landscape strategy for the proposed scheme is to provide opportunities for passive and active recreation, by way of fitness areas/exercise stations, kick-about areas, play facilities and pathways through the public spaces. These proposed spaces in addition to providing recreational opportunities, will also promote connectivity within the overall lands and adjoining areas.

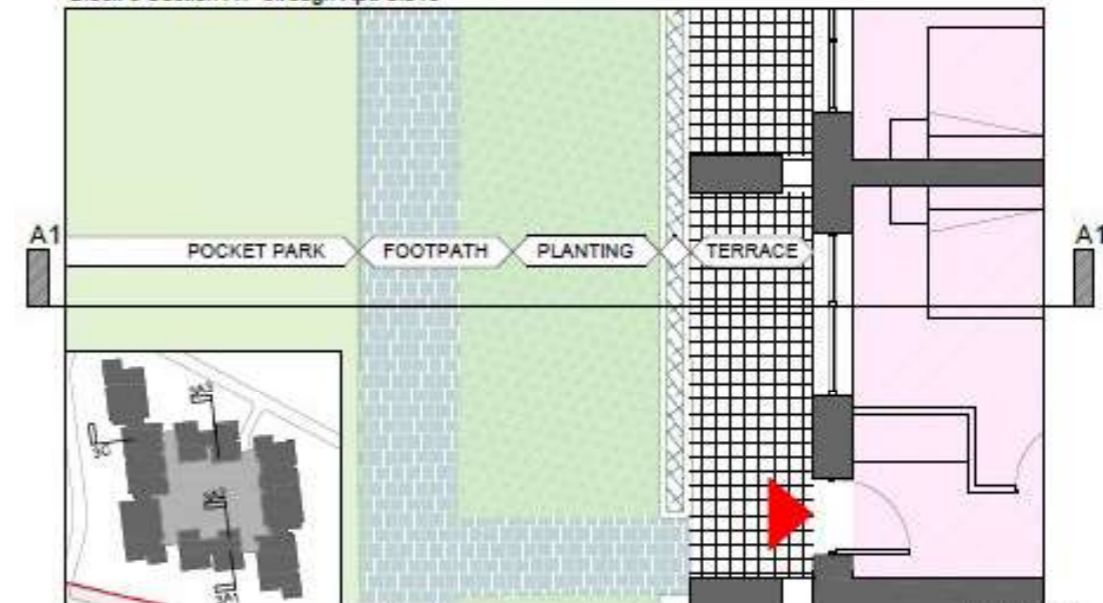
The proposed layout successfully utilises the existing landscape elements including the topography where achievable. The primary design consideration within the landscape was to consider the requirements of the future residents, through the provision of high quality public spaces with a strong landscape character. The proposed landscape strategy forms part of the overall public space network within the overall development. The public spaces are distributed throughout the development to complement and enhance the site layout plan, with the main public spaces located within the centre of the development.

Type	Required Private Amenity			Proposed Private Amenity	
	No. of Units	Rate	Area	Block	Area
Studio	0	x 4 m <sup>2</sup>	0 m <sup>2</sup>	Block 1	2803.0 m <sup>2</sup>
1-Bed	387	x 5 m <sup>2</sup>	1935 m <sup>2</sup>	Block 2	1709.2 m <sup>2</sup>
2-Bed	697	x 7 m <sup>2</sup>	4879 m <sup>2</sup>	Block 3	2691.6 m <sup>2</sup>
3-Bed	146	x 9 m <sup>2</sup>	1314 m <sup>2</sup>	Block 4	3101.9 m <sup>2</sup>
				Block 5	1012.0 m <sup>2</sup>
				Block 6	1386.7 m <sup>2</sup>
<b>Total</b>	<b>1230</b>		<b>8128.0 m<sup>2</sup></b>		<b>12704.4 m<sup>2</sup></b>

Screening/ buffers mitigate impacts from interactions of when residential areas interface with External Circulation Areas.



Block 3 Section A1 through Apt. 3.013



Block 3 Part Plan through Apt. 3.013 Ground Floor Level



## 04\_URBAN DESIGN CRITERIA

### HOME

#### 4.11. Parking

Bicycle and car parking will be managed in a secure environment. Internal carpark walls and columns are to be painted/finished in a light grey colour, and sensor activated lighting will provide appropriate illumination to foster a well lit and safe environment. Bicycle Parking is provided in interior rooms by way two-tier parking rack systems. Rooms are to be accessible only by residents and will be well lit and maintained by the management company.

Car parking is provided within each of the residential Blocks either at ground level below podium or semi-basement level carparking, with additional on street parking provided along the access roads. Parallel parking or group parking is used where appropriate for urban design reasons such as traffic calming and to avoid relentless front garden parking on the main approach.

Disabled Parking is always close to the circulation cores and/or dwelling entrances. Materials used for parking in the public realm will be as allowed for taking in charge. Approximately 10% of residential parking will include facilities to charge electric vehicles.

Secure and covered bicycle parking is provided for all apartments at ground floor level within the footprint of the building, with tiered bicycle racks for regular bicycles, and dedicated large / cargo bike spaces also.

#### CAR PARKING

Location	Description	Proposed Spaces				Total
		Regular Spaces	Car Share	Disabled	Electric Vehicle	
Street Level	Commercial Units	8	0	3	2	13
	Creche	3	0	0	0	3
	Visitor	23	0	2	0	25
Under Podium	Block 1	108	0	8	12	128
	Block 2	45	0	0	3	48
	Block 3	61	0	4	11	76
	Block 4	141	0	6	16	163
	Block 5	46	0	3	3	52
	Block 6	19	0	1	3	23
<b>Total</b>		<b>454</b>	<b>0</b>	<b>27</b>	<b>50</b>	<b>531</b>

#### BICYCLE PARKING

	No. of Units	No. Of Beds	Required Spaces	Provided Spaces			Total Provided
				External Bicycle Stand	Tiered Bicycle Racks	Large / Cargo Bike Spaces	
Block 1	273	492	628.5	10	618	16	644
Block 2	160	265	345	10	345	4	359
Block 3	297	523	671.5	10	640	32	682
Block 4	285	537	679.5	10	752	36	798
Block 5	96	163	211	10	240	14	264
Block 6	119	239	298.5	10	290	10	310
Commercial			3	5	0	14	19
Creche			10	0	0	3	3
Visitor			0	5	0	0	5
<b>Total</b>	<b>1230</b>	<b>2219</b>	<b>2847</b>	<b>70</b>	<b>2885</b>	<b>129</b>	<b>3084</b>



## 04\_URBAN DESIGN CRITERIA

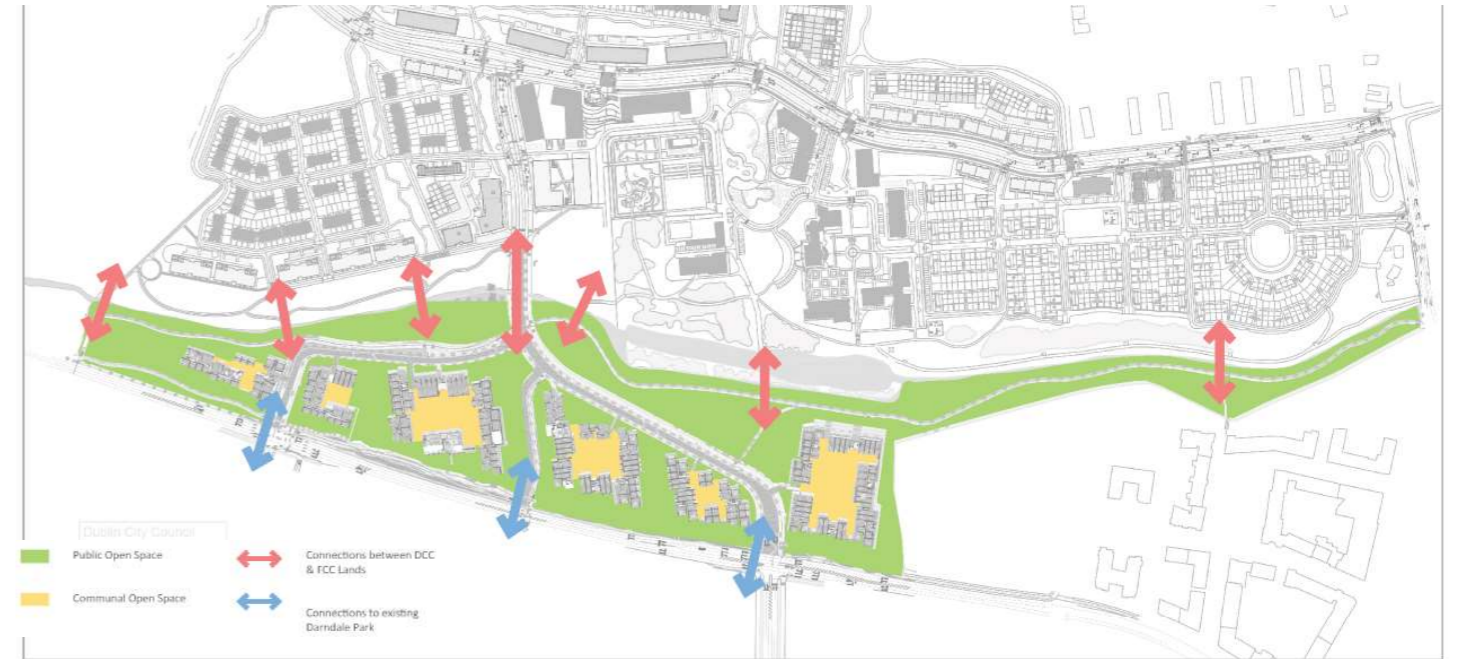
### HOME

#### 4.12. Detailed Design

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

The SHD lands are divided by the road infrastructure into six phases, CA1 to CA6, with each phase forming a distinct character area within the development. Materials and finishes proposed will vary within each character area; finishes to those buildings in the vicinity of the protected structure set to complement the historic buildings and walled garden, with durable maintenance free materials proposed for both the public faces of commercial areas and the higher density residential buildings

The integration of landscape and buildings is central to the scheme concept.



#### Landscape Concept Design

##### Landscape Detail Areas

##### Primary Open Space - Pocket Park

The landscape design is integrated into the existing site with the use of the public spaces and movement through the site. Parking, streets and movement are all considered together in how the scheme is used.

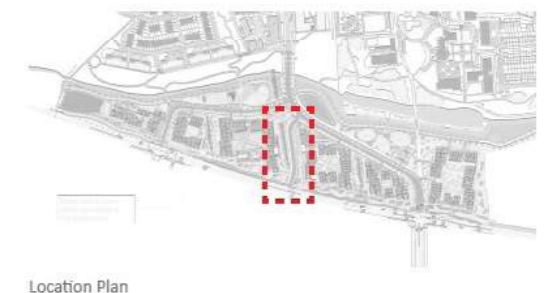
To create a legible environment for people to live within and move through, a hierarchy of materials (paving, street furniture etc.) and planting will be employed to create different zones and provide visual cues to how people may move through or use these spaces. While different paving materials and textures will be used to demarcate changes in levels, verges, pedestrian priority zones, cycle paths and to guide the visually impaired, it is proposed that materials including paving, lighting, street furniture and tree planting will be chosen from a limited palette to encourage visual cohesion within the scheme. Focal points, such as sculptural elements, specimen tree planting and plazas, will also be incorporated at appropriate locations within the lands to enhance this sense of place and to assist with way-finding through this scheme.

All areas of soft landscaped open space are easily accessible by personnel and machines to facilitate efficient and practical maintenance.

Refer to the Landscape Documents and Drawing package prepared by Landscape Consultants Ronan McDiarmada & Associates for further details.



Extract from Landscape Rationale



Location Plan



## 04\_URBAN DESIGN CRITERIA

### HOME

#### 4.12.1 Residential Density

Residential Block	Number of Units
Block 1	273
Block 2	160
Block 3	297
Block 4	285
Block 5	96
Block 6	119

#### 4.12.2 Density

The Dwelling mix for development is Set out below;

Overall	
1 Bed [31.5%]	387 Units
2 Bed [56.7%]	697 Units
3 Bed [11.9%]	146 Units

BLOCK 1	
1 Bed Units	94
2 Bed Units	139
3 Bed Units	40

BLOCK 2	
1 Bed Units	71
2 Bed Units	73
3 Bed Units	16

BLOCK 3	
1 Bed Units	96
2 Bed Units	176
3 Bed Units	25

BLOCK 4	
1 Bed Units	70
2 Bed Units	178
3 Bed Units	37

BLOCK 5	
1 Bed Units	37
2 Bed Units	51
3 Bed Units	8

BLOCK 6	
1 Bed Units	19
2 Bed Units	80
3 Bed Units	20

68

BUILDING DATA

Block	Unit Type							Total No. of Units
	Studio	1-Bed	2-Bed Apt	2-Bed Duplex	3-Bed Apt	3-Bed Duplex	4-Bed	
Block 1	0	94	131	8	10	30	0	273
Block 2	0	71	65	8	0	16	0	160
Block 3	0	96	172	4	6	19	0	297
Block 4	0	70	165	13	20	17	0	285
Block 5	0	37	44	7	0	8	0	96
Block 6	0	19	72	8	13	7	0	119
Total	0	387	649	48	49	97		
Unit Mix (%)	0.0%	31.5%	52.8%	3.9%	4.0%	7.9%	0.0%	
Total	1230 Units							

#### 4.12.3 Minimum Floor Area and Standards

Each building proposal is designed to meet or exceed the requirements of Sustainable Urban Housing – Design Standards for New Apartments (December 2020) which sets out minimum standards in respect of room areas, private open space and storage for each home.

A thorough check of the apartment aspect, compliance with these standards is provided in Wilson Architecture's Housing Quality Assessment schedules submitted with this application.

#### 4.12.4 Refuse Storage and Collection

A site wide and building specific waste management strategy which includes the segregation, storage, and collection of waste in secure storage zones will be implemented.

Building specific dedicated areas for waste storage has been provided on all ground or basement floors within the carpark areas and beneath the building podiums across the development. These areas are located off the circulation cores allowing ease of access for the Residents and ease of collection.

Building specific storage areas can accommodate an appropriate number of waste receptacles for general waste, dry recyclables and organic kitchen waste. These area will be accessible for all, well lit and well ventilated.



Bin Storage and Bicycle Parking are located at the ground floor of each block, off the main corridor and with easy access for resident access and collection.



## 04\_URBAN DESIGN CRITERIA

### HOME

#### 4.12.5 Materials

Material and Finishes are selected for their Aesthetics, Durability, Quality, Economy & Low maintenance, and will include;

- Brick
- Concrete
- Metal Cladding
- Glass

Maintaining common materials throughout the development is integral to harmonizing the varying buildings architecturally and contributing to the creation of a quality amenity space on the site. The majority of the building facades will consist of a palette of bricks used in a variety of bonds and styles laid to break up the elevation into a clean, elegant and modern architectural rhythm.

Ground level will incorporate more robust brick and concrete finishes appropriate to parking and service areas while upper floors will be finished predominantly with brick with complimentary dark metal cladding to distinguish the stepping back of the massing at upper levels. A design palette of styles & elevational treatments are used across the development, with specific consideration to material choice at public and semi public thresholds, horizontal and vertical junctions and hard landscape within the public realm.

Please refer to the Materials & Finishes Report submitted as part of this application



No. 1 Material and Facade Study



No. 2 Material and Facade Study



## 04\_URBAN DESIGN CRITERIA

### HOME

#### 4.12.6 UNIVERSAL DESIGN STATEMENT

Each of the Residential Apartment have been designed with a set of core principles dictating the building layouts to enable easy access by all and fully comply with Part M of the Building Regulations.

Building for Everyone:

A Universal Design Approach has been used as a guideline for both external and internal environment design.

##### 1. External Environment.

- Provision made for Universal Access parking.
- Universal Access compliant footpaths and ramps.
- Tactile paving surfaces.

##### 2. Entrances and Horizontal Circulation.

- Entrance lobbies sized to allow for a wheelchair turning circle.
- Corridors wide enough to accommodate wheelchair users.
- Doors and ironmongery are compliant with access requirements.

##### 3. Vertical circulation.

- Lift provision.
- Handrails on both sides of circulation stairs.
- Refuge space in all stair cores.

##### 4. Internal Environment.

- All public spaces well lit.
- Proposed visual colour contrast in public areas.
- Proper signage in public spaces.

##### 5. Sanitary Facilities.

- Bathroom spaces meets Universal Access requirements.
- Proper lighting in sanitary facilities

##### 6. Facilities.

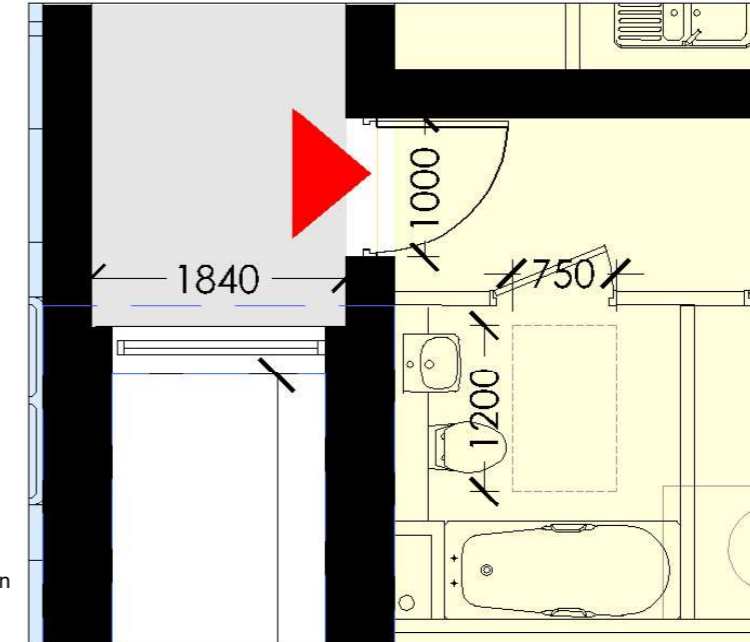
- Sanitary facilities are located in the zone for wheelchair users.
- Heights of window sills meets the requirements of the wheelchair user.

##### 7. Building Types

- Entrances by design are clearly identified due to the choice of material finish.
- Approach is compliant to regulations with regard to Universal Access.

##### 8. Building Management.

- Maintenance Room located on site.
- Entrance Lobbies as a point of reference for notifications & building information.
- Evacuation plans set by the management of the building



Sample from Block 1 of Bathroom Universal Design principles used across scheme.



Sample from Block 1 of Entrance and Circulation Universal Design principles used across scheme.

Each block has been designed with the core principles of universal design in mind.



# Appendix A: SELECTED CGI'S

SHD Belcamp - DCC Lands

































































































# Appendix B: PLAN DIAGRAMS


SHD Belcamp - DCC Lands

DUAL ASPECT - BLOCK 1

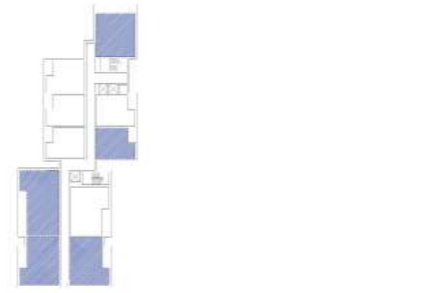
Block 1

No. of Dual Aspect Units - 152

Percentage of Units - 55.7%

 Dual Aspect Units

RESIDENTIAL UNIT MIX						
	1-Bed	2-Bed	3-Bed	Total	Dual Aspect Units	Units > 10% Area
8th Floor	0	5	0	5	4	3
7th Floor	1	6	0	7	4	2
6th Floor	7	14	1	22	14	13
5th Floor	17	24	3	44	24	25
4th Floor	21	26	2	49	24	26
3rd Floor	21	26	2	49	24	26
2nd Floor	21	26	2	49	24	26
1st Floor	6	3	0	9	2	7
Ground Floor	0	9	30	39	32	39
<b>TOTAL</b>	<b>94</b>	<b>139</b>	<b>40</b>	<b>273</b>	<b>152</b>	<b>167</b>
Unit Mix %	34.4 %	50.9 %	14.7 %		55.7 %	61.2 %



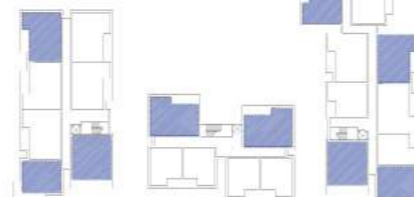
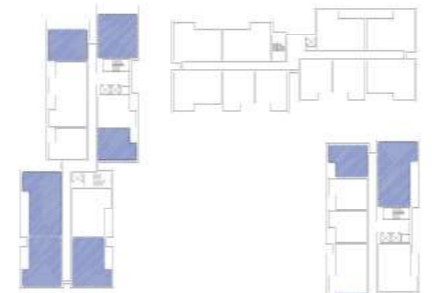
6th Floor Plan



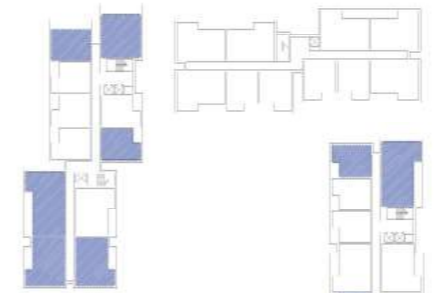
7th Floor Plan



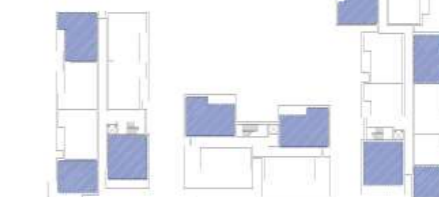
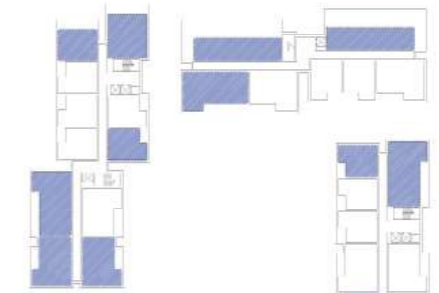
8th Floor Plan



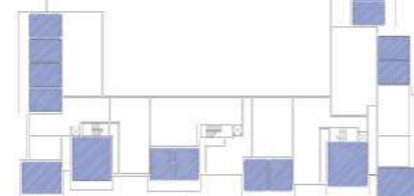
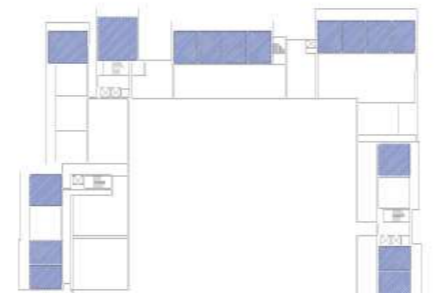
3rd Floor Plan



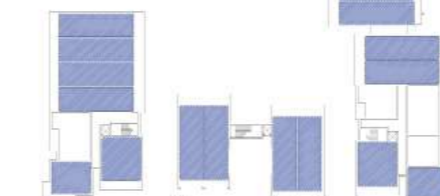
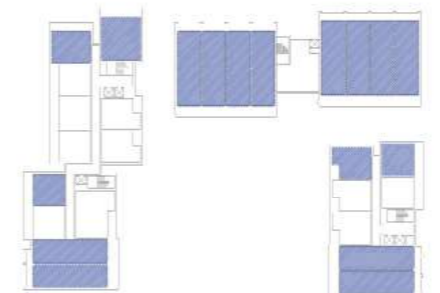
4th Floor Plan



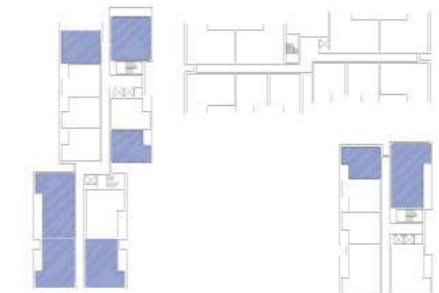
5th Floor Plan



Ground Floor Plan



1st Floor Plan



2nd Floor Plan



# Appendix B: PLAN DIAGRAMS

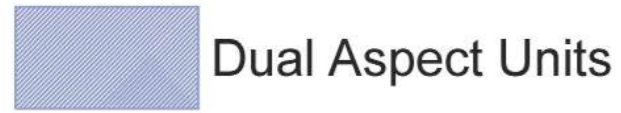
SHD Belcamp - DCC Lands

DUAL ASPECT - BLOCK 2

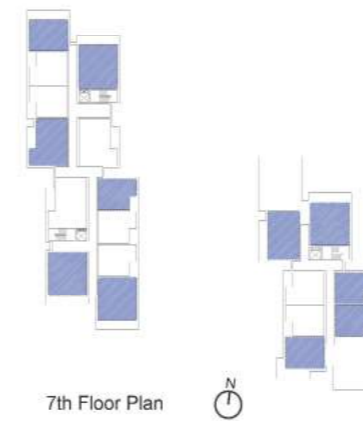
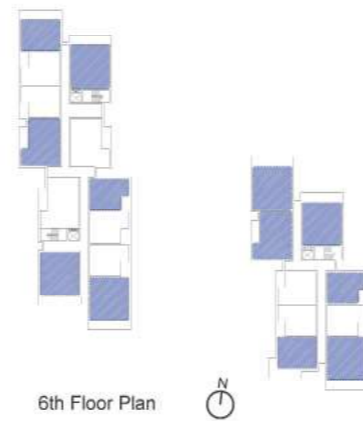
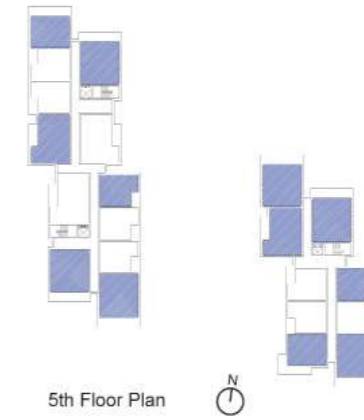
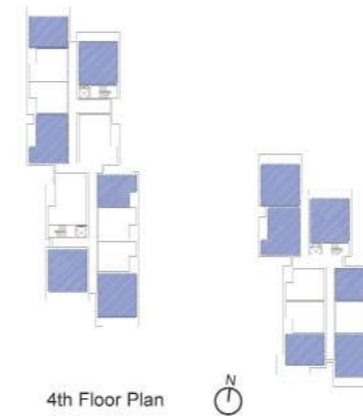
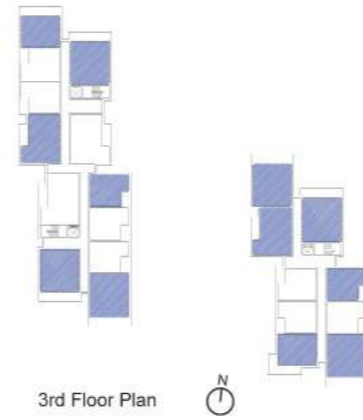
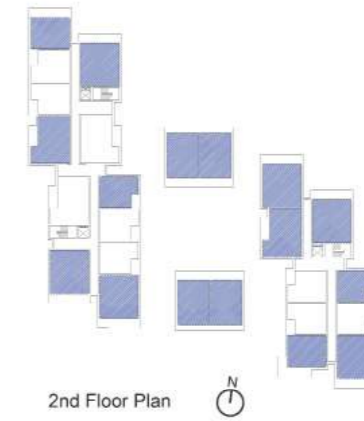
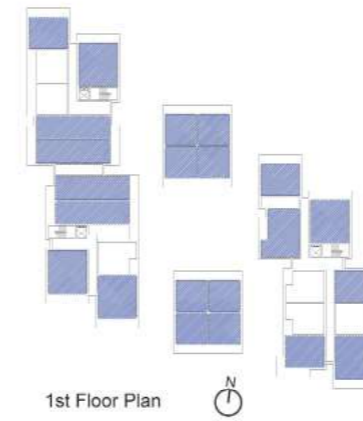
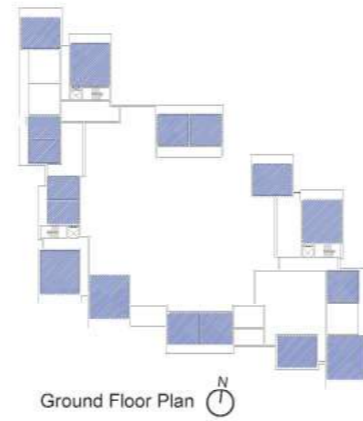
Block 2

No. of Dual Aspect Units - 98

Percentage of Units - 61.3%



RESIDENTIAL UNIT MIX						
	1-Bed	2-Bed	3-Bed	Total	Dual Aspect Units	Units > 10% Area
8th Floor	2	6	0	8	5	5
7th Floor	11	8	0	19	11	16
6th Floor	11	10	0	21	12	17
5th Floor	11	10	0	21	12	17
4th Floor	11	10	0	21	12	17
3rd Floor	11	10	0	21	12	17
2nd Floor	11	10	0	21	12	17
1st Floor	3	1	4	8	5	7
Ground Floor	0	8	12	20	17	20
<b>TOTAL</b>	<b>71</b>	<b>73</b>	<b>16</b>	<b>160</b>	<b>98</b>	<b>133</b>
Unit Mix %	44.4 %	45.6 %	10.0 %		61.3 %	83.1 %





# Appendix B: PLAN DIAGRAMS

SHD Belcamp - DCC Lands

DUAL ASPECT - BLOCK 3

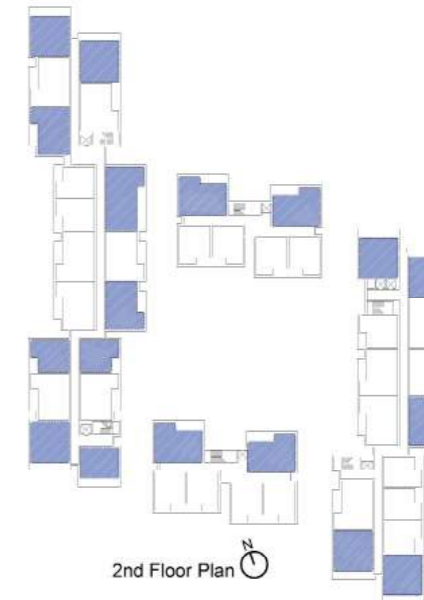
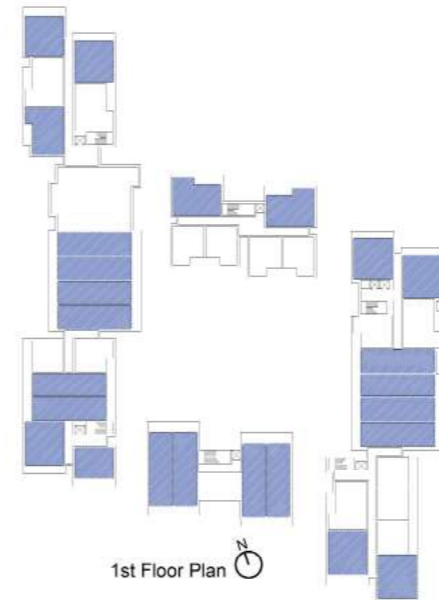
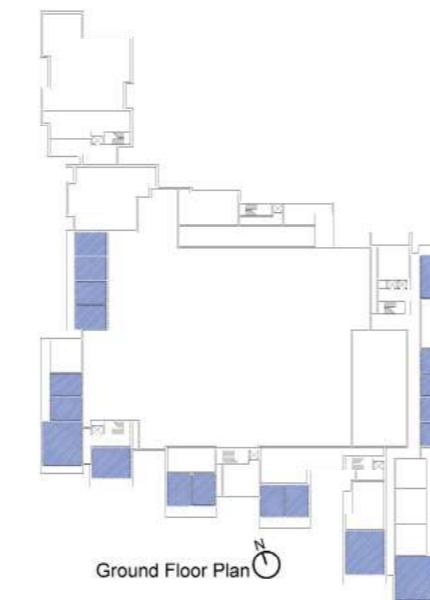
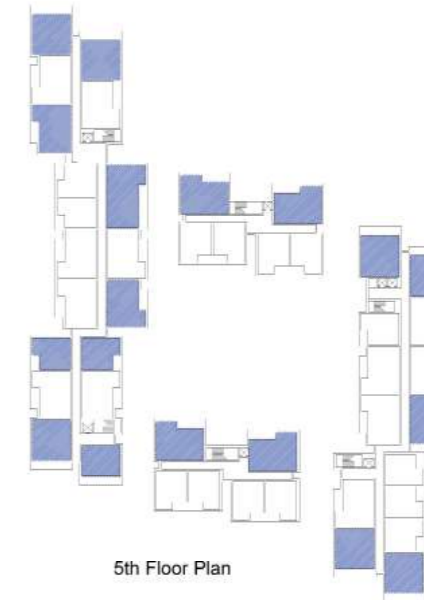
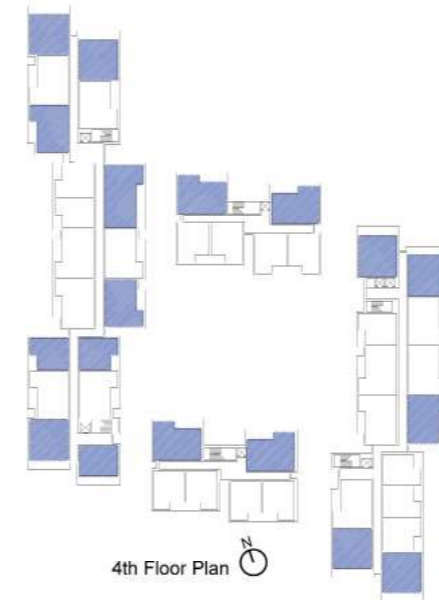
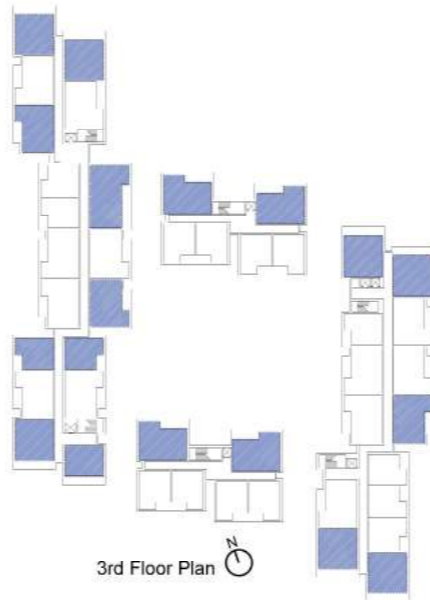
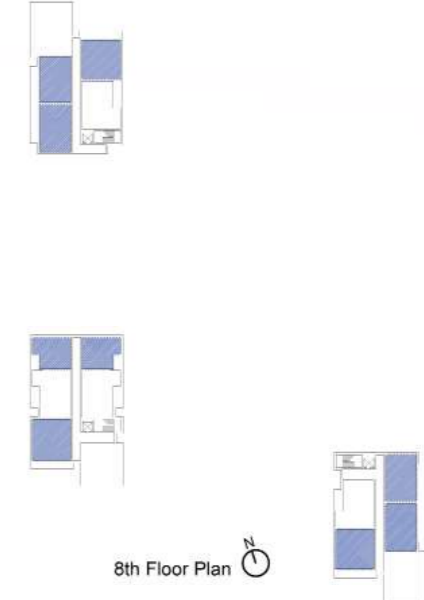
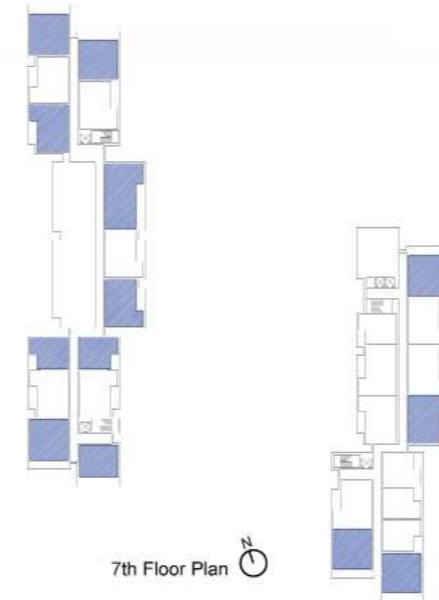
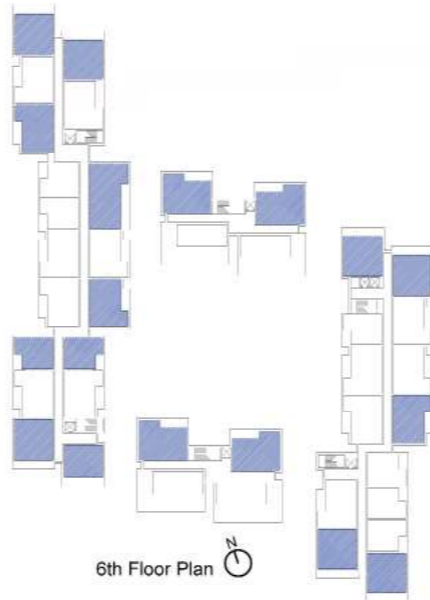
Block 3

No. of Dual Aspect Units - 137

Percentage of Units - 46.1%

 Dual Aspect Units

RESIDENTIAL UNIT MIX						
	1-Bed	2-Bed	3-Bed	Total	Dual Aspect Units	Units > 10% Area
8th Floor	2	11	0	13	9	9
7th Floor	7	19	1	27	13	14
6th Floor	13	26	1	40	18	21
5th Floor	17	26	1	44	18	25
4th Floor	17	26	1	44	18	25
3rd Floor	17	26	1	44	18	25
2nd Floor	17	26	1	44	18	25
1st Floor	6	10	0	16	6	8
Ground Floor	0	6	19	25	19	23
<b>TOTAL</b>	<b>96</b>	<b>176</b>	<b>25</b>	<b>297</b>	<b>137</b>	<b>175</b>
Unit Mix %	32.3 %	59.3 %	8.4 %		46.1 %	58.9 %





# Appendix B: PLAN DIAGRAMS

SHD Belcamp - DCC Lands

DUAL ASPECT - BLOCK 4

Block 4

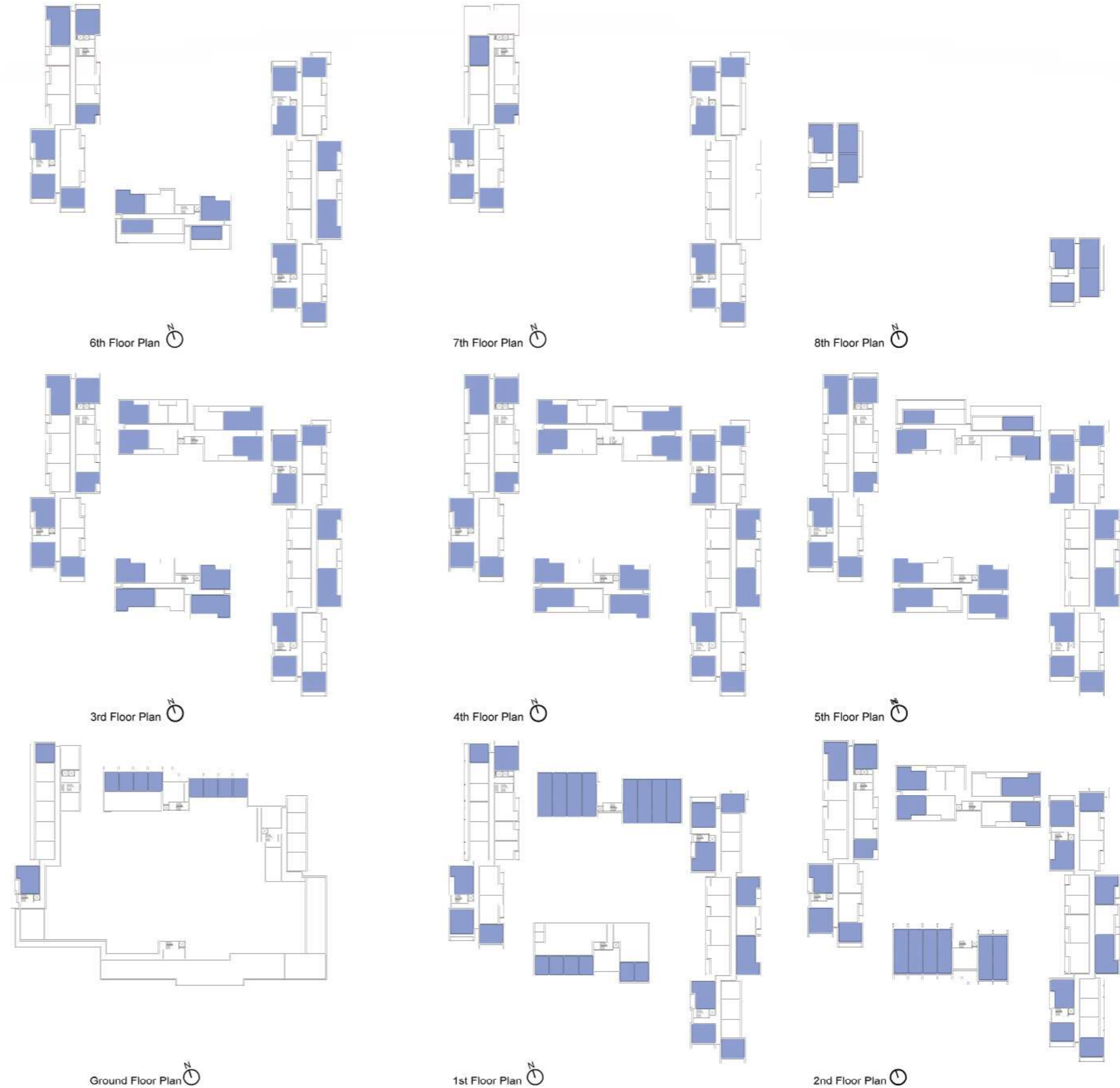
No. of Dual Aspect Units - 150

Percentage of Units - 52.6%



Dual Aspect Units

RESIDENTIAL UNIT MIX						
	1-Bed	2-Bed	3-Bed	Total	Dual Aspect Units	Units > 10% Area
8th Floor	1	7	0	8	8	8
7th Floor	8	17	0	25	11	19
6th Floor	12	22	2	36	18	24
5th Floor	13	27	4	44	22	32
4th Floor	11	29	5	45	22	33
3rd Floor	11	29	5	45	22	33
2nd Floor	9	21	3	33	18	27
1st Floor	5	15	11	31	19	25
Ground Floor	0	11	7	18	10	18
<b>TOTAL</b>	<b>70</b>	<b>178</b>	<b>37</b>	<b>285</b>	<b>150</b>	<b>219</b>
Unit Mix %	24.6 %	62.5 %	13.0 %		52.6 %	76.8 %





# Appendix B: PLAN DIAGRAMS

SHD Belcamp - DCC Lands

DUAL ASPECT - BLOCK 5

Block 5  
 No. of Dual Aspect Units - 50  
 Percentage of Units - 52.1%

 Dual Aspect Units



RESIDENTIAL UNIT MIX						
	1-Bed	2-Bed	3-Bed	Total	Dual Aspect Units	Units > 10% Area
6th Floor	2	0	0	2	2	2
5th Floor	4	9	0	13	6	10
4th Floor	8	8	0	16	8	13
3rd Floor	8	8	0	16	8	13
2nd Floor	8	8	0	16	8	13
1st Floor	4	6	0	10	5	7
Ground Floor	3	9	6	18	9	15
Lower Ground Floor	0	3	2	5	4	5
<b>TOTAL</b>	<b>37</b>	<b>51</b>	<b>8</b>	<b>96</b>	<b>50</b>	<b>78</b>
Unit Mix %	38.5 %	53.1 %	8.3 %		52.1 %	81.3 %



# Appendix B: PLAN DIAGRAMS

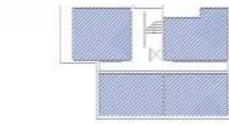
SHD Belcamp - DCC Lands

DUAL ASPECT - BLOCK 6

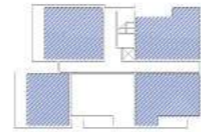
Block 6  
 No. of Dual Aspect Units - 81  
 Percentage of Units - 68.1%

 Dual Aspect Units

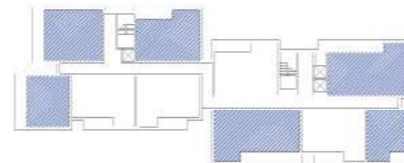
RESIDENTIAL UNIT MIX						
	1-Bed	2-Bed	3-Bed	Total	Dual Aspect Units	Units > 10% Area
8th Floor	0	4	0	4	4	1
7th Floor	2	7	0	9	7	5
6th Floor	2	9	1	12	9	8
5th Floor	3	12	3	18	12	11
4th Floor	3	12	3	18	12	11
3rd Floor	3	12	3	18	12	11
2nd Floor	3	12	3	18	12	11
1st Floor	3	4	0	7	3	3
Ground Floor	0	8	7	15	10	15
<b>TOTAL</b>	<b>19</b>	<b>80</b>	<b>20</b>	<b>119</b>	<b>81</b>	<b>76</b>
Unit Mix %	16.0 %	67.2 %	16.8 %		68.1 %	63.9 %



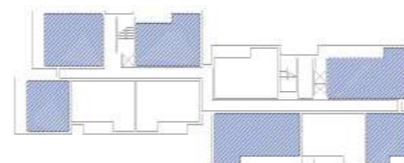
8th Floor Plan



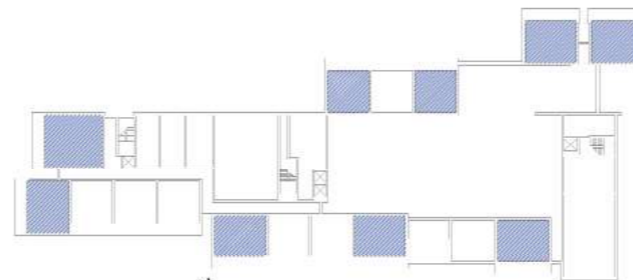
6th Floor Plan



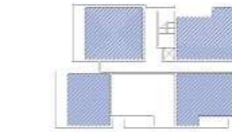
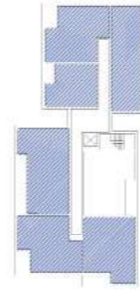
4th Floor Plan



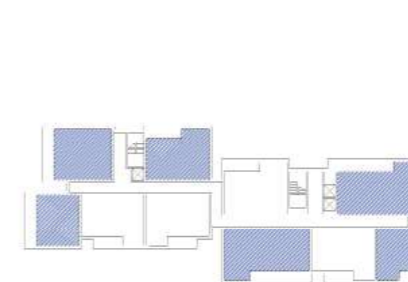
2nd Floor Plan



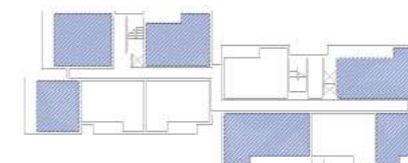
Ground Floor Plan



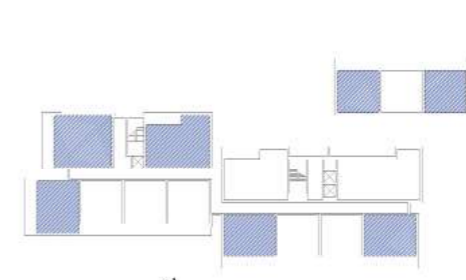
7th Floor Plan



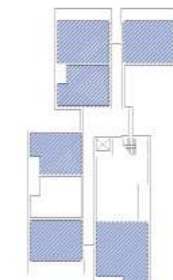
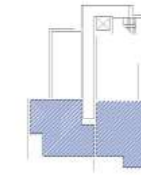
5th Floor Plan



3rd Floor Plan



1st Floor Plan

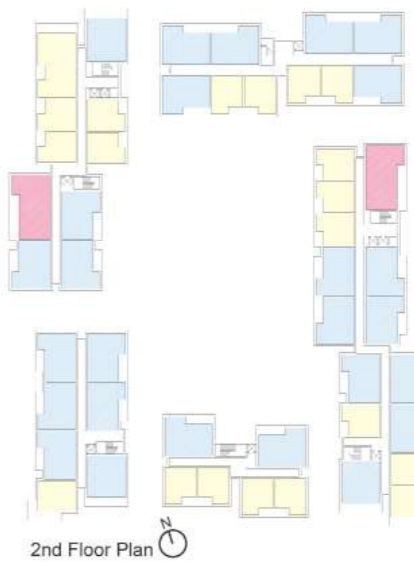
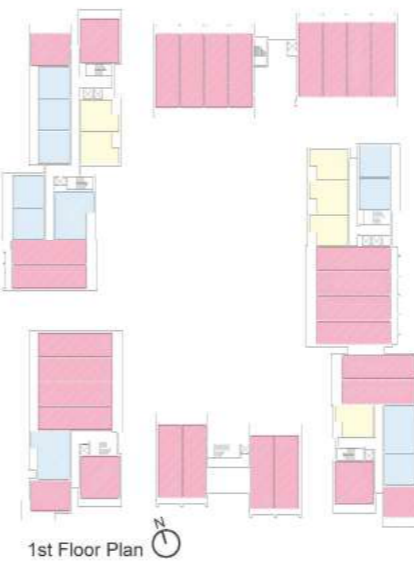
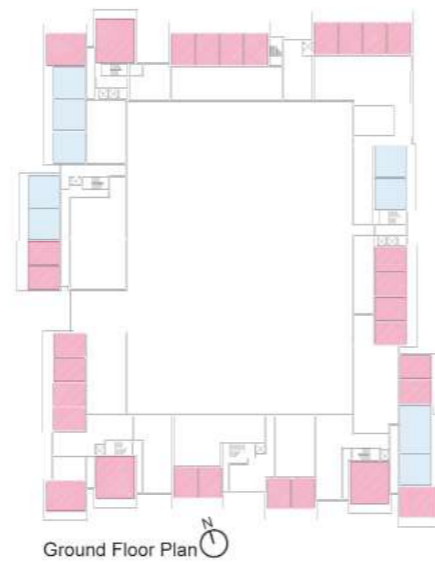
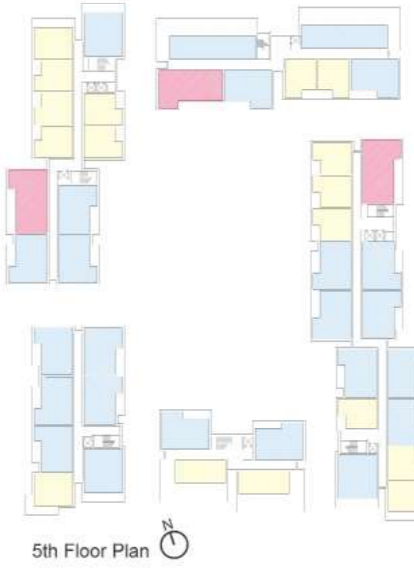
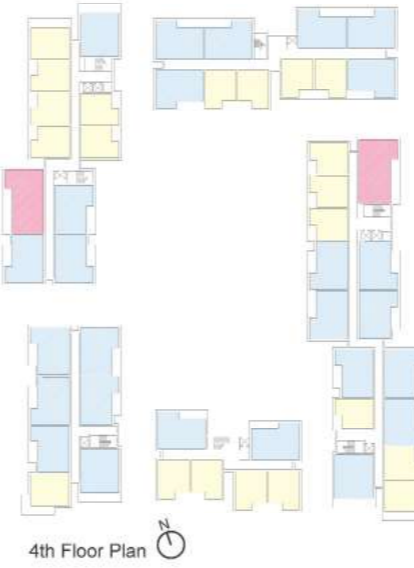
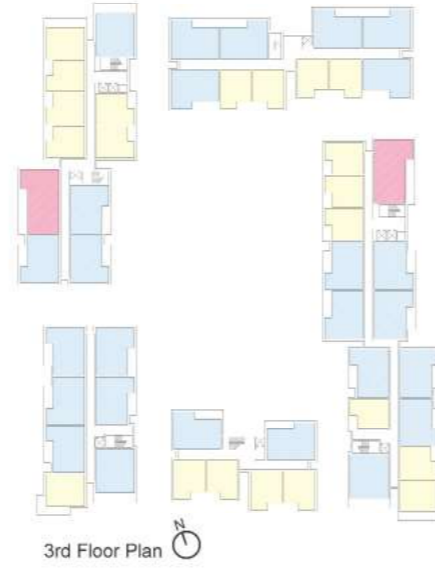
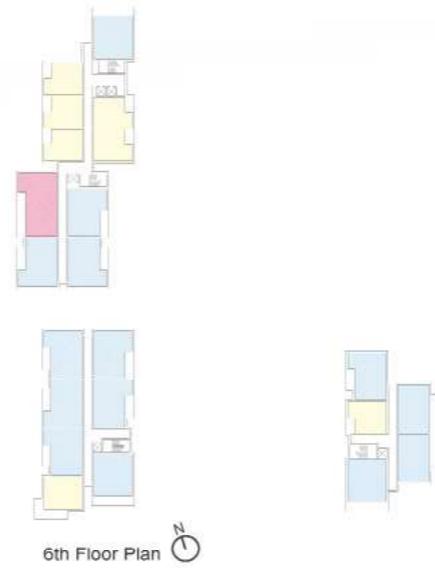
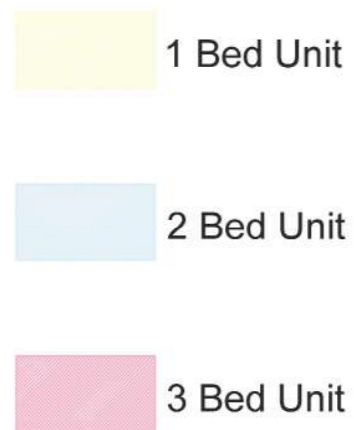




**UNIT TYPES - BLOCK 1**

Block 1  
 Unit Type Mix  
 1 Bed - 94 Units  
 2 Bed - 139 Units  
 3 Bed - 40 Units

RESIDENTIAL UNIT MIX						
	1-Bed	2-Bed	3-Bed	Total	Dual Aspect Units	Units > 10% Area
8th Floor	0	5	0	5	4	3
7th Floor	1	6	0	7	4	2
6th Floor	7	14	1	22	14	13
5th Floor	17	24	3	44	24	25
4th Floor	21	26	2	49	24	26
3rd Floor	21	26	2	49	24	26
2nd Floor	21	26	2	49	24	26
1st Floor	6	3	0	9	2	7
Ground Floor	0	9	30	39	32	39
<b>TOTAL</b>	<b>94</b>	<b>139</b>	<b>40</b>	<b>273</b>	<b>152</b>	<b>167</b>
Unit Mix %	34.4 %	50.9 %	14.7 %		55.7 %	61.2 %





## UNIT TYPES - BLOCK 2

Block 2  
 Unit Type Mix  
 1 Bed - 71 Units  
 2 Bed - 73 Units  
 3 Bed - 16 Units

RESIDENTIAL UNIT MIX						
	1-Bed	2-Bed	3-Bed	Total	Dual Aspect Units	Units > 10% Area
8th Floor	2	6	0	8	5	5
7th Floor	11	8	0	19	11	16
6th Floor	11	10	0	21	12	17
5th Floor	11	10	0	21	12	17
4th Floor	11	10	0	21	12	17
3rd Floor	11	10	0	21	12	17
2nd Floor	11	10	0	21	12	17
1st Floor	3	1	4	8	5	7
Ground Floor	0	8	12	20	17	20
<b>TOTAL</b>	<b>71</b>	<b>73</b>	<b>16</b>	<b>160</b>	<b>98</b>	<b>133</b>
Unit Mix %	44.4 %	45.6 %	10.0 %		61.3 %	83.1 %





## UNIT TYPES - BLOCK 3

Block 3  
 Unit Type Mix  
 1 Bed - 96 Units  
 2 Bed - 176 Units  
 3 Bed - 25 Units

RESIDENTIAL UNIT MIX						
	1-Bed	2-Bed	3-Bed	Total	Dual Aspect Units	Units > 10% Area
8th Floor	2	11	0	13	9	9
7th Floor	7	19	1	27	13	14
6th Floor	13	26	1	40	18	21
5th Floor	17	26	1	44	18	25
4th Floor	17	26	1	44	18	25
3rd Floor	17	26	1	44	18	25
2nd Floor	17	26	1	44	18	25
1st Floor	6	10	0	16	6	8
Ground Floor	0	6	19	25	19	23
<b>TOTAL</b>	<b>96</b>	<b>176</b>	<b>25</b>	<b>297</b>	<b>137</b>	<b>175</b>
Unit Mix %	32.3 %	59.3 %	8.4 %		46.1 %	58.9 %





**UNIT TYPES - BLOCK 4**

Block 4  
 Unit Type Mix  
 1 Bed - 70 Units  
 2 Bed - 178 Units  
 3 Bed - 37 Units

RESIDENTIAL UNIT MIX						
	1-Bed	2-Bed	3-Bed	Total	Dual Aspect Units	Units > 10% Area
8th Floor	1	7	0	8	8	8
7th Floor	8	17	0	25	11	19
6th Floor	12	22	2	36	18	24
5th Floor	13	27	4	44	22	32
4th Floor	11	29	5	45	22	33
3rd Floor	11	29	5	45	22	33
2nd Floor	9	21	3	33	18	27
1st Floor	5	15	11	31	19	25
Ground Floor	0	11	7	18	10	18
<b>TOTAL</b>	<b>70</b>	<b>178</b>	<b>37</b>	<b>285</b>	<b>150</b>	<b>219</b>
Unit Mix %	24.6 %	62.5 %	13.0 %		52.6 %	76.8 %

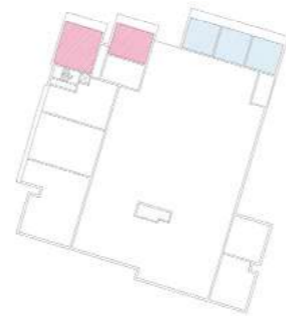
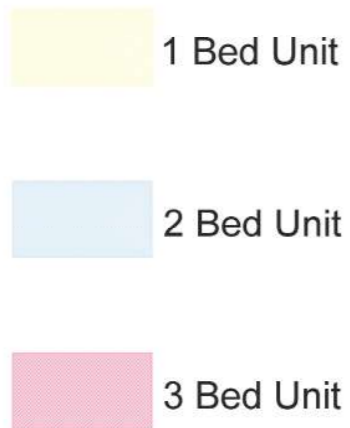




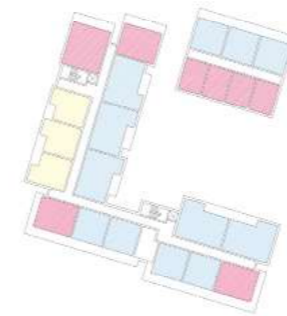
**UNIT TYPE - BLOCK 5**

Block 5  
 Unit Type Mix  
 1 Bed - 37 Units  
 2 Bed - 51 Units  
 3 Bed - 8 Units

RESIDENTIAL UNIT MIX						
	1-Bed	2-Bed	3-Bed	Total	Dual Aspect Units	Units > 10% Area
6th Floor	2	0	0	2	2	2
5th Floor	4	9	0	13	6	10
4th Floor	8	8	0	16	8	13
3rd Floor	8	8	0	16	8	13
2nd Floor	8	8	0	16	8	13
1st Floor	4	6	0	10	5	7
Ground Floor	3	9	6	18	9	15
Lower Ground Floor	0	3	2	5	4	5
<b>TOTAL</b>	<b>37</b>	<b>51</b>	<b>8</b>	<b>96</b>	<b>50</b>	<b>78</b>
Unit Mix %	38.5 %	53.1 %	8.3 %		52.1 %	81.3 %



Lower Ground Floor Plan



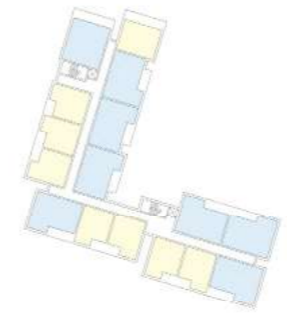
Ground Floor Plan



1st Floor Plan



2nd Floor Plan



3rd Floor Plan



4th Floor Plan



5th Floor Plan



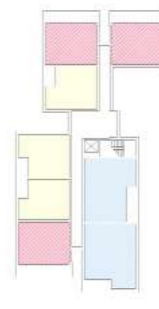
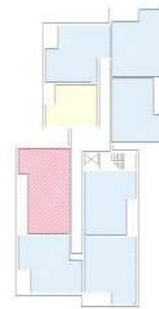
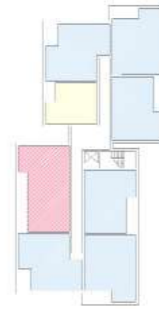
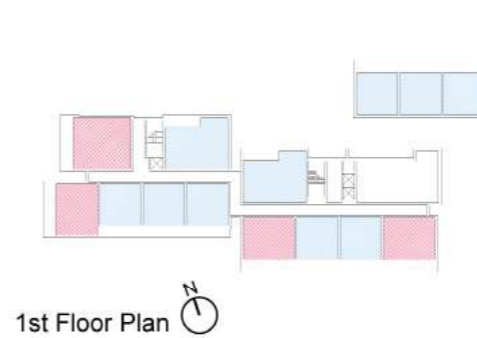
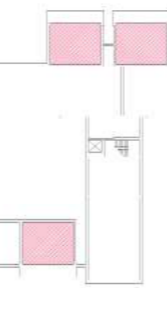
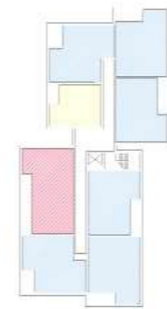
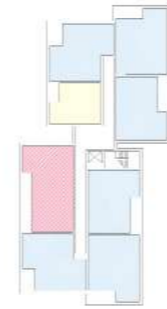
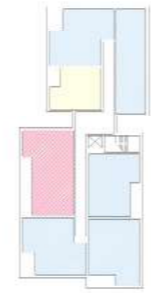
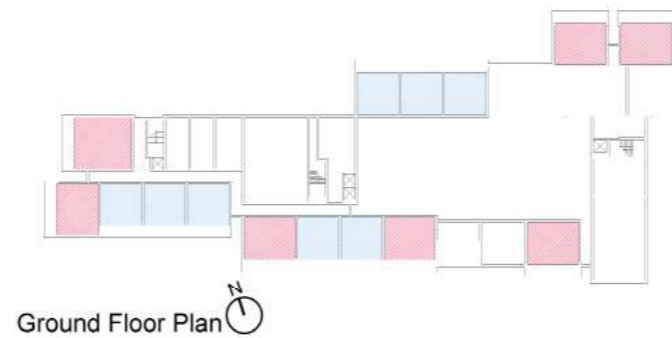
6th Floor Plan



**UNIT TYPE - BLOCK 6**

Block 6  
 Unit Type Mix  
 1 Bed - 19 Units  
 2 Bed - 80 Units  
 3 Bed - 20 Units

RESIDENTIAL UNIT MIX						
	1-Bed	2-Bed	3-Bed	Total	Dual Aspect Units	Units > 10% Area
8th Floor	0	4	0	4	4	1
7th Floor	2	7	0	9	7	5
6th Floor	2	9	1	12	9	8
5th Floor	3	12	3	18	12	11
4th Floor	3	12	3	18	12	11
3rd Floor	3	12	3	18	12	11
2nd Floor	3	12	3	18	12	11
1st Floor	3	4	0	7	3	3
Ground Floor	0	8	7	15	10	15
<b>TOTAL</b>	<b>19</b>	<b>80</b>	<b>20</b>	<b>119</b>	<b>81</b>	<b>76</b>
Unit Mix %	16.0 %	67.2 %	16.8 %		68.1 %	63.9 %



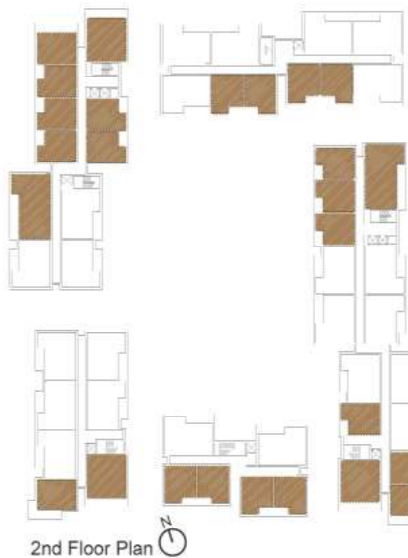
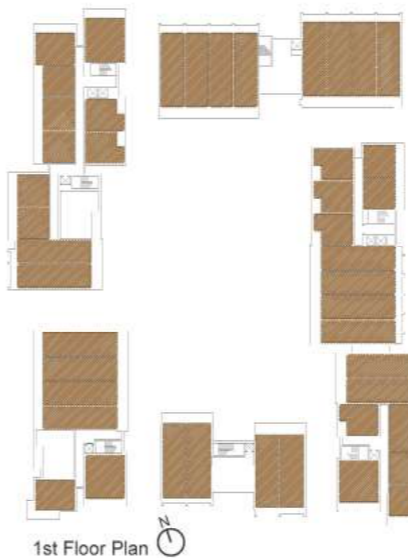
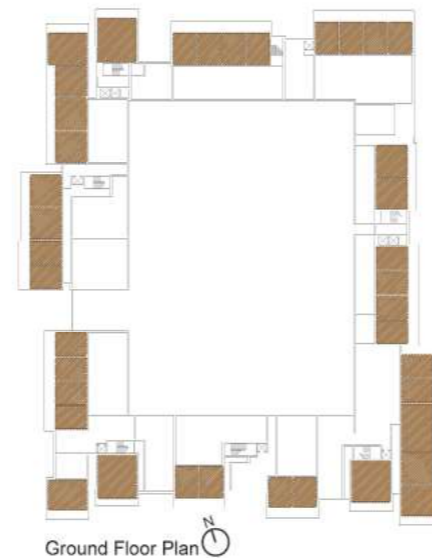


**UNIT AREAS OVER 10% LARGER THAN MINIMUM - BLOCK 1**

Block 1  
 No. of Units with Areas over 10% Larger than Minimum - 167  
 Percentage of Units - 61.2%

 Units 10% Larger

RESIDENTIAL UNIT MIX						
	1-Bed	2-Bed	3-Bed	Total	Dual Aspect Units	Units > 10% Area
8th Floor	0	5	0	5	4	3
7th Floor	1	6	0	7	4	2
6th Floor	7	14	1	22	14	13
5th Floor	17	24	3	44	24	25
4th Floor	21	26	2	49	24	26
3rd Floor	21	26	2	49	24	26
2nd Floor	21	26	2	49	24	26
1st Floor	6	3	0	9	2	7
Ground Floor	0	9	30	39	32	39
<b>TOTAL</b>	<b>94</b>	<b>139</b>	<b>40</b>	<b>273</b>	<b>152</b>	<b>167</b>
Unit Mix %	34.4 %	50.9 %	14.7 %		55.7 %	61.2 %



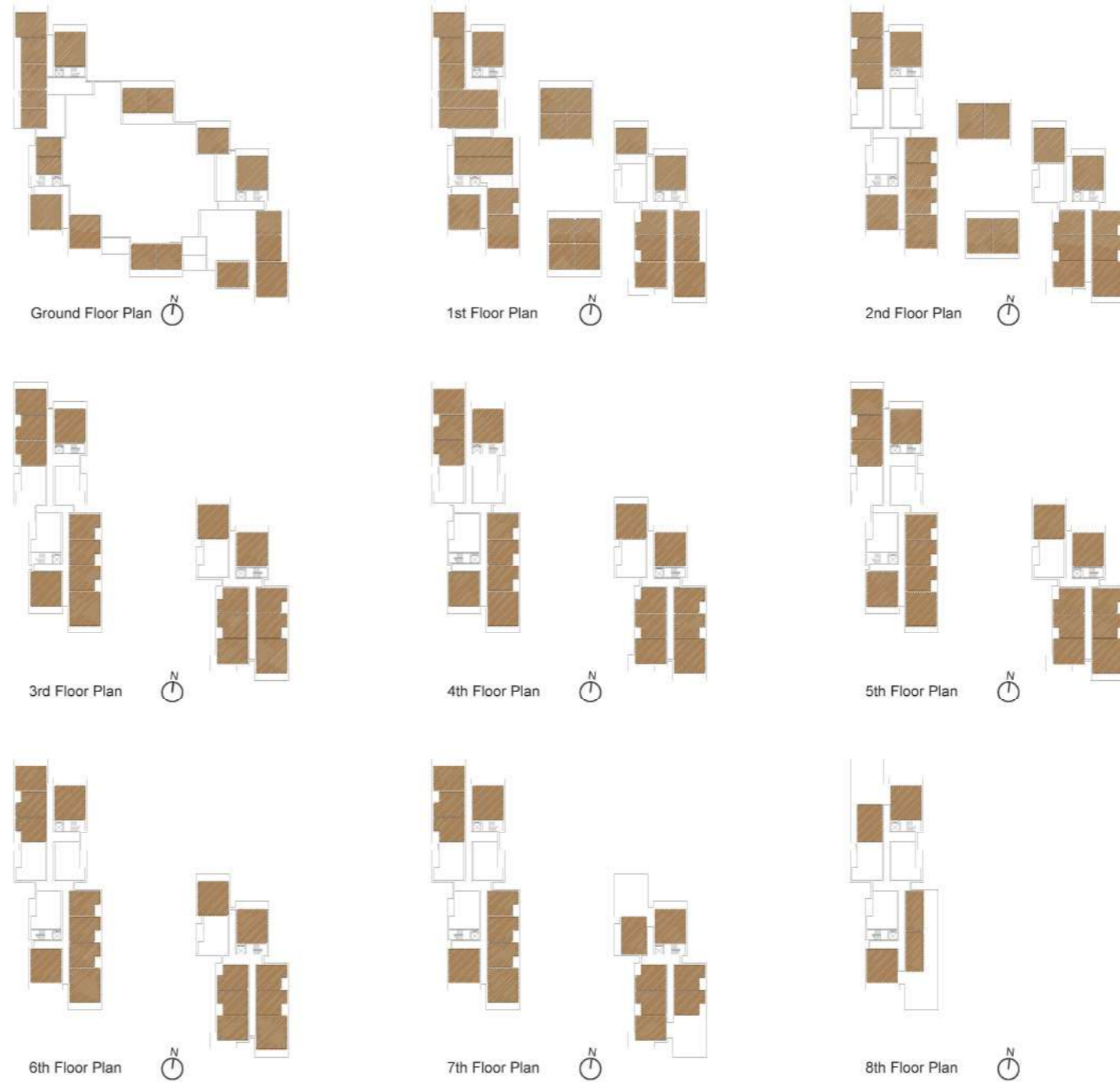


**UNIT AREAS OVER 10% LARGER THAN MINIMUM - BLOCK 2**

Block 2  
 No. of Units with Areas over 10% Larger than Minimum - 133  
 Percentage of Units - 83.1%



RESIDENTIAL UNIT MIX						
	1-Bed	2-Bed	3-Bed	Total	Dual Aspect Units	Units > 10% Area
8th Floor	2	6	0	8	5	5
7th Floor	11	8	0	19	11	16
6th Floor	11	10	0	21	12	17
5th Floor	11	10	0	21	12	17
4th Floor	11	10	0	21	12	17
3rd Floor	11	10	0	21	12	17
2nd Floor	11	10	0	21	12	17
1st Floor	3	1	4	8	5	7
Ground Floor	0	8	12	20	17	20
<b>TOTAL</b>	<b>71</b>	<b>73</b>	<b>16</b>	<b>160</b>	<b>98</b>	<b>133</b>
Unit Mix %	44.4 %	45.6 %	10.0 %		61.3 %	83.1 %





**UNIT AREAS OVER 10% LARGER THAN MINIMUM - BLOCK 3**

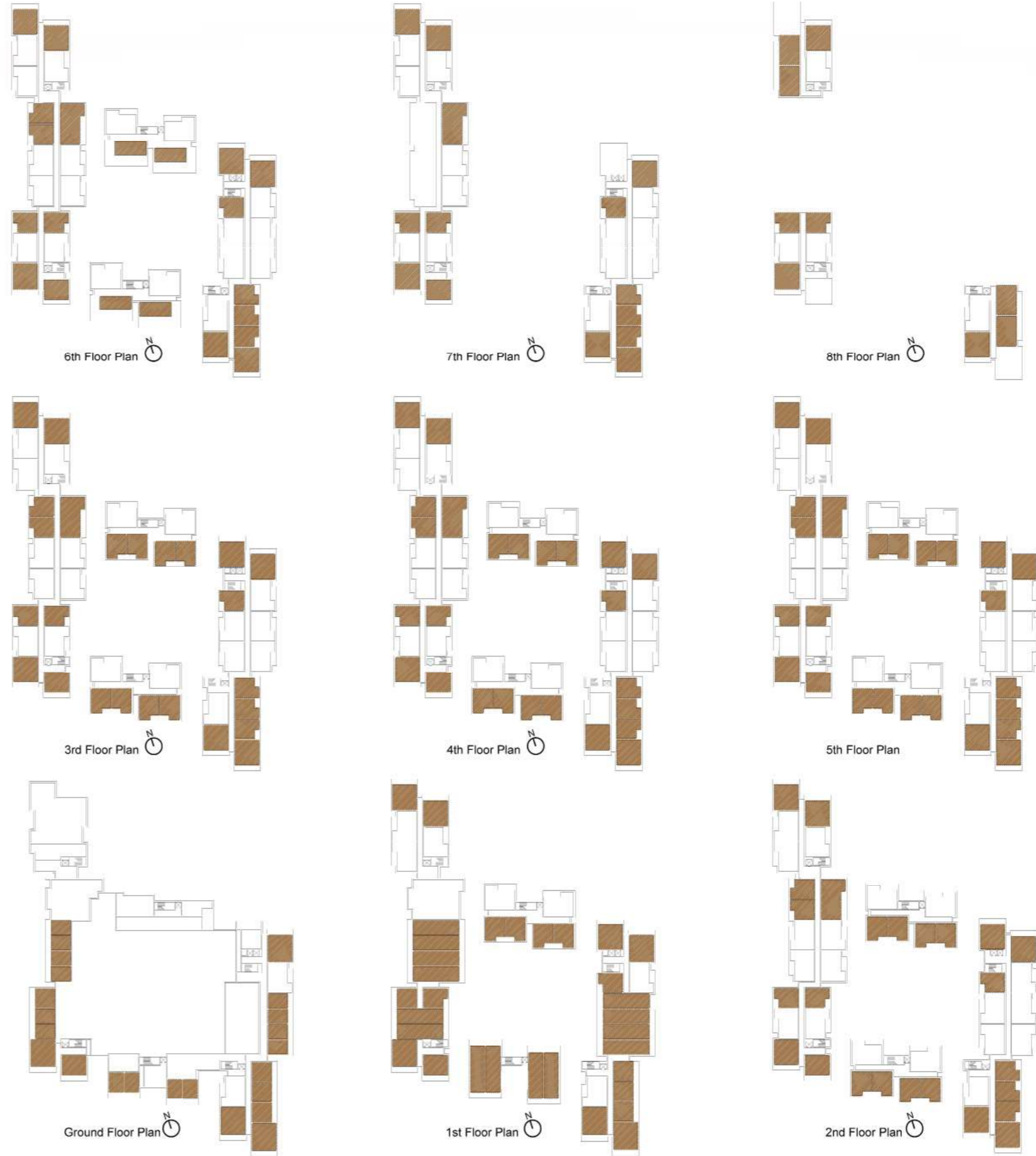
**Block 3**

No. of Units with Areas over 10% Larger than Minimum - 175

Percentage of Units - 58.9%



RESIDENTIAL UNIT MIX						
	1-Bed	2-Bed	3-Bed	Total	Dual Aspect Units	Units > 10% Area
8th Floor	2	11	0	13	9	9
7th Floor	7	19	1	27	13	14
6th Floor	13	26	1	40	18	21
5th Floor	17	26	1	44	18	25
4th Floor	17	26	1	44	18	25
3rd Floor	17	26	1	44	18	25
2nd Floor	17	26	1	44	18	25
1st Floor	6	10	0	16	6	8
Ground Floor	0	6	19	25	19	23
<b>TOTAL</b>	<b>96</b>	<b>176</b>	<b>25</b>	<b>297</b>	<b>137</b>	<b>175</b>
Unit Mix %	32.3 %	59.3 %	8.4 %		46.1 %	58.9 %





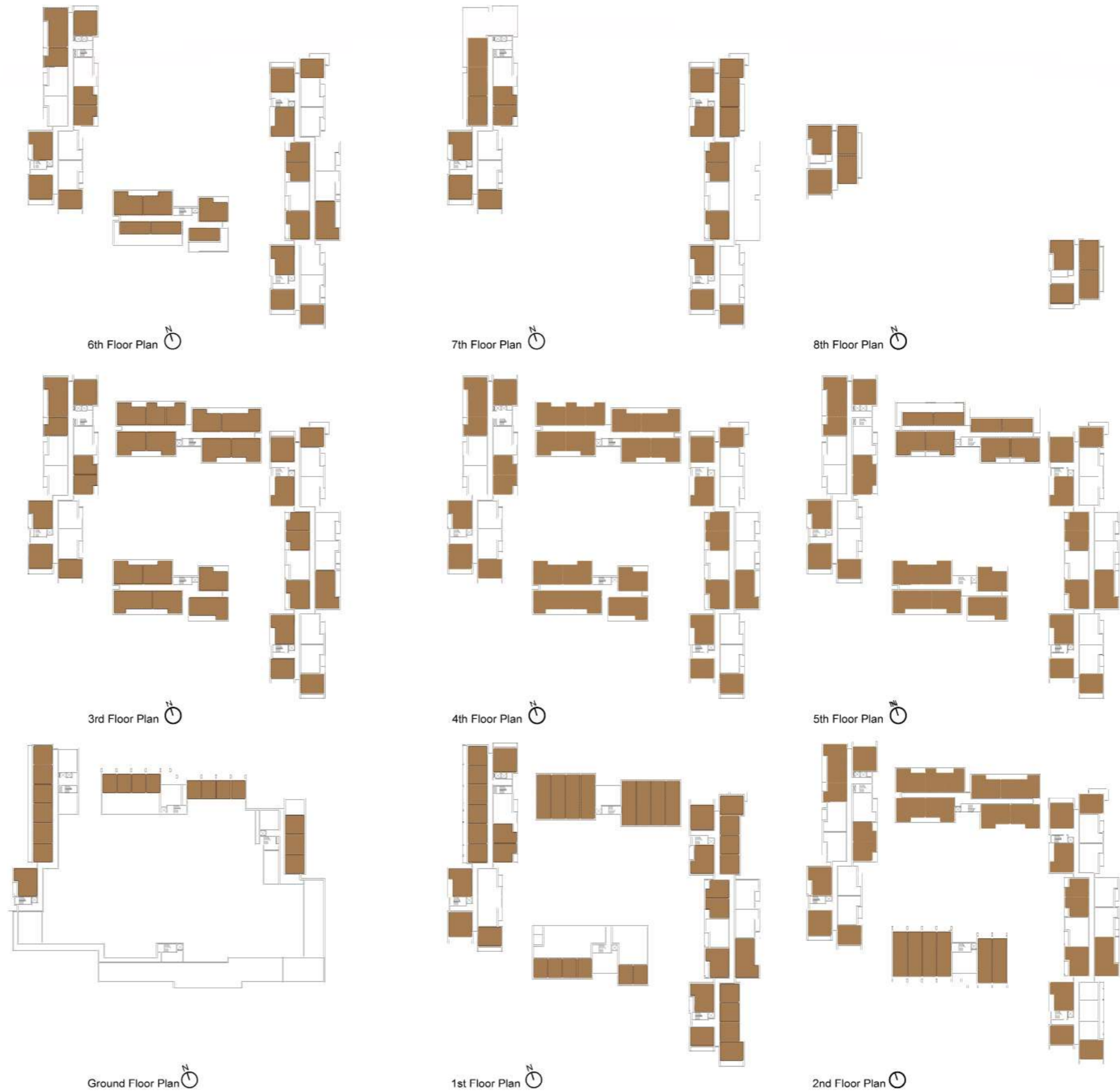
**UNIT AREAS OVER 10% LARGER THAN MINIMUM - BLOCK 4**

**Block 4**

No. of Units with Areas over 10% Larger than Minimum - 219  
 Percentage of Units - 76.8%

 Units 10% Larger

RESIDENTIAL UNIT MIX						
	1-Bed	2-Bed	3-Bed	Total	Dual Aspect Units	Units > 10% Area
8th Floor	1	7	0	8	8	8
7th Floor	8	17	0	25	11	19
6th Floor	12	22	2	36	18	24
5th Floor	13	27	4	44	22	32
4th Floor	11	29	5	45	22	33
3rd Floor	11	29	5	45	22	33
2nd Floor	9	21	3	33	18	27
1st Floor	5	15	11	31	19	25
Ground Floor	0	11	7	18	10	18
<b>TOTAL</b>	<b>70</b>	<b>178</b>	<b>37</b>	<b>285</b>	<b>150</b>	<b>219</b>
Unit Mix %	24.6 %	62.5 %	13.0 %		52.6 %	76.8 %



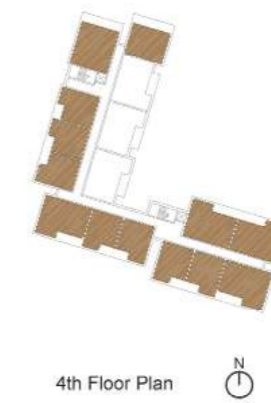
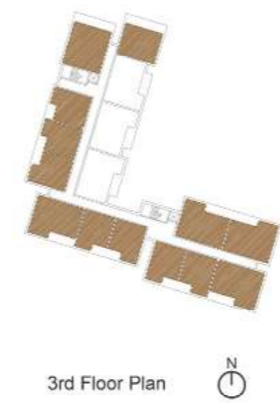
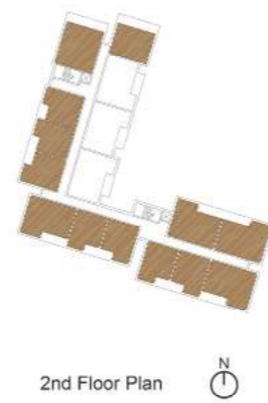
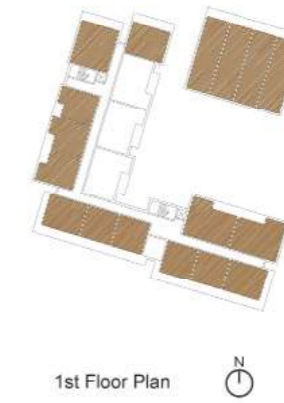
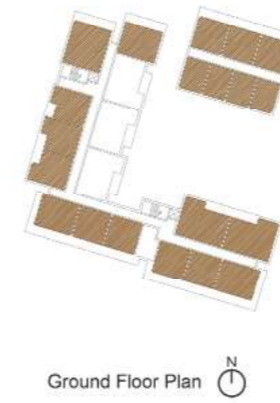
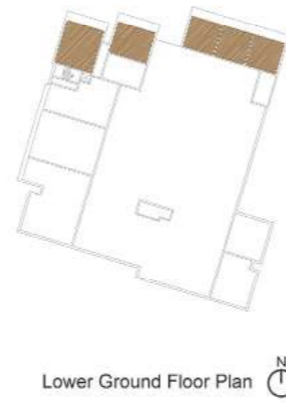


**UNIT AREAS OVER 10% LARGER THAN MINIMUM - BLOCK 5**

Block 5  
 No. of Units with Areas over 10% Larger than Minimum - 78  
 Percentage of Units - 81.3%

 Units 10% Larger

RESIDENTIAL UNIT MIX						
	1-Bed	2-Bed	3-Bed	Total	Dual Aspect Units	Units > 10% Area
6th Floor	2	0	0	2	2	2
5th Floor	4	9	0	13	6	10
4th Floor	8	8	0	16	8	13
3rd Floor	8	8	0	16	8	13
2nd Floor	8	8	0	16	8	13
1st Floor	4	6	0	10	5	7
Ground Floor	3	9	6	18	9	15
Lower Ground Floor	0	3	2	5	4	5
<b>TOTAL</b>	<b>37</b>	<b>51</b>	<b>8</b>	<b>96</b>	<b>50</b>	<b>78</b>
Unit Mix %	38.5 %	53.1 %	8.3 %		52.1 %	81.3 %



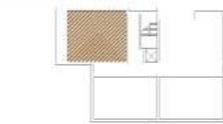


**UNIT AREAS OVER 10% LARGER THAN MINIMUM - BLOCK 6**

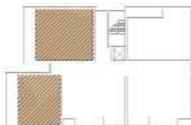
Block 6  
 No. of Units with Areas over 10% Larger than Minimum - 76  
 Percentage of Units - 63.9%

 Units 10% Larger

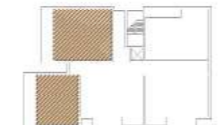
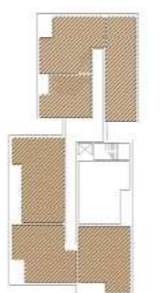
RESIDENTIAL UNIT MIX						
	1-Bed	2-Bed	3-Bed	Total	Dual Aspect Units	Units > 10% Area
8th Floor	0	4	0	4	4	1
7th Floor	2	7	0	9	7	5
6th Floor	2	9	1	12	9	8
5th Floor	3	12	3	18	12	11
4th Floor	3	12	3	18	12	11
3rd Floor	3	12	3	18	12	11
2nd Floor	3	12	3	18	12	11
1st Floor	3	4	0	7	3	3
Ground Floor	0	8	7	15	10	15
<b>TOTAL</b>	<b>19</b>	<b>80</b>	<b>20</b>	<b>119</b>	<b>81</b>	<b>76</b>
Unit Mix %	16.0 %	67.2 %	16.8 %		68.1 %	63.9 %



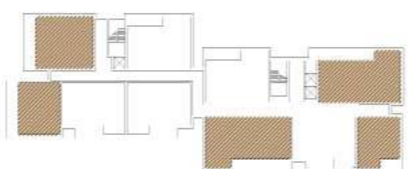
8th Floor Plan



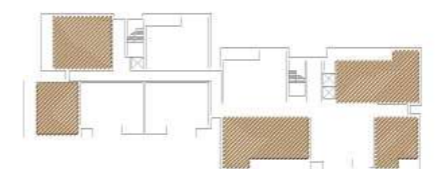
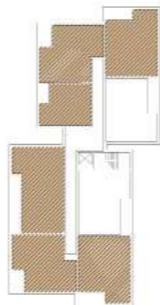
6th Floor Plan



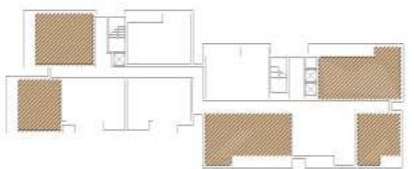
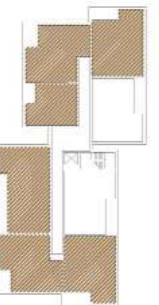
7th Floor Plan



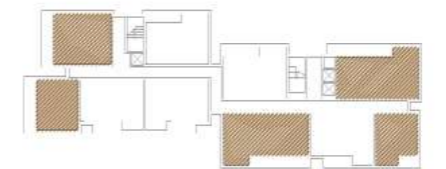
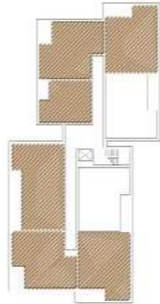
4th Floor Plan



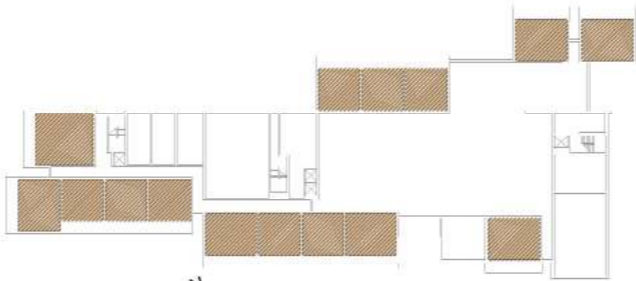
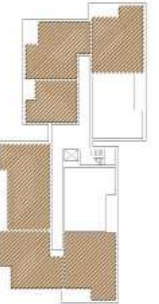
5th Floor Plan



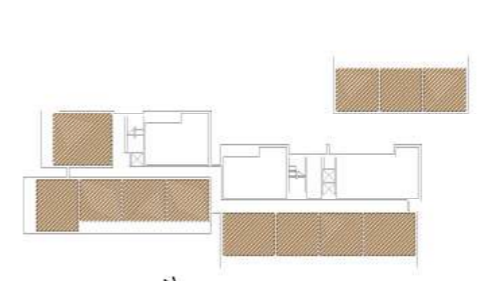
2nd Floor Plan



3rd Floor Plan



Ground Floor Plan



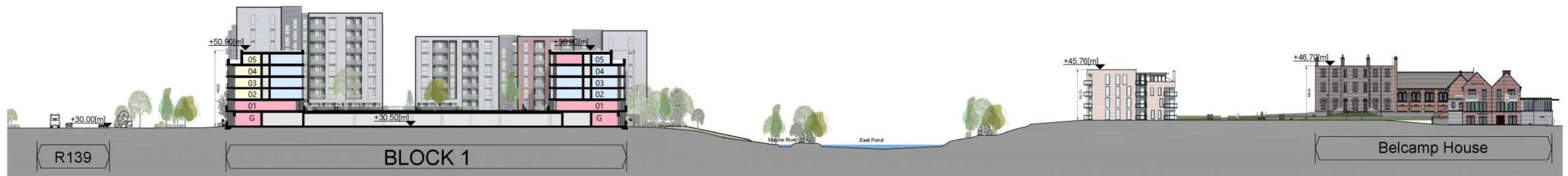
1st Floor Plan



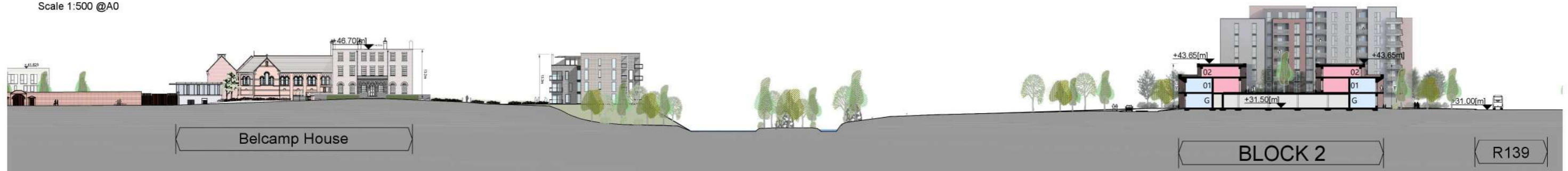


# Appendix C: DCC & FCC SITE SECTIONS

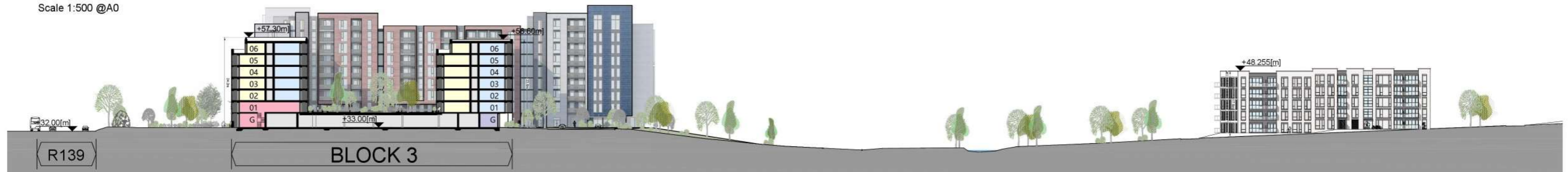
## SHD Belcamp - DCC Lands



**Site Section AA**  
Scale 1:500 @A0



**Site Section BB**  
Scale 1:500 @A0



**Site Section CC**  
Scale 1:500 @A0

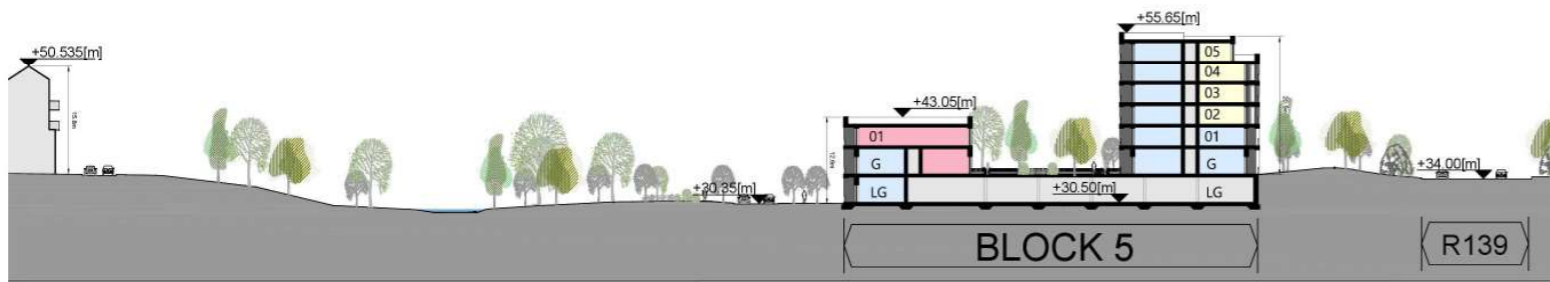


# Appendix C: DCC & FCC SITE SECTIONS

## SHD Belcamp - DCC Lands



Site Section DD  
Scale 1:500 @A0



Site Section EE  
Scale 1:500 @A0



Site Section FF  
Scale 1:500 @A0

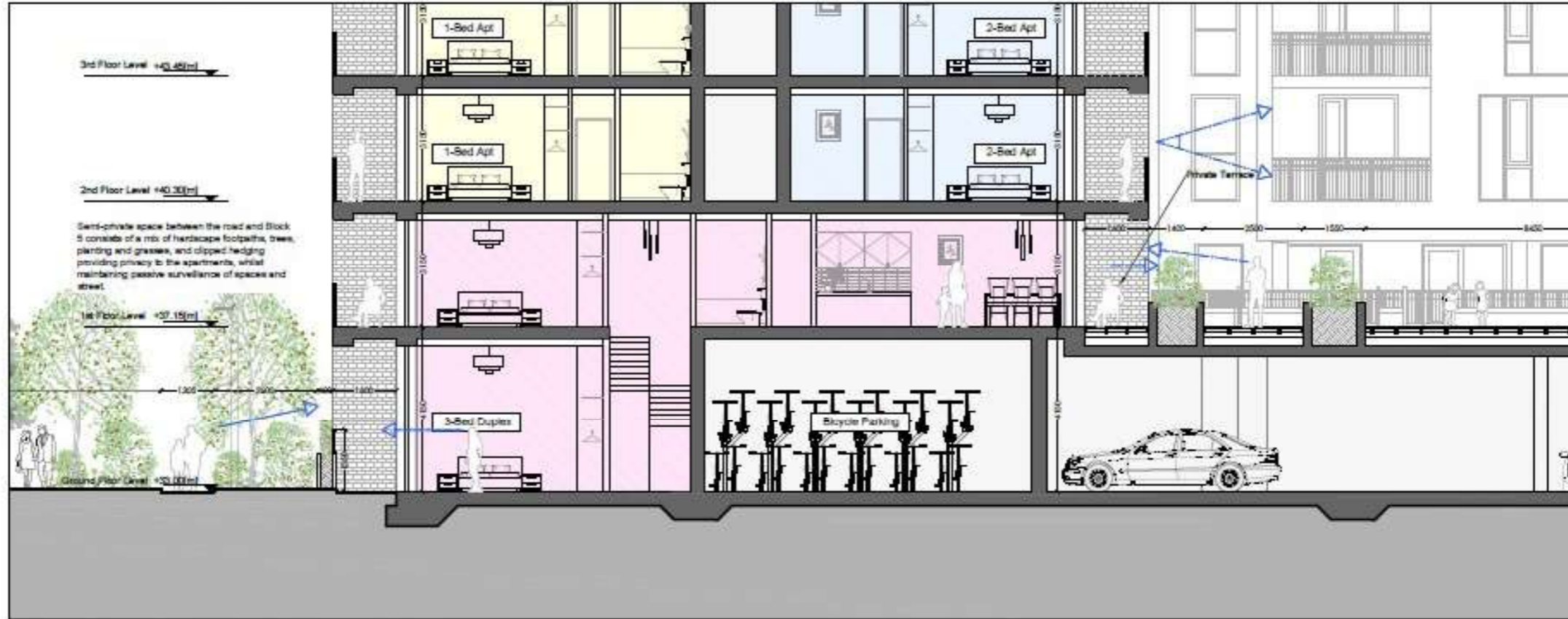




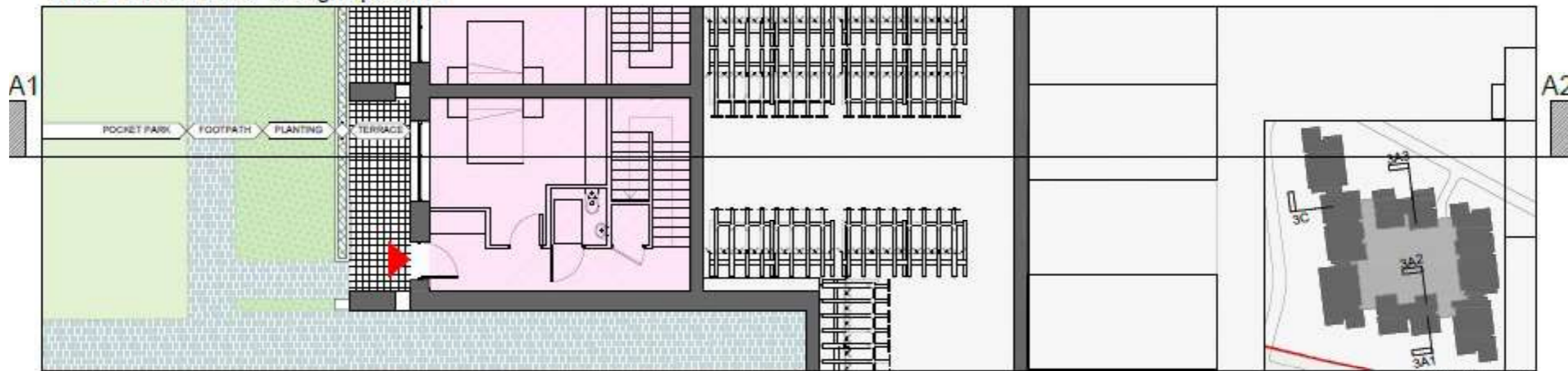
# Appendix D: 1:50 INTERFACE SECTIONS

SHD Belcamp - DCC Lands

Screening/ buffers mitigate impacts from interactions of when residential areas interface with External Circulation Areas and Communal Open Space.



Block 3 Section A1-A2 through Apt. 3.013

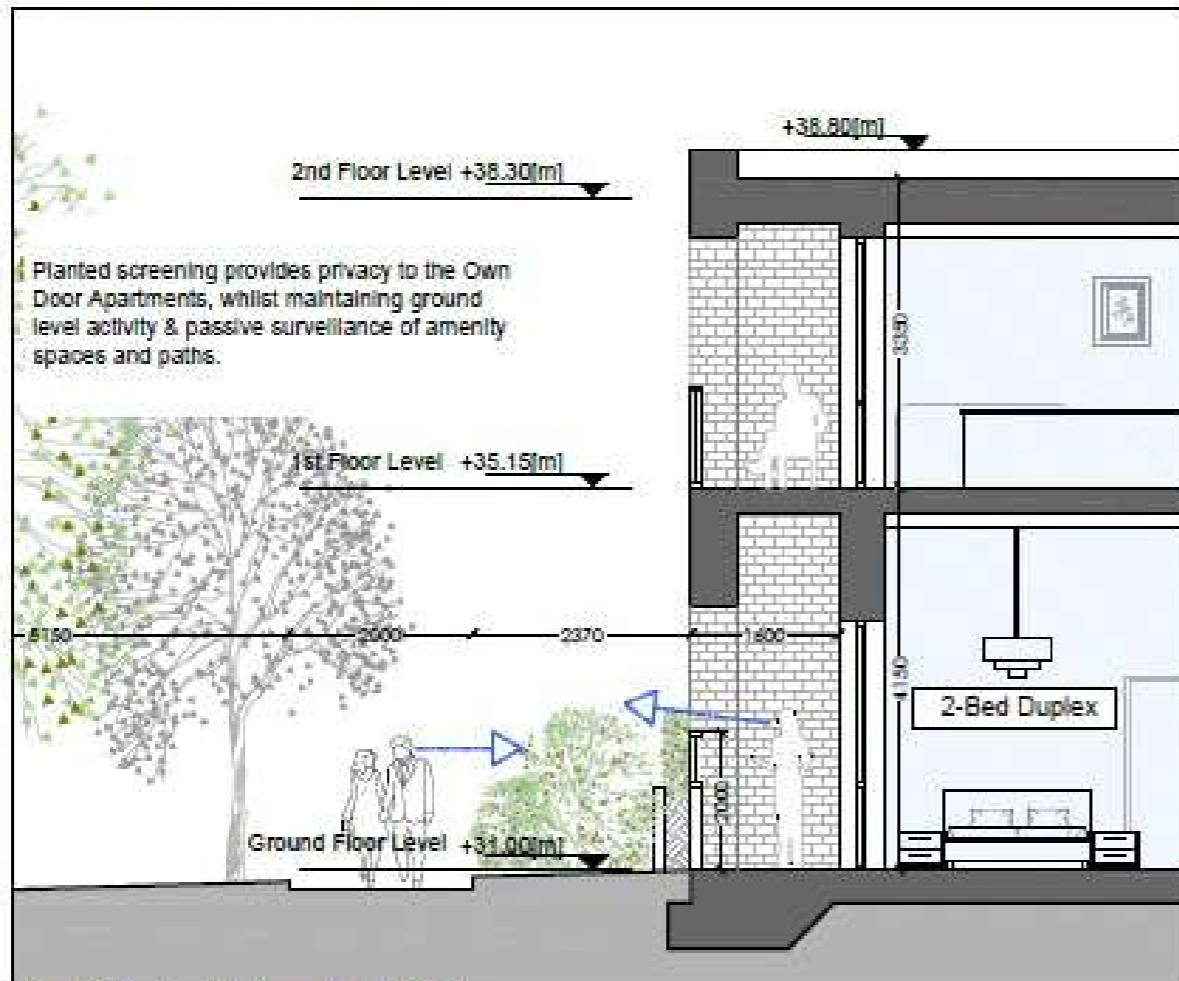


Block 3 Part Plan through Apt. 3.013 Ground Floor Level

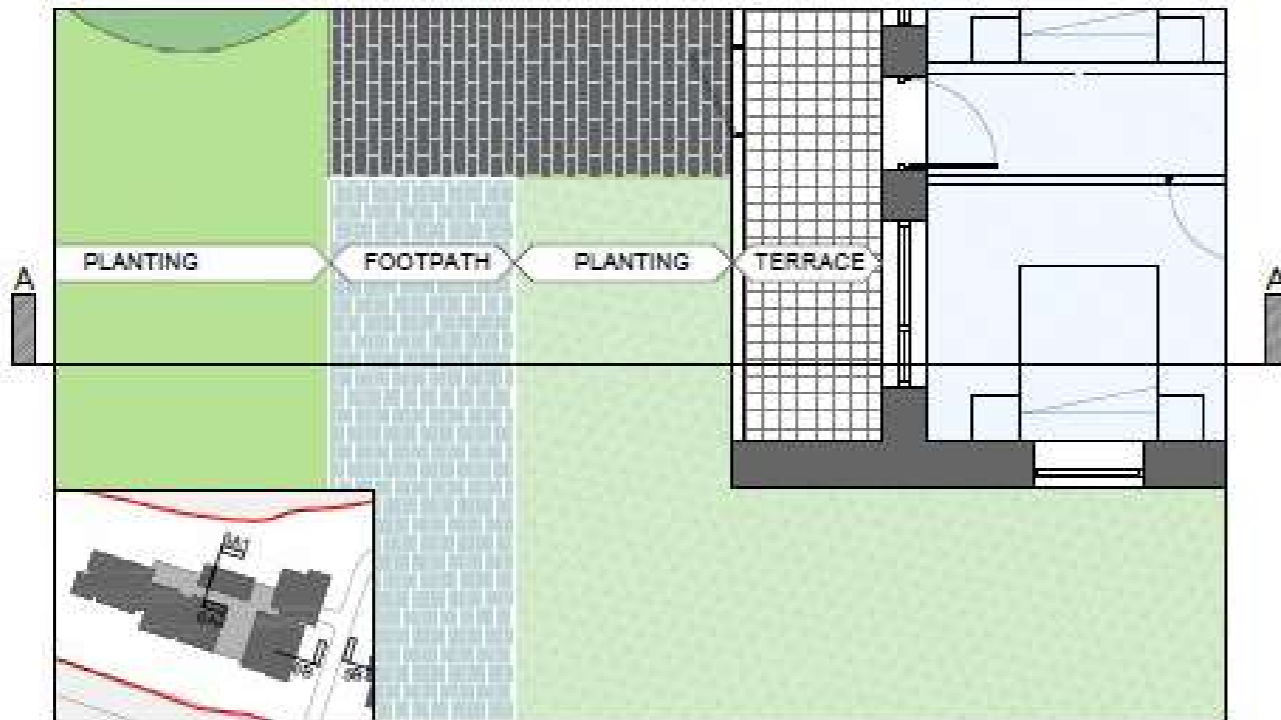
WILSON ARCHITECTURE



Screening/ buffers mitigate impacts from interactions of when residential areas interface with External Circulation Areas.

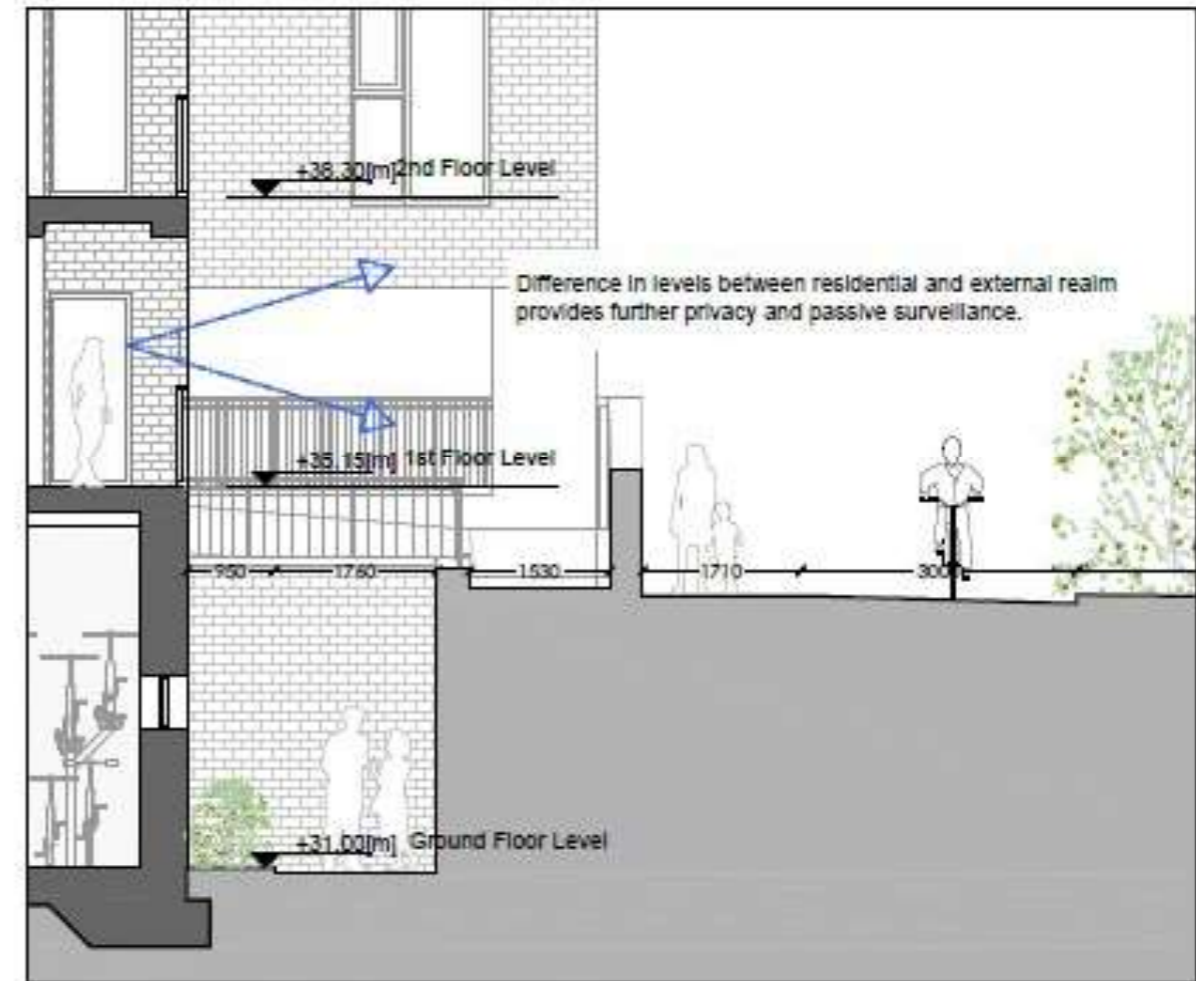


Block 6 Section AA through Apt. 6.002

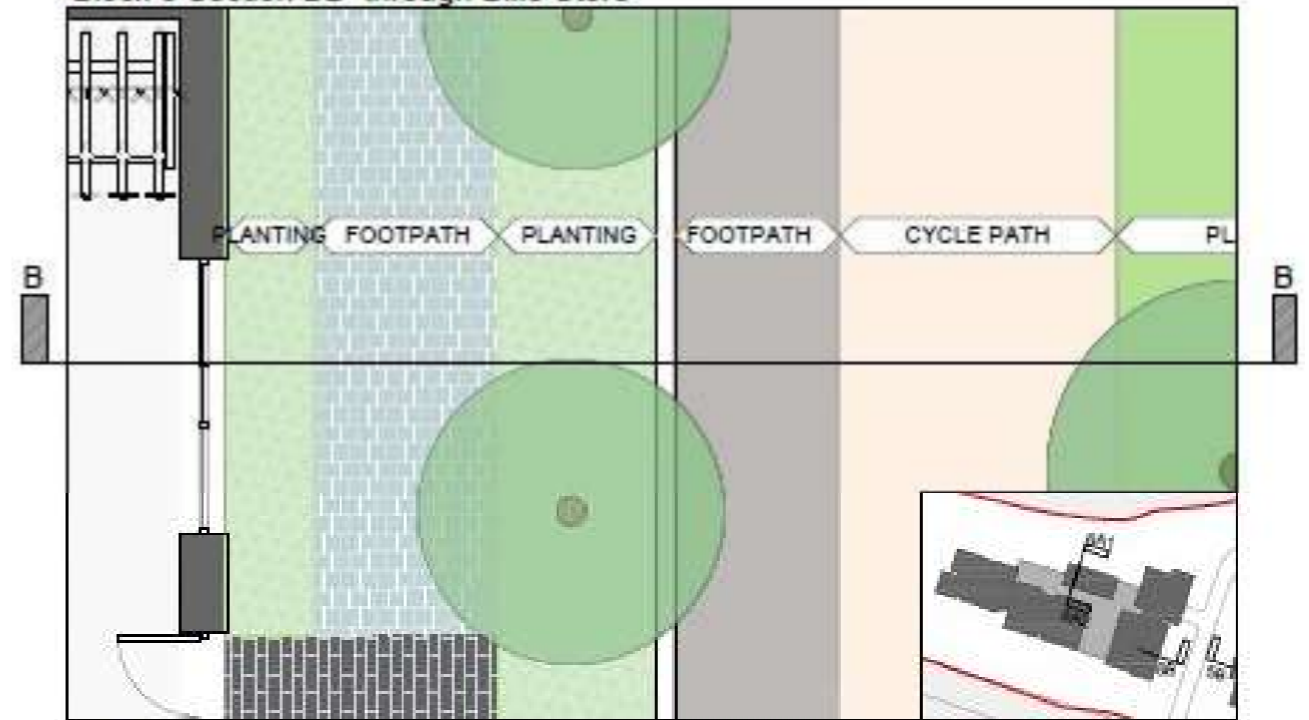


Block 6 Part Plan through Apt. 6.002 Ground Floor Level

Differential in levels between Residential and External Realms.



Block 6 Section BB through Bike Store



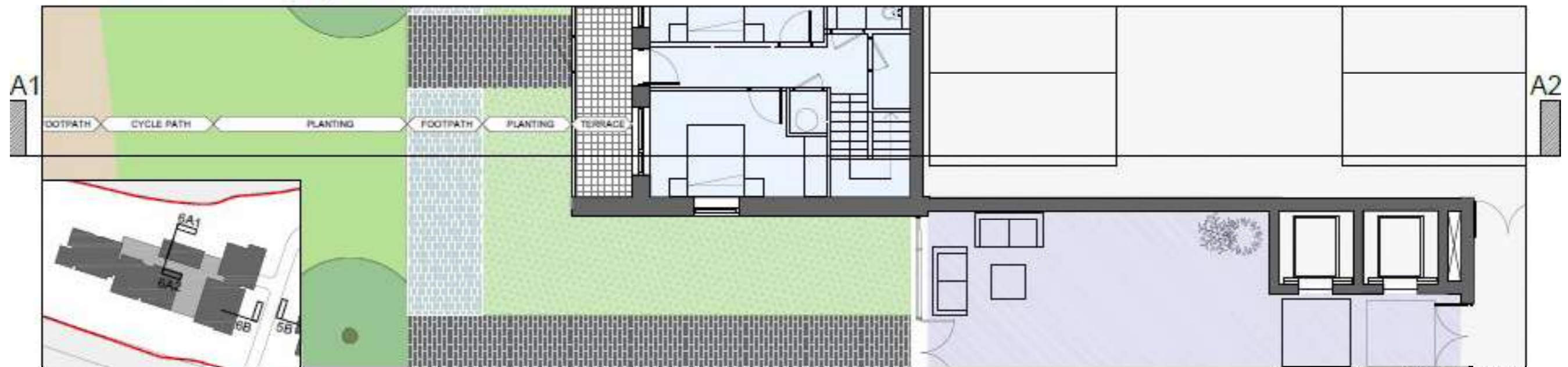
Block 6 Part Plan through Bike Store Ground Floor Level



Screening/ buffers mitigate impacts from interactions of when residential areas interface with External Circulation Areas and Communal Open Space.



Block 6 Section AA through Apt. 6.002

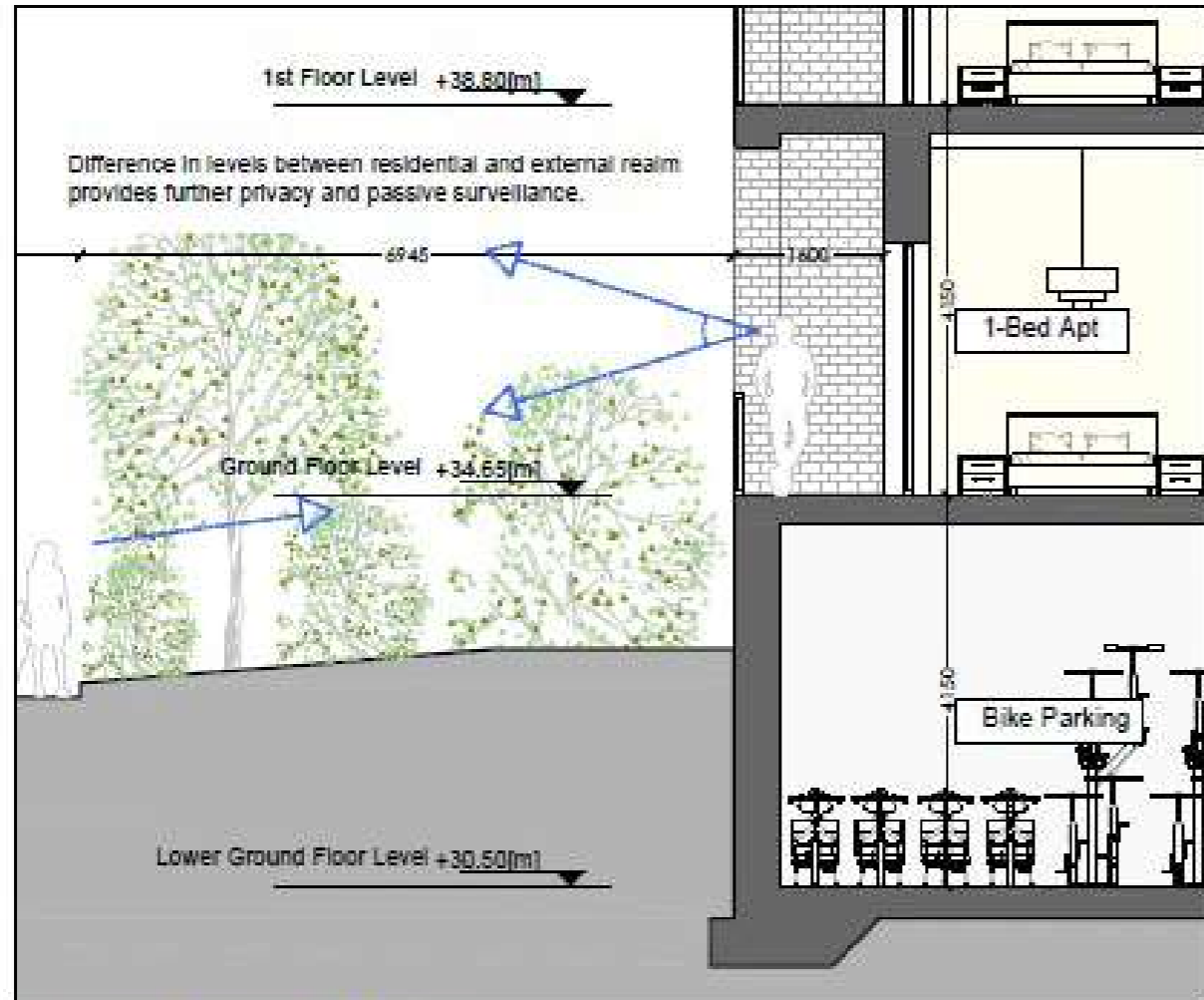


Block 6 Part Plan through Apt. 6.002 Ground Floor Level

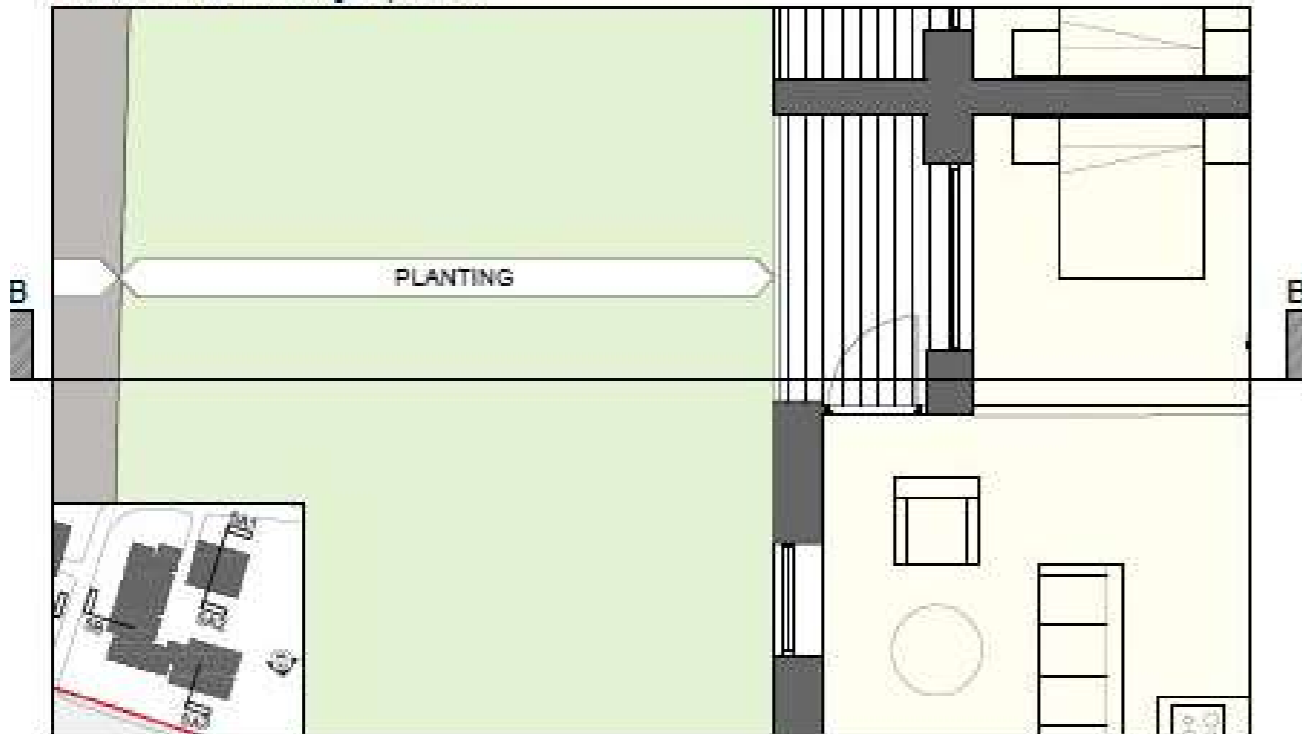
WILSON ARCHITECTURE



Differential in levels between Residential and External Realms.

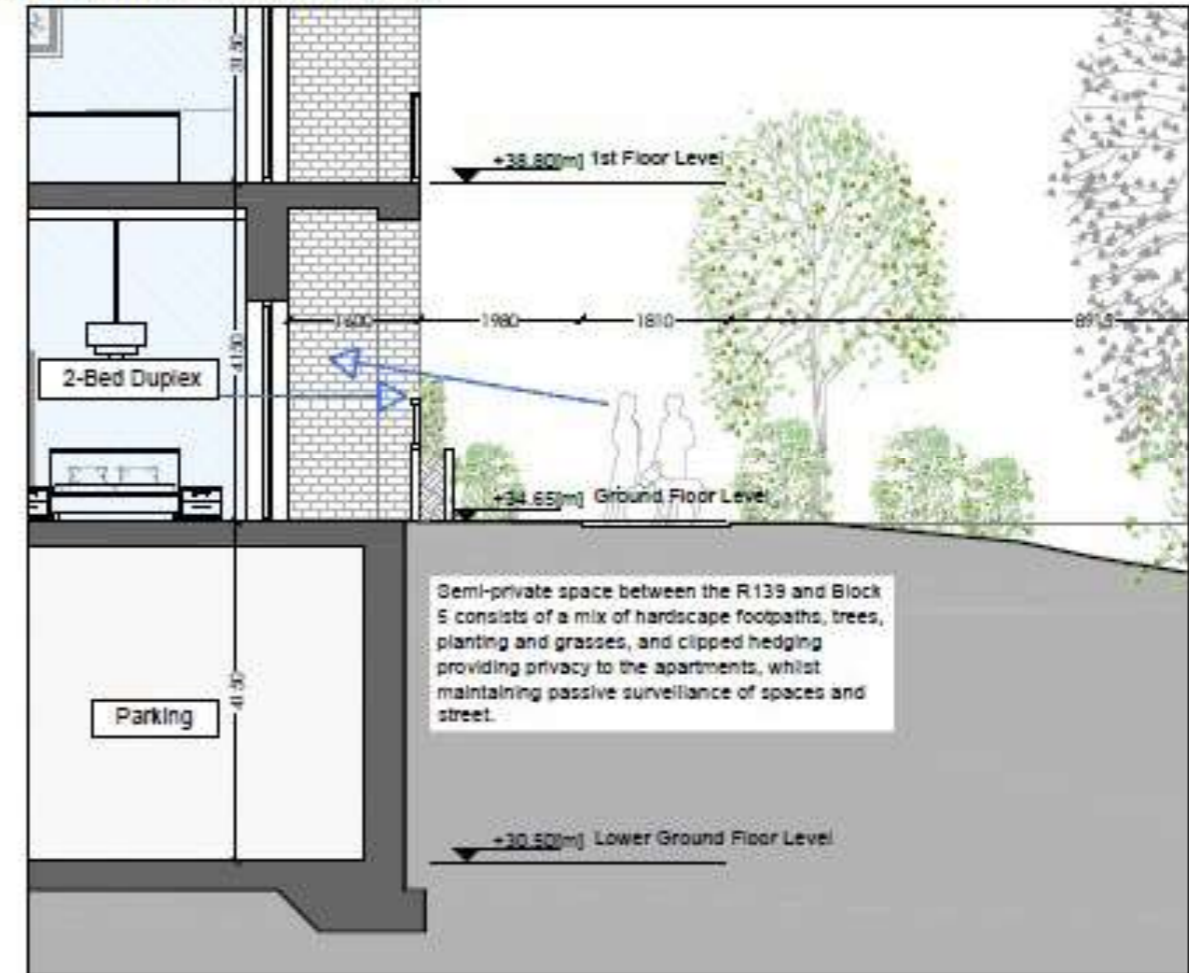


Block 5 Section B through Apt 5.G12

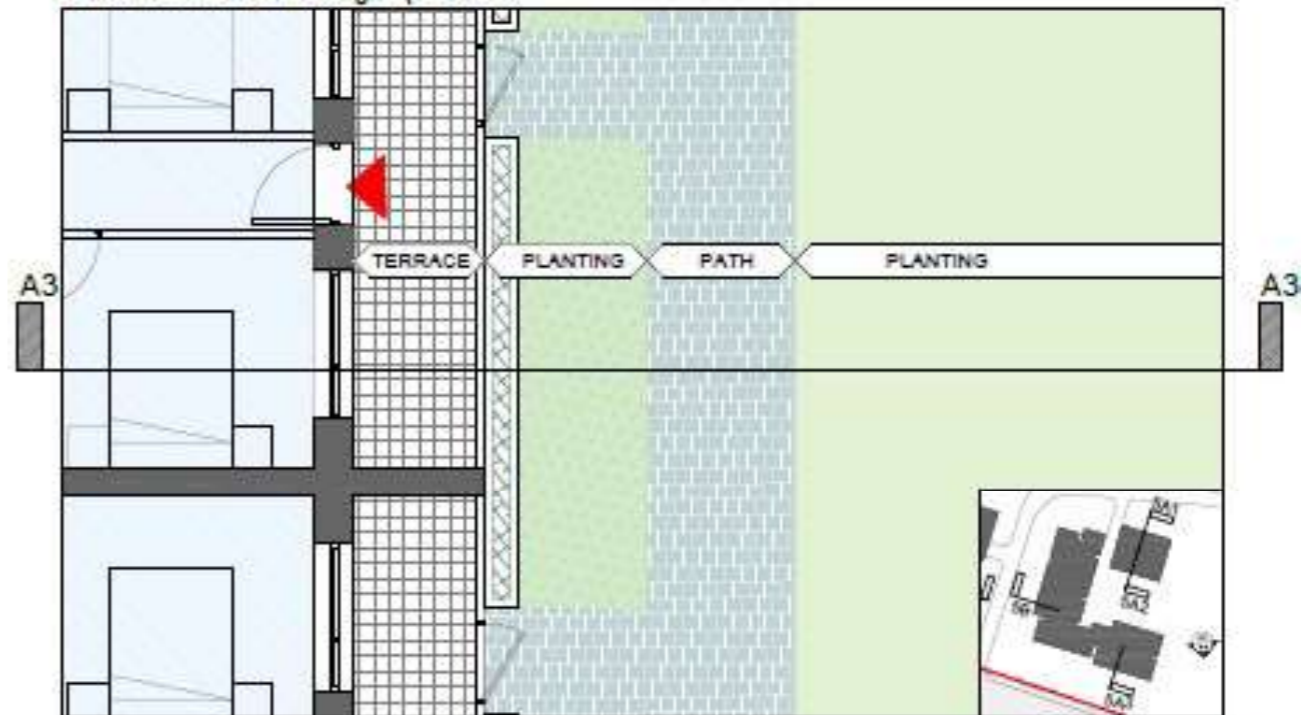


WILSON ARCHITECTURE

Screening/ buffers mitigate impacts from interactions or when residential areas interface with External Circulation Areas.



Block 5 Section A3 through Apt 5.G07

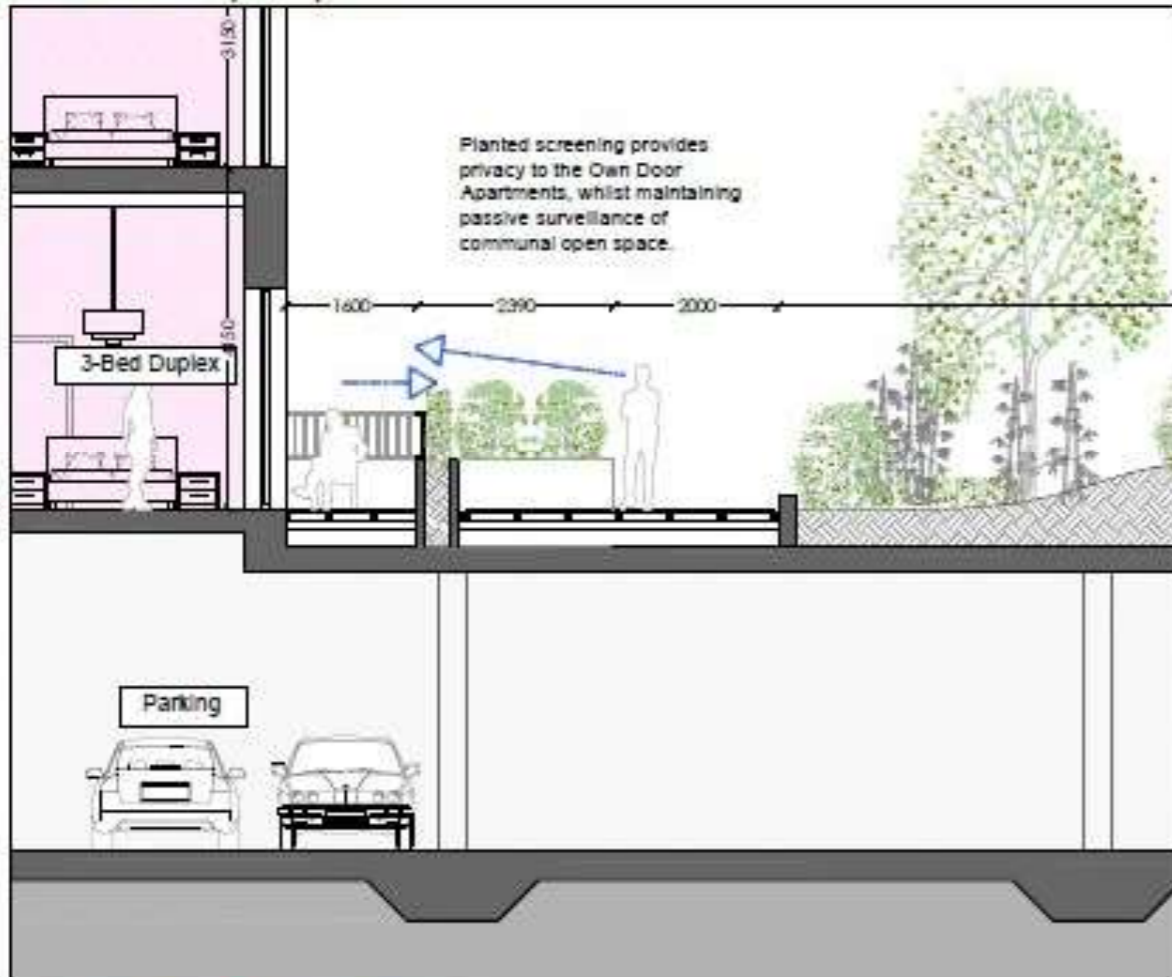


Block 5 Part Plan through Apt 5.G07 Ground Floor Level

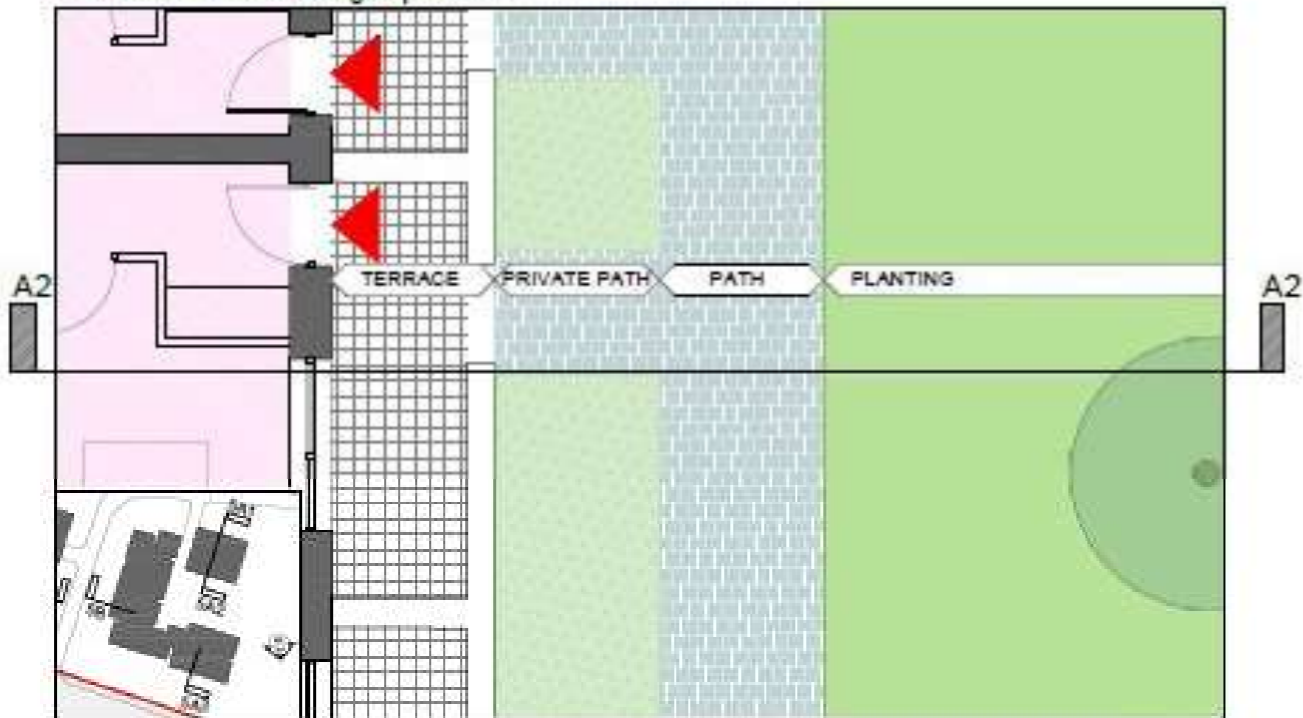
WILSON ARCHITECTURE



Screening/ buffers mitigate impacts from interactions or when residential areas interface with Communal Open Space.



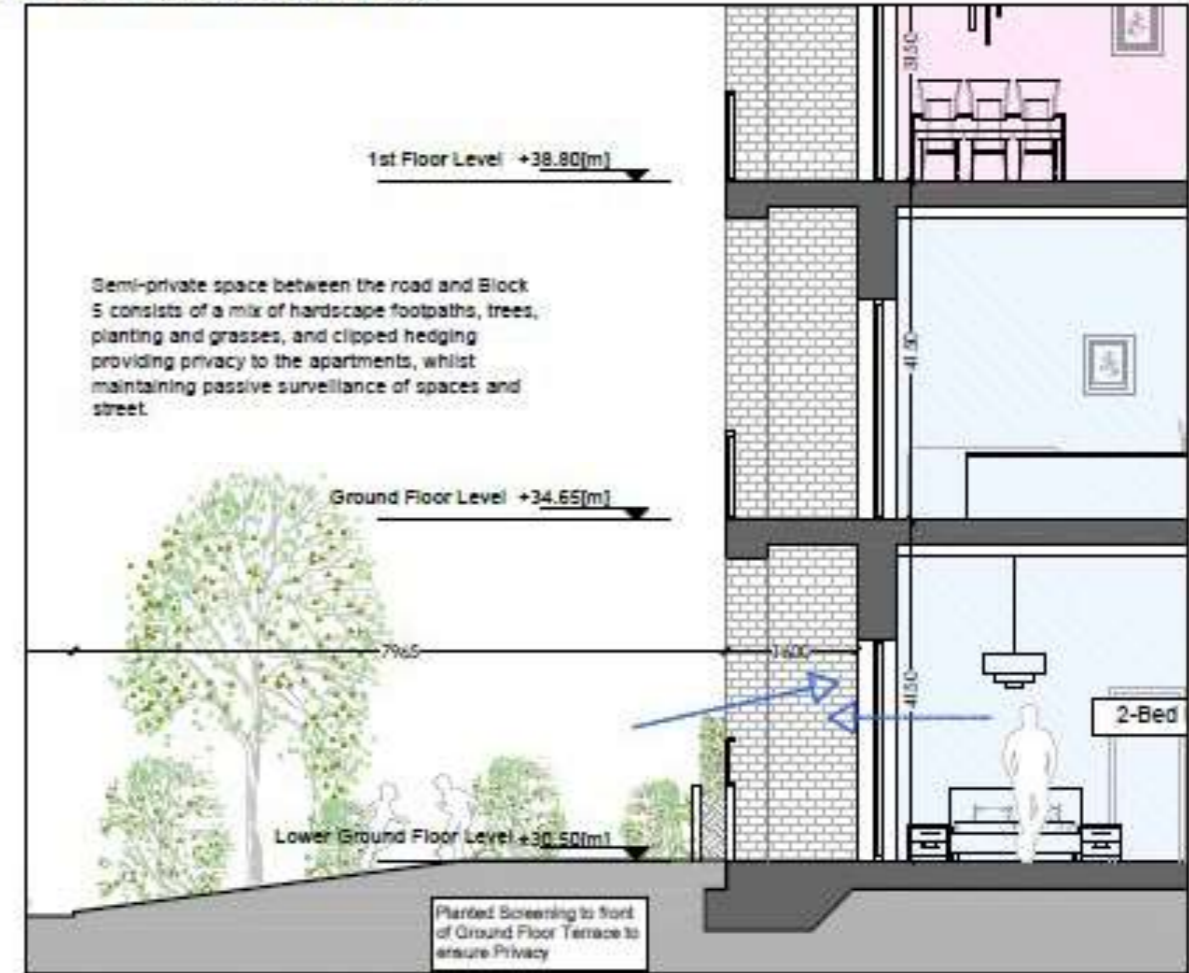
Block 5 Section A2 through Apt 5.G16



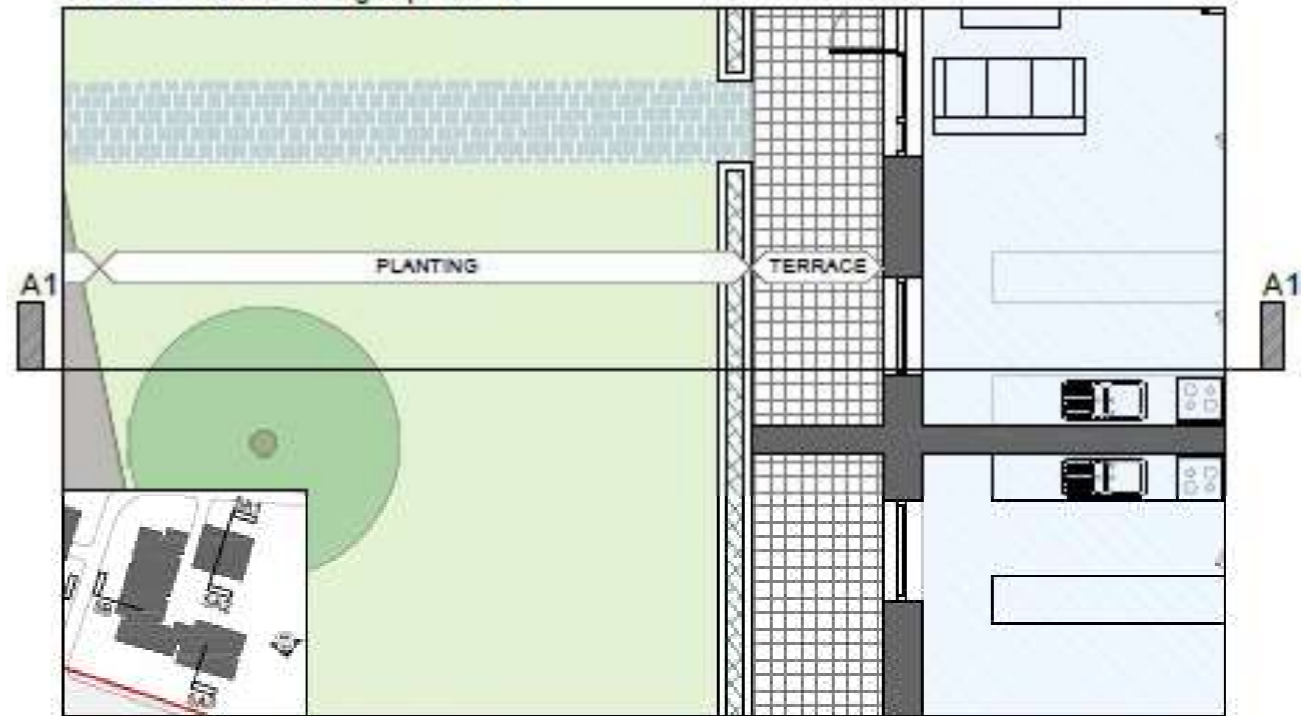
Block 5 Part Plan through Apt 5.G16 Ground Floor Level

WILSON ARCHITECTURE

Screening/ buffers mitigate impacts from interactions or when residential areas interface with External Circulation Areas.



Block 5 Section A1 through Apt 5.LG04



Block 5 Part Plan through Apt 5.LG04 Ground Floor Level

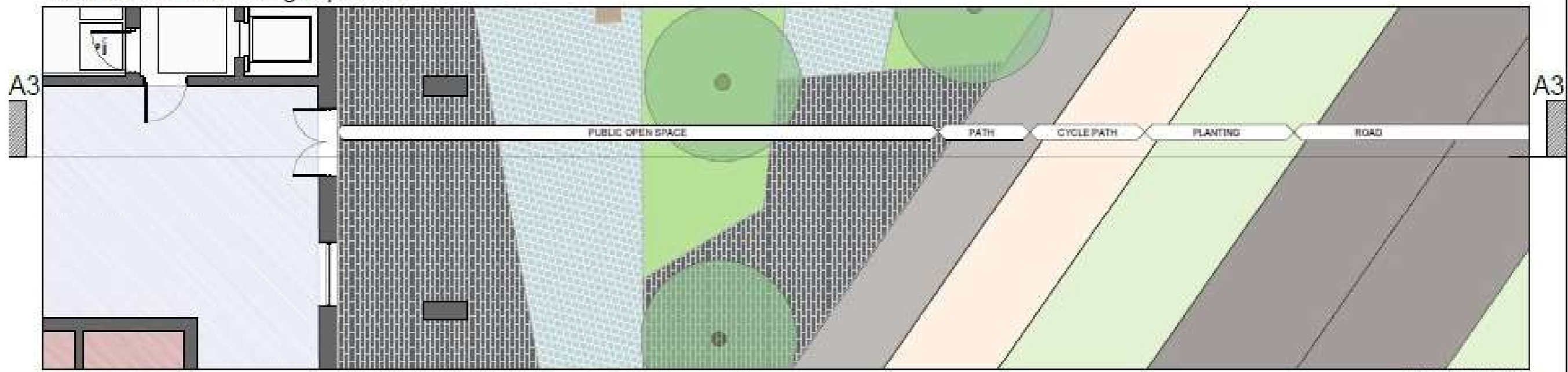
WILSON ARCHITECTURE



Screening/ buffers mitigate impacts from interactions of when residential areas interface with Public Open Space/ Realm and Entrance Zones.



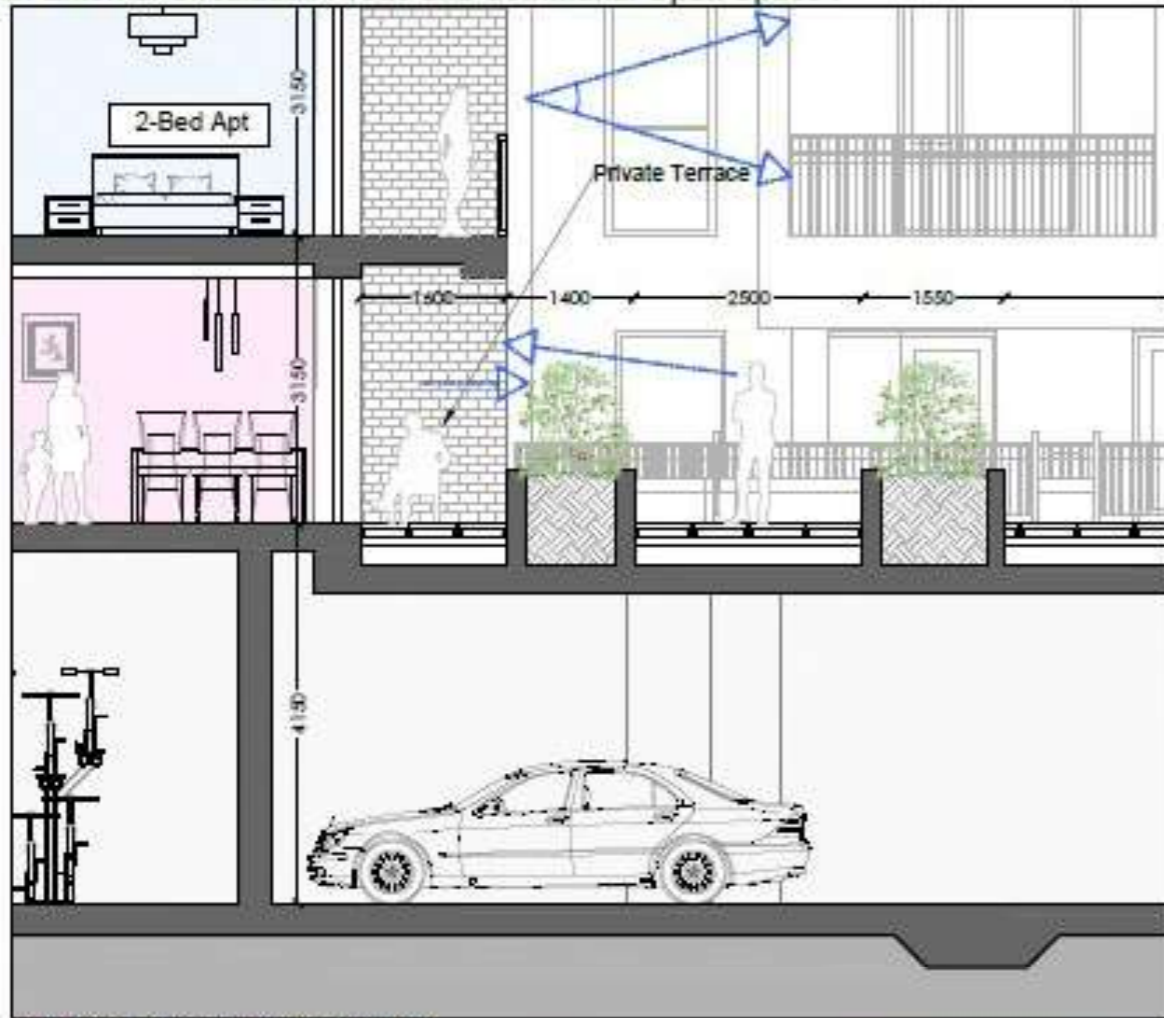
Block 3 Section A3 through Apt. 3.013



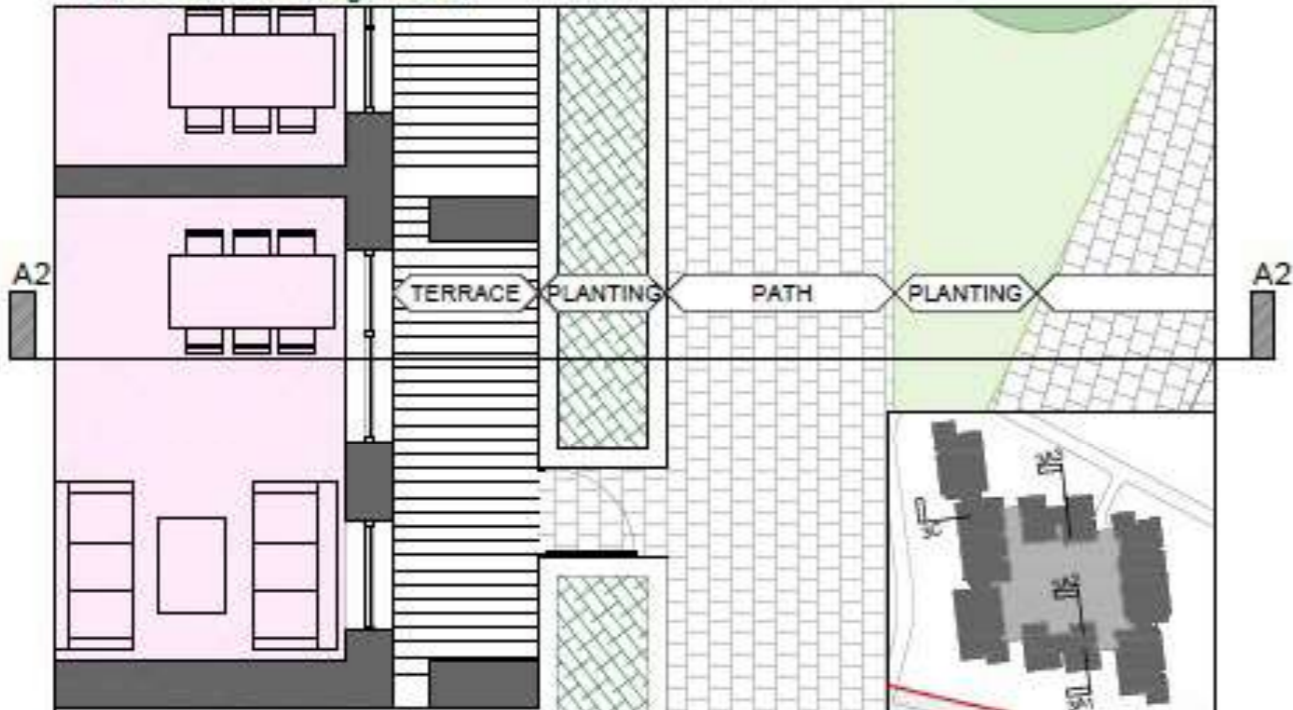
Block 3 Part Plan through Apt. 3.013 Ground Floor Level



Screening/ buffers mitigate impacts from interactions or when residential areas interface with External Circulation Areas and Communal Open Space .

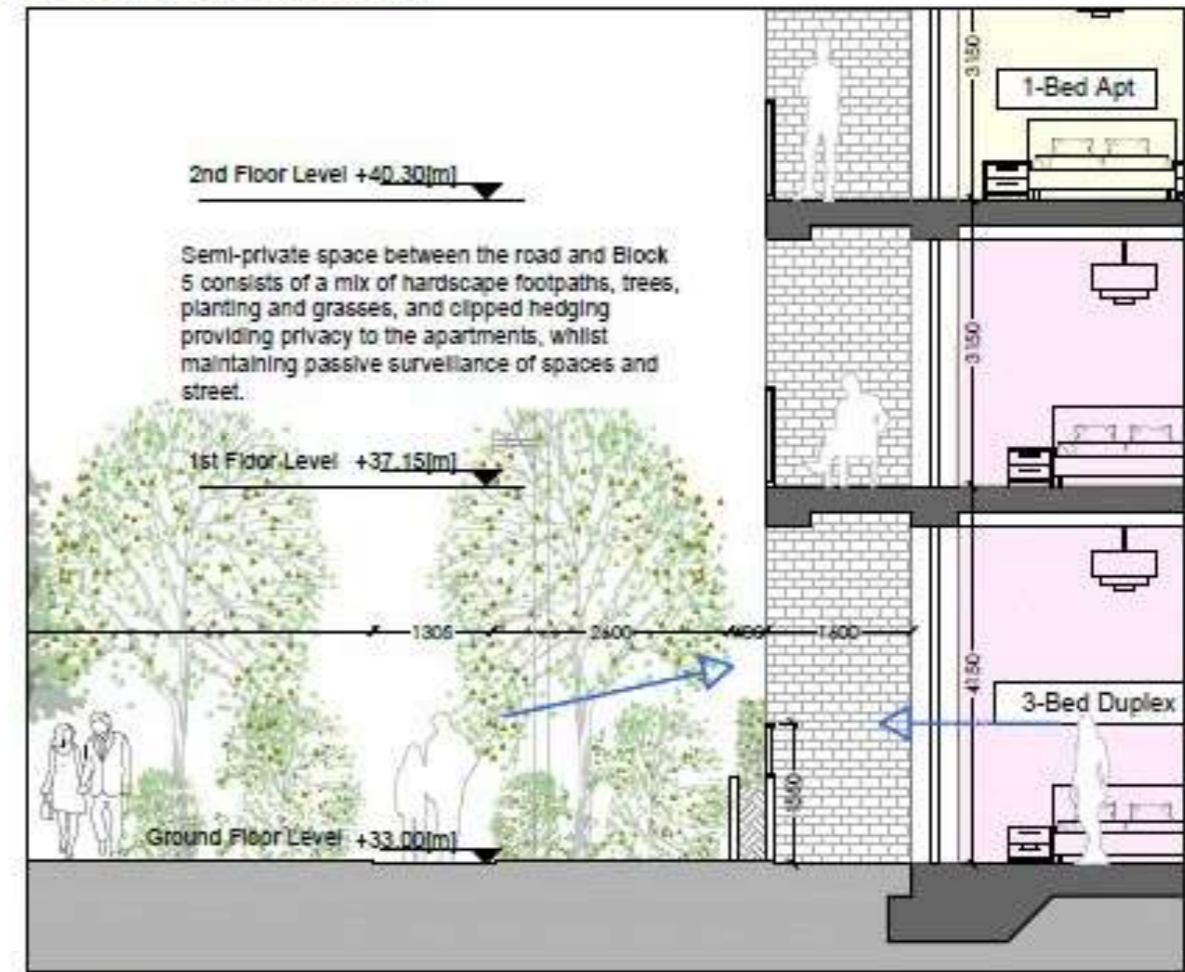


Block 3 Section A2 through Podium

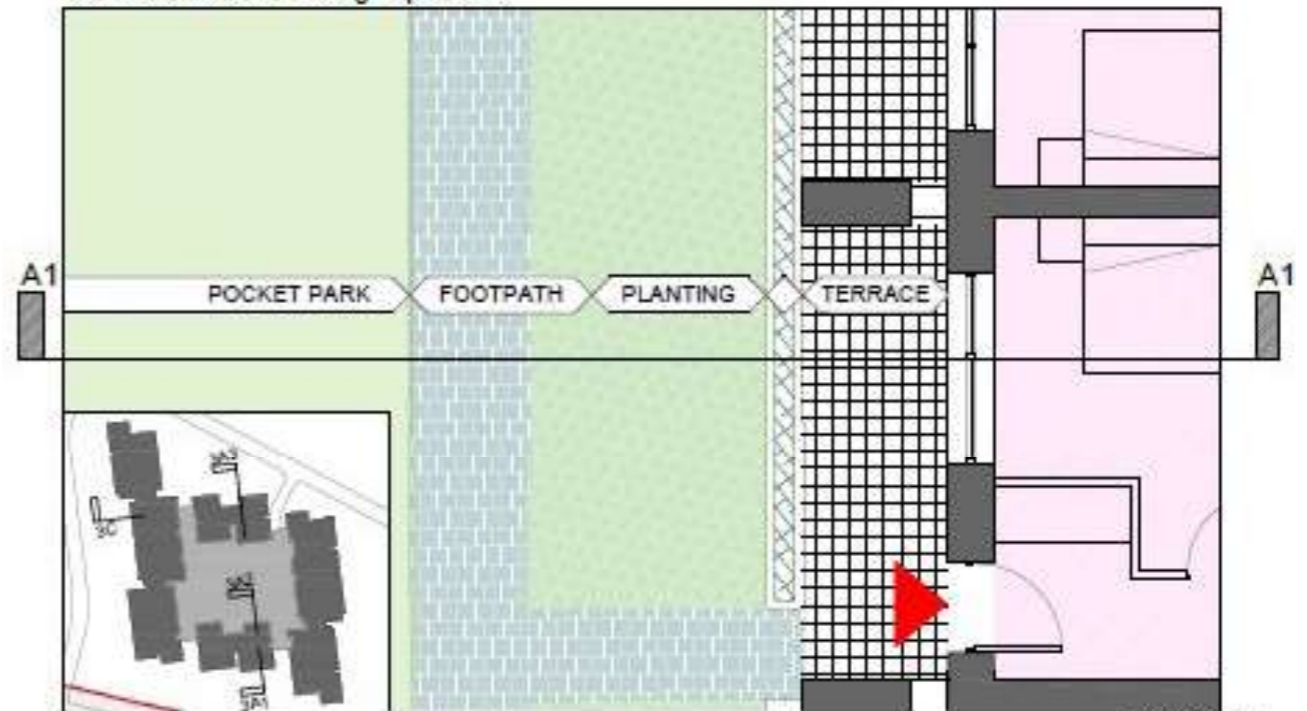


Block 3 Part Plan through Podium First Floor Level

Screening/ buffers mitigate impacts from interactions of when residential areas interface with External Circulation Areas.



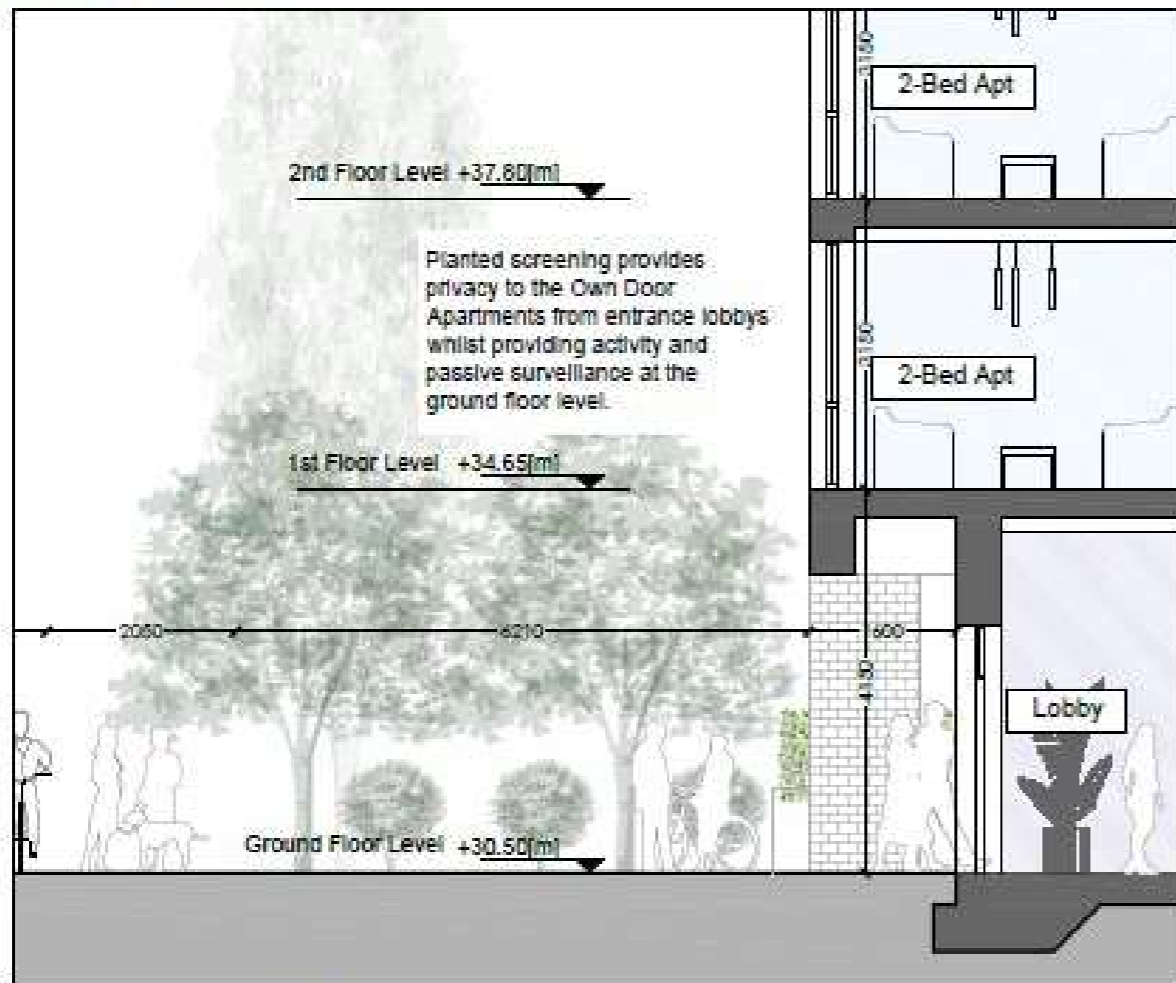
Block 3 Section A1 through Apt. 3.013



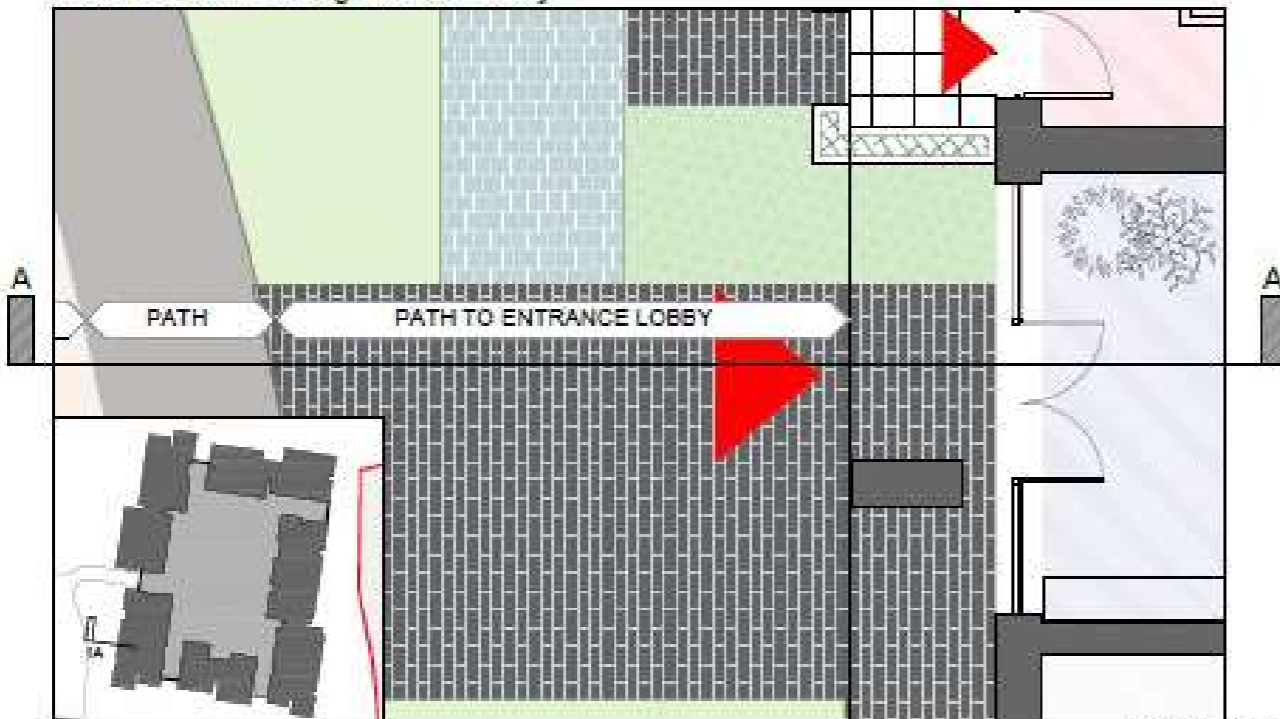
Block 3 Part Plan through Apt. 3.013 Ground Floor Level



Screening/ buffers mitigate impacts from interactions of when residential areas interface with Entrance Zones.



Block 1 Section A through Entrance Lobby



Block 1 Part Plan through Entrance Lobby Ground Floor Level



# Appendix E: SITE SECTIONS - INTERSTITIAL SPACES

SHD Belcamp - DCC Lands

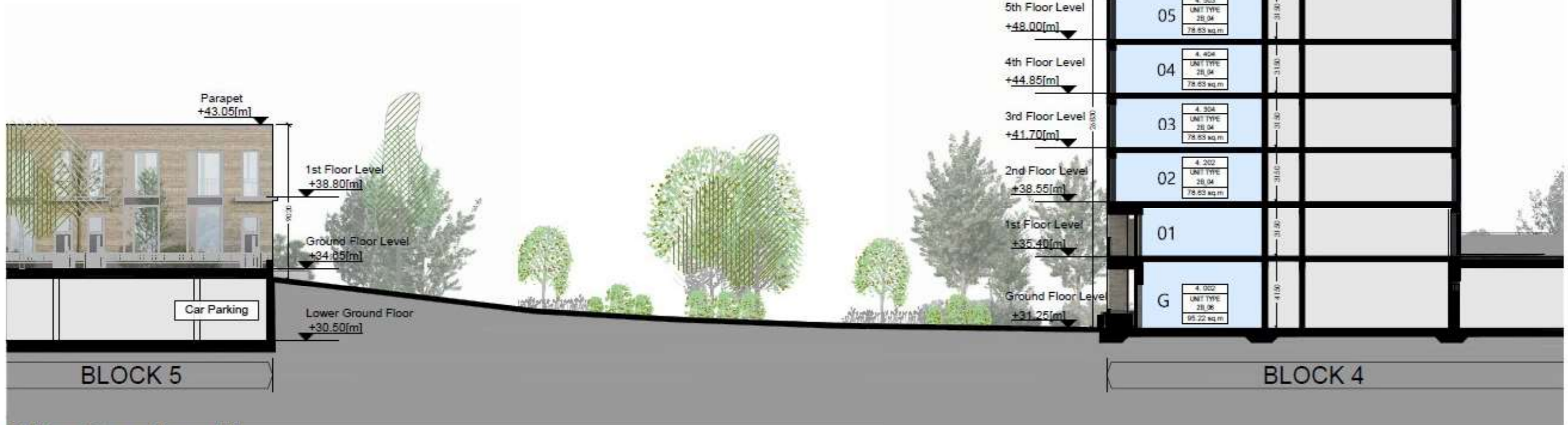






Site Section HH





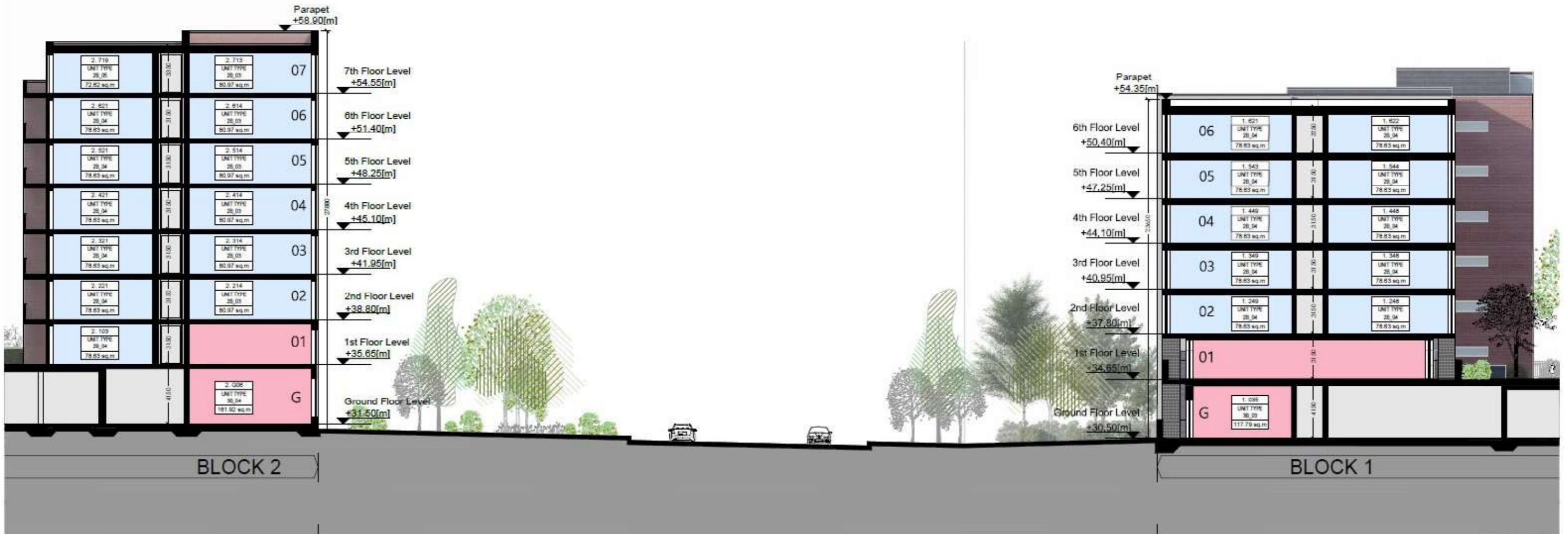
Site Section II





Site Section KK





Site Section LL

WILSON ARCHITECTURE