



OMN-JFA-ZZ-XX-RP-A-P7002

ARCHITECTURAL DESIGN STATEMENT

OMNI PLAZA SHD

OMNI PARK SHOPPING CENTRE, SANTRY, DUBLIN 9

SERENDALE LTD

1817

AUGUST 2022



John Fleming Architects





CONTENTS

00 INTRODUCTION		04 PROPOSED DESIGN	45
Project Team	04	Urban Design Criteria	46
Project Vision	05	Site layout plan	51
Consultative Process & Design Evolution	06	Proposed Plans	52
Summary Of Response To An Bord Pleanála	07	Typical Apartment Types	66
		Dual Aspect Units	67
01 FRAMEWORK STRATEGY + VISION	10	Daylight Compensatory Measures	68
Existing Santry area & framework strategy context	11	External Communal Amenity Areas	69
Current Zoning	12	Internal Communal Amenity Area	73
Draft Development Plan 2022-28	13	Public Open Space - Public Plaza	74
Identifying the Framework strategy Area	14		
Proposed Framework strategy Strategy	15	Community Hub Space	75
Proposed Framework strategy Access	16	Changes to Surface Car Parking	76
Proposed Framework strategy Height & Density	17	Contiguous Elevation & Sections	77
Proposed Framework strategy Massing	18	Block A & B Elevations	80
Proposed Framework strategy Open Space	19	Block C Elevations	81
Proposed Framework strategy Permeability	20	Block D Elevations	83
Proposed Framework strategy - Recently Completed Developments	21	Facade Materials	84
Proposed Framework strategy - Planned Developments	22	Threshold & Entrances	87
Proposed Framework strategy - Building Heights	23	Community Safety Strategy	88
Completing the Puzzle	24	Schedule of Accommodation	90
Precedent Schemes	25		
Creating a Community	27	05 VISUALISATIONS	94
02 SITE CONTEXT	29		
Site Location	30		
Surrounding Amenities	31		
Site Photographs	32		
Density & Uses	35		
03 DESIGN STRATEGY	37		
Concept - Design Development	38		
Consultation with Dublin City Council	39		
Consultation with An Bord Pleanála	40		
Reduction in Massing	41		
Concept - Final Proposed Scheme	42		
Proposed Building Heights	43		
Western Boundary Condition	44		

00 INTRODUCTION PROJECT TEAM

This Architectural Design Statement has been compiled in collaboration with the following design team:

Serendale

Client
Serendale Ltd



Planning Consultant
John Spain Associates



Civil & Structural Engineers
EirEng Consulting Engineers



Mechanical & Electrical Engineers
O' Connor Sutton Cronin
Consulting Engineers



Landscape Architect
Murray + Associates



Fire Consultant
Maurice Johnson & Partners



Visualisations and
Sunlight & Daylight Assessments
3D Design Bureau



Artists Impressions
Sdesign Illustration



Architects
John Fleming Architects

00 INTRODUCTION PROJECT VISION

The application lands to the north west corner of Omni Park Shopping Centre and at Santry Hall Industrial Estate, Santry offer an exceptional opportunity to provide an exemplary mixed-use development in an established district centre along a key artery between Dublin Airport and Dublin City Centre.

This document sets out details of the framework strategy, overall design of the scheme and urban design rationale. The Housing Quality Assessment provides details of how the scheme complies with the required housing standards, while an additional zoning document sets out details of the existing & proposed uses within the Omni District Centre.

The proposed development comprises a mixed-use residential and commercial development ranging in height from 4 to 12 storeys over basement. Providing 457 apartments in four blocks, the apartments are designed to Build to Sell standards providing for generous accommodation and will also include an additional residents amenity space, a crèche, a space for community facilities and two retail/café/restaurant units. These varied uses will activate a public plaza which is envisaged as the active heart of the scheme.

Extending to 2.5 hectares, the subject site forms one part of the applicants circa 11.7 hectare District Centre site. Within the District Centre is Omni Park Shopping Centre and Retail Park which together form Santry's key shopping precinct with over a 100 shops, restaurants, leisure and community facilities.

The entire site is zoned 'Z4 District Centre', which seeks to promote a diverse mix of uses. At the present time the centre comprises approximately 85% commercial, 15% industrial and 0% residential use. The applicant seeks to redress the bias toward retail which has prevailed in the centre's 30 year history. The provision of the proposed scheme together with the existing uses, will reinforce the viability of Omni Park as a truly mixed-use centre as is envisaged by the zoning objective.

As part of the design development, we have looked at how the proposed development would fit with projected future development of lands to the north of Omni District Centre, and to develop a framework strategy proposal for the area. The site and the adjoining framework strategy lands to the north provide a unique and rare opportunity to provide new residential developments serviced by an existing district centre on their southern boundary and a large park (Santry Park) on their northern boundary.

The current framework strategy lands consist of mainly underutilised industrial buildings that are no longer fit for purpose and are damaging to the character of the area. These lands present an opportunity to create a new mixed use neighbourhood with established services and excellent public transport connections along with easy access to one of the country's largest universities (DCU), hospitals (Beaumont) and the country's main international airport.

The proposed scheme delivers on the evolving concept of the 15 minute city - the idea that residents needs from retail,

leisure, community services, educational and employment opportunities are all within walking/cycling distance without the need to use a car.

This document clearly demonstrates how the framework strategy lands can be developed in the future and how recent and proposed developments, along with this application can integrate successfully and become an asset to the local community and help sustain and ensure the vitality of the district centre into the future.

John Fleming Architects are very confident that this proposal, which has gone through a lengthy and thorough design evolution process, supports the existing commercial uses at Omni Park, responds to the pressing housing needs of Dublin City and provides ample outdoor space, public amenity space and new community spaces for both residents and Santry as a whole.

The proposal is similar in scale and massing to recently developed schemes in the locality and will ensure the creation of a truly mixed use, high quality, sustainable and vibrant community at Omni Park District Centre.

00 INTRODUCTION

CONSULTATIVE PROCESS & DESIGN EVOLUTION

CONSULTATION WITH DUBLIN CITY COUNCIL

The application proposal has been through a thorough and constructive design evolution over the course of many months. Starting with a Section 247 meeting the plans were adapted to reflect all comments and inputs from the Local Authority Planning Department which has greatly benefited the scheme.

Key amendments to the design following our consultation with Dublin City Council include:

- The reduction in the maximum height of Block C from 15 to 13 storeys and Block D from 12 to 10 storeys.
- An increase in the distance between the proposed apartments and the houses of Shanliss Avenue along the western boundary to provide more privacy to the neighbouring properties.
- An increase in the size of the Public Plaza to create a green but permeable planted boundary between the subject site and the existing Omni Park Centre.
- The main access to the scheme has been relocated from the northern access road to the south.
- The basement is now accessed via a dedicated junction, the road layout has been improved and pedestrian walkways and cycle routes linking the scheme to the east have also been upgraded. This is evident through the 2 no. shared surface routes now providing east/west connectivity.
- Care has been taken to ensure minimal impact on sunlight and daylight to existing residents, while also ensuring that the proposed scheme benefits from excellent sunlight and daylight internally.

CONSULTATION WITH AN BORD PLEANÁLA

In line with the Strategic Housing Development process, further Tripartite meeting took place with representatives of the design team, Dublin City Council, and An Bord Pleanála, outlining the revised scheme.

This was a constructive meeting and following from this the Inspectors Opinion was issued identifying key issues to be addressed in our final submission.

Subsequent to the Tripartite meeting and the An Bord Pleanála opinion the design team have made the following design changes to the scheme:

- A further reduction in the maximum height of Block C from 13 to 12 storeys
- A further reduction to the middle section of Block C from 10 storeys to 9 storeys
- A reduction in height to the rear section of Block C from 11 storeys to 9 storeys
- The proposed plaza as permitted by grant of planning for Omni Living SHD has now been included within the scheme to provide an additional entrance and connection to Swords Road and incorporating a pedestrian/cycle shared surface.
- Both links to Swords Road will now be expanded to provide shared pedestrian and cycle access enhancing the experience of a person arriving on foot or by bicycle to the proposed development.
- Adjustments have been made to the blocks to improve the Sunlight and Daylight within the proposed development.
- The proposed scheme provides now an additional play area for older children.

00 INTRODUCTION

SUMMARY OF RESPONSE TO AN BORD PLEANÁLA

URBAN DESIGN

1. Further consideration and/or justification of the documents as they relate to design response of the proposed development to the site and the surrounding environment. The further consideration and/or clarification should clearly indicate:

PERMEABILITY

(a) sufficient permeability from the site through the Omni Park to provide appropriate linkages to the Swords Road for pedestrians/cyclists,

RESPONSE TO OPINION ITEM 1(a)

- Refer to the landscape design prepared by Murray Associates

- In response to this the landscape design has been amended to include the Swords Road entry plaza, previously approved as part of the Omni Living SHD, within our proposed scheme.

- As well as this the southern pedestrian link will be improved and northern pedestrian link widened to allow shared pedestrian and cycle paths to both routes. Refer to visuals in chapter 5.

We believe these combined approaches provides a robust connection from Santry Avenue through the District Centre into the proposed Omni Plaza development.

DESIGN, SCALE & MASS

(b) the design rationale for the proposed design, scale and mass of the buildings within the Omni Park to ensure an attractive high-quality residential environment is achieved.

Particular regard should be had 12 criteria set out in the Urban Design Manual which accompanies the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (May 2009) and the requirement for good design and the inclusion of a sense of place.

RESPONSE TO OPINION ITEM 1(b)

- Refer to the Section 04 Design Strategy of this Design Statement for details on the Design Approach & Urban Design Criteria.

- The scheme is designed to make efficient use of the available site, noting the good availability of public transport and numerous adjacent services.

- The scheme & proposed Framework strategy pay due regard to the recent and approved schemes to the North & East of the site and step down to the Western Boundary in order to respect existing low density housing beyond this boundary.

- The blocks are arranged so as to create a legible urban form, around green amenity spaces.

- The tallest element addresses the proposed public plaza in order to create a focal point and sense of identity within the scheme.

The proposed design, scale and mass of this scheme has been carefully considered to deliver quality homes in a pleasant setting.

IRISH WATER

2. Further consideration and/ or justification of the documents as they relate to the proposed wastewater services. In particular, the consideration/clarification should address the contents of the submission from Irish Water concerning the need to for all works and/or agreements necessary to facilitate the connection and/or upgrade of the development to wastewater infrastructure. Clarity is required at application stage as to what upgrade works are required, who is to deliver these works, when are the works to be delivered relative to the completion of the proposed housing development and whether such upgrade works are to be the subject of separate consent processes.

RESPONSE TO OPINION ITEM 2

- Refer to the Documentation prepared by Eireng Consulting Engineers & Correspondence from Irish Water.

FURTHER REQUESTED ITEMS

1. 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 retail/ commercial/ crèche area. 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 TO ITEM 1

- Refer to this Architectural Design Statement and in particular pages 84 to 86 which detail Facade Materials.

- A Building Lifecycle Report also accompanies this submission.

2. A report that specifically addresses the impact of the proposed development on the services and retail product within the existing Omniplex park. The report shall address the quantum of retail/ commercial and residential proposed and the consideration of the Z4, mixed use zoning.

RESPONSE TO ITEM 2

- Refer to the Report prepared by Mason Owen & Lyons

- A Zoning Document by JFA outlining the current and proposed mix of uses in Omni Park also accompanies this submission.

3. Additional Computer-Generated Images (CGIs) and visualisation/cross section drawings should elaborate on the visual impact of the proposed development in the context of the impact of the residential area to the west of the site.

RESPONSE TO ITEM 3

- Refer to the Verified Views & CGIs prepared by 3DDB

- Note that views have been captured from all directions including additional views from the west, as requested.

00 INTRODUCTION

SUMMARY OF RESPONSE TO AN BORD PLEANÁLA

4.A Traffic and Transport Assessment including, inter alia, a rationale for the proposed car parking provision should be prepared, to include details of car parking management, car share schemes and a mobility management plan.

RESPONSE TO ITEM 4

- Refer to the Report prepared by NRB (traffic consultants) which clearly outlines the rationale for the proposed parking as well as its future management.

5.A quantitative and qualitative assessment which provides a breakdown of the communal and public open space. The assessment shall detail the functionality of the public space and shall disregard any areas required for circulation space such as footpaths between buildings etc.

RESPONSE TO ITEM 5

- Refer to the section detailing External Communal Amenity Space in this document on pages 69 to 74
- Please also refer to the Landscape Design Statement prepared by Murray Associates.

6.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 TO ITEM 6

- Refer to the section detailing External Communal Amenity Space in this document on pages 69 to 74
- Please also refer to the Landscape Design Statement prepared by Murray Associates.

7.Design of the proposed surface water management system including attenuation features and cross sections of all SuDS features proposed on site in the context of surface

water management on the site, discharge rates equal to greenfield sites, integration of appropriate phased works

RESPONSE TO ITEM 7

- Refer to the Civil Engineering submission prepared by EirEng.

8.Submission of Wind and Pedestrian Comfort Study.

RESPONSE TO ITEM 8

- Refer to the Wind Study prepared by B-Fluid

9.Submission of a Construction Management Plan.

RESPONSE TO ITEM 9

- Refer to the plan prepared by AWN - Construction Environmental Management Plan (CEMP)

10.A specific impact assessment of the micro-climatic effects such as down-draft which shall include measures to avoid/ mitigate such micro-climatic effects.

RESPONSE TO ITEM 10

- Refer to the Wind Study prepared by B-Fluid

11.A Traffic and Transport Assessment which addresses the concerns of the Transport Section in relation to the car parking management on the site having regard to the ratio proposed and the residential access into the wider Omniplex Park.

RESPONSE TO ITEM 11

- Refer to the Report prepared NRB
- Please also refer detailed diagrams of parking changes on page 76 of this Design Statement

12.Where the applicant considers that the proposed strategic housing development would materially contravene the relevant development plan or local area plan, other than in relation to the zoning of the land, a statement indicating the plan objective(s) concerned and why permission should, nonetheless, be granted for the proposed development, having regard to a consideration specified

in section 37(2)(b) of the Planning and Development Act 2000. Notices published pursuant to Section 8(1)(a) of the Act of 2016 and Article 292 (1) of the Regulations of 2017, shall refer to any such statement in the prescribed format. The notice and statement should clearly indicate which Planning Authority statutory plan it is proposed to materially contravene.

RESPONSE TO ITEM 12

- Refer to the Statement prepared John Spain Associates

13.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.

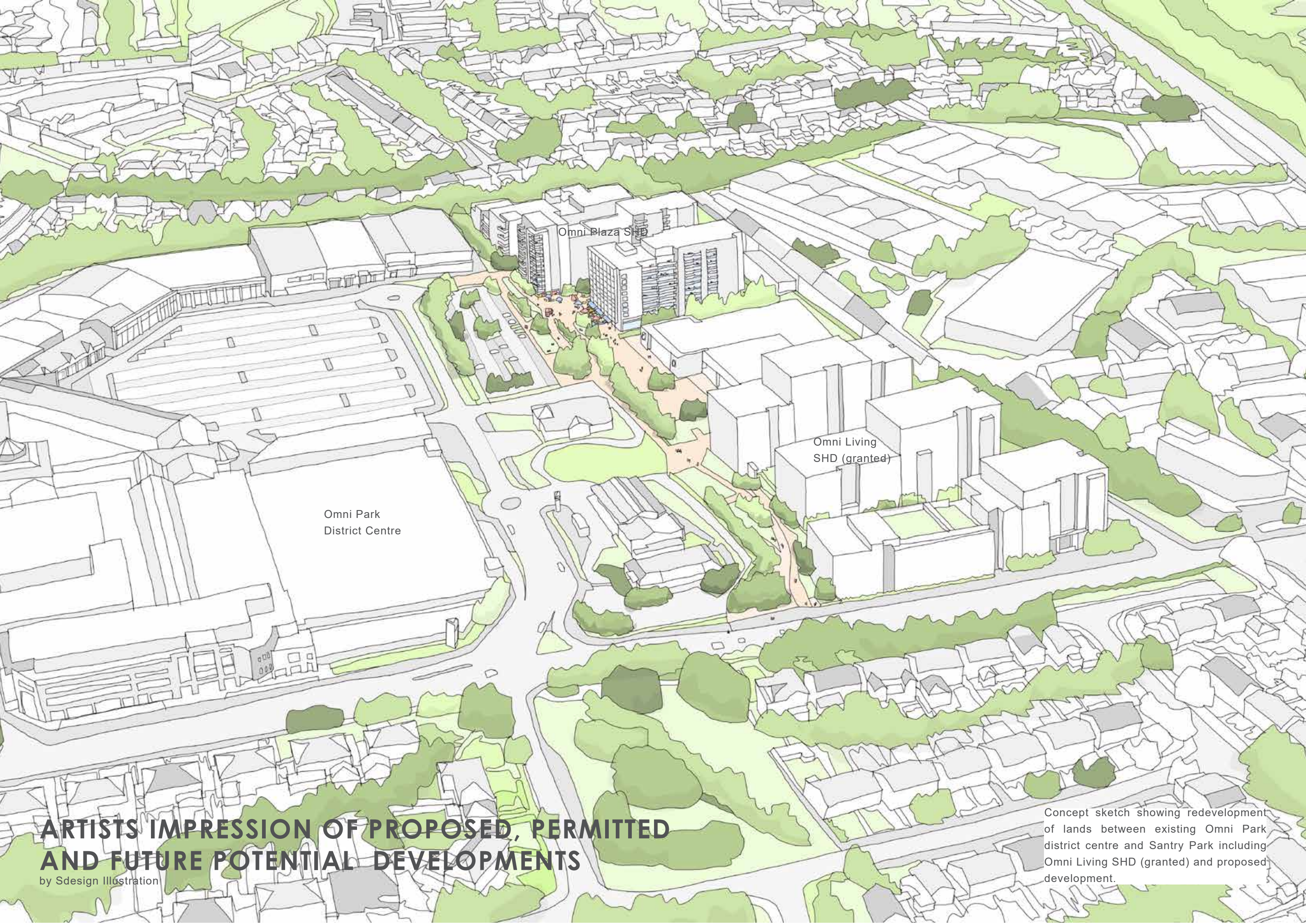
RESPONSE TO ITEM 12

- Refer to the Sunlight & Daylight Analysis Report prepared by 3DDB

14.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 TO ITEM 14

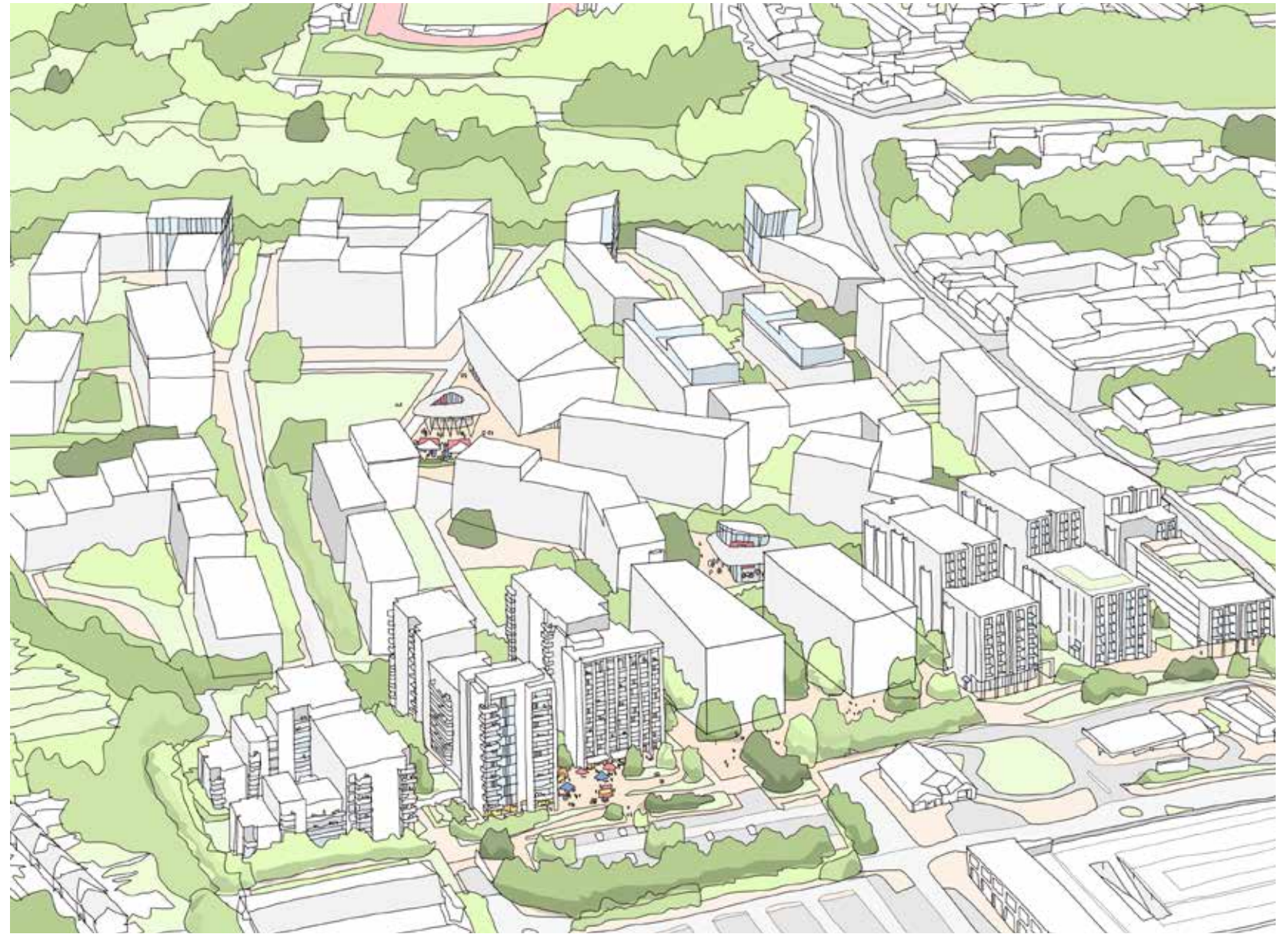
- Refer to the Statement prepared John Spain Associates



ARTISTS IMPRESSION OF PROPOSED, PERMITTED AND FUTURE POTENTIAL DEVELOPMENTS

by Sdesign Illustration

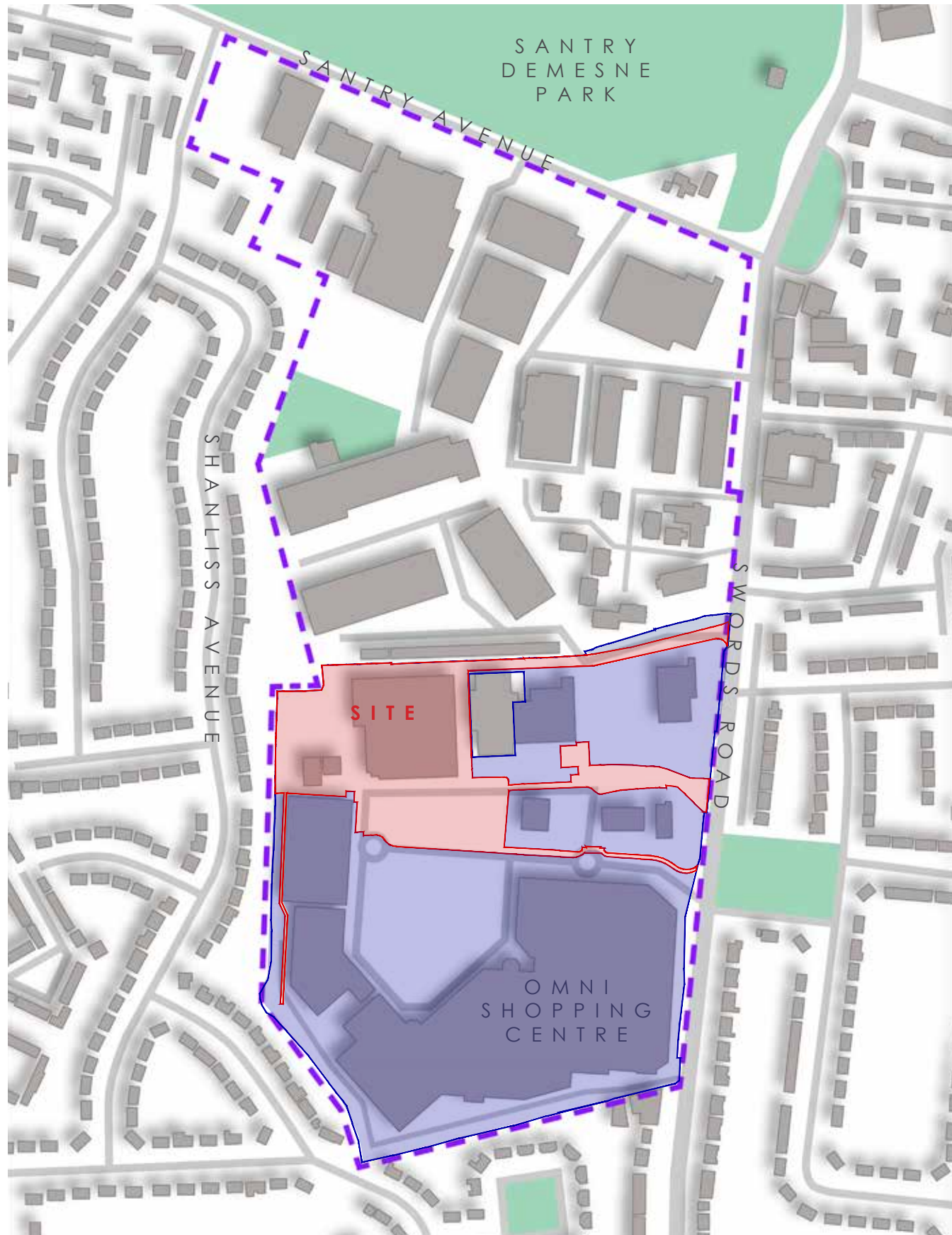
Concept sketch showing redevelopment of lands between existing Omni Park district centre and Santry Park including Omni Living SHD (granted) and proposed development.



01 **FRAMEWORK** **STRATEGY + VISION**

01 FRAMEWORK STRATEGY + VISION

EXISTING SANTRY AREA & FRAMEWORK STRATEGY CONTEXT



LEGEND

- Site outline
- Site under client's ownership
- Area of study

During our initial Section 247 Pre Planning meeting with Dublin City Council, the Planning Authority expressed a desire to see a Framework strategy proposal for the wider Santry area and Omni District Centre.


The framework strategy area creates a unique opportunity to regenerate underutilized (mainly out-dated industrial units) on appropriately zoned lands between Omni Park District Centre and Santry Demesne. These strategic lands are located on a QBC and future BusConnects route and within easy access of the M50, M1, Dublin Airport, DCU and Beaumont Hospital.

The role of this framework strategy is to:

- understand the existing and emerging context within which this proposal sits
- understand how the proposed development and Omni District Centre could form part of a broader regeneration of Santry
- set out proposals for future permeability and movement patterns
- set out proposals in relation to the height, scale and massing of future developments

The following sheets seek to set out these parameters and propose how the proposed development at Omni Plaza, along with recently completed and approved schemes at Swiss Cottage, Santry Place, and Omni Living, and the proposed development at Santry Avenue, form the basis for the regeneration of formerly industrial lands between Santry Avenue and Omni Park District Centre.

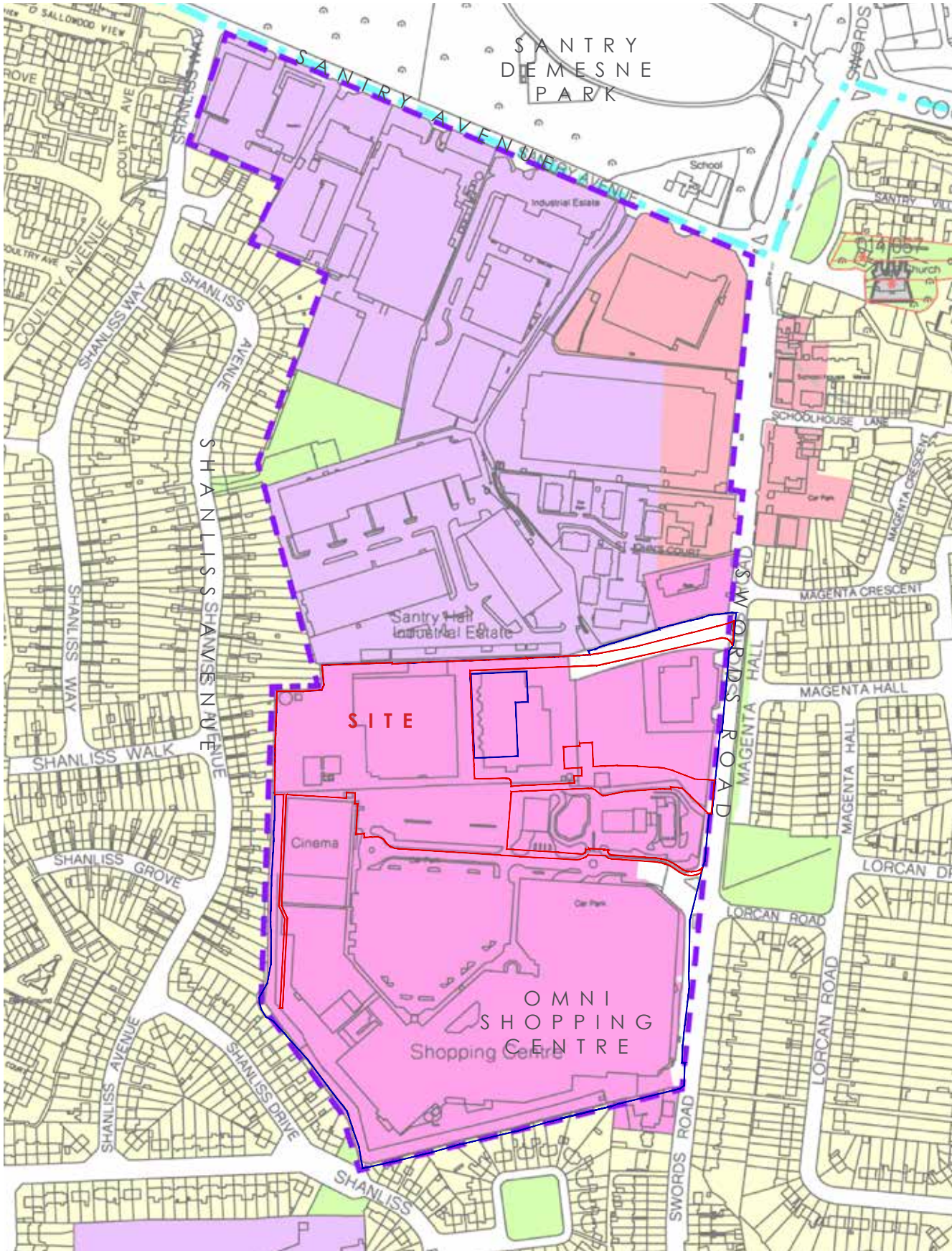
This framework strategy is illustrative of how a green, permeable and dense pattern of mixed use residential, retail and employment generating development could combine with community amenities to create a more vibrant and accessible urban village.

 Existing | Diagram not to scale

01

FRAMEWORK STRATEGY + VISION

CURRENT ZONING



LEGEND

- Site outline
- Site under client's ownership
- Area of study

USE ZONING OBJECTIVES

Zone Z1	To protect, provide and improve residential amenities	
Zone Z2	To protect and/or improve the amenities of residential conservation areas	
Zone Z3	To provide for and improve neighbourhood facilities	
Zone Z4	To provide for and improve mixed-services facilities	
Zone Z5	To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity	
Zone Z6	To provide for the creation and protection of enterprise and facilitate opportunities for employment creation	
Zone Z7	To provide for the protection and creation of industrial uses and facilitate opportunities for employment creation	

Zoning Objective Z4

Permissible Uses

Amusement/leisure complex, bed and breakfast, betting office, buildings for the health, safety and welfare of the public, car park, car trading, childcare facility, civic offices, community facility, cultural/recreational building and uses, delicatessen, education, embassy office, enterprise centre, garden centre, guest house, halting site, home-based economic activity, hostel, hotel, industry (light), live work units, media-associated uses, medical and related consultants, motor sales showroom, office (max. 600 sq m.), off-licence, open space, park and ride facility, part off-licence, petrol station, place of public worship, public house, residential, restaurant, science and technology-based industry, shop (district), shop (neighbourhood), take-away, training centre.

Extract from Map B - Dublin City Development Plan 2016-2022 | Not to scale

The site falls under the control of the Dublin City Council Development Plan 2016-2022 and is Zoned Z4 - District Centre. Proposed to be maintained in Draft Development Plan 2022-28. This zoning is designed to provide for and improve mixed-services facilities. Residential development is permitted under Z4 zoning, as are crèche, retail, restaurant, community facilities and car parking.

District centres provide a far higher level of services than neighbourhood centres. They provide a comprehensive range of commercial and community services.

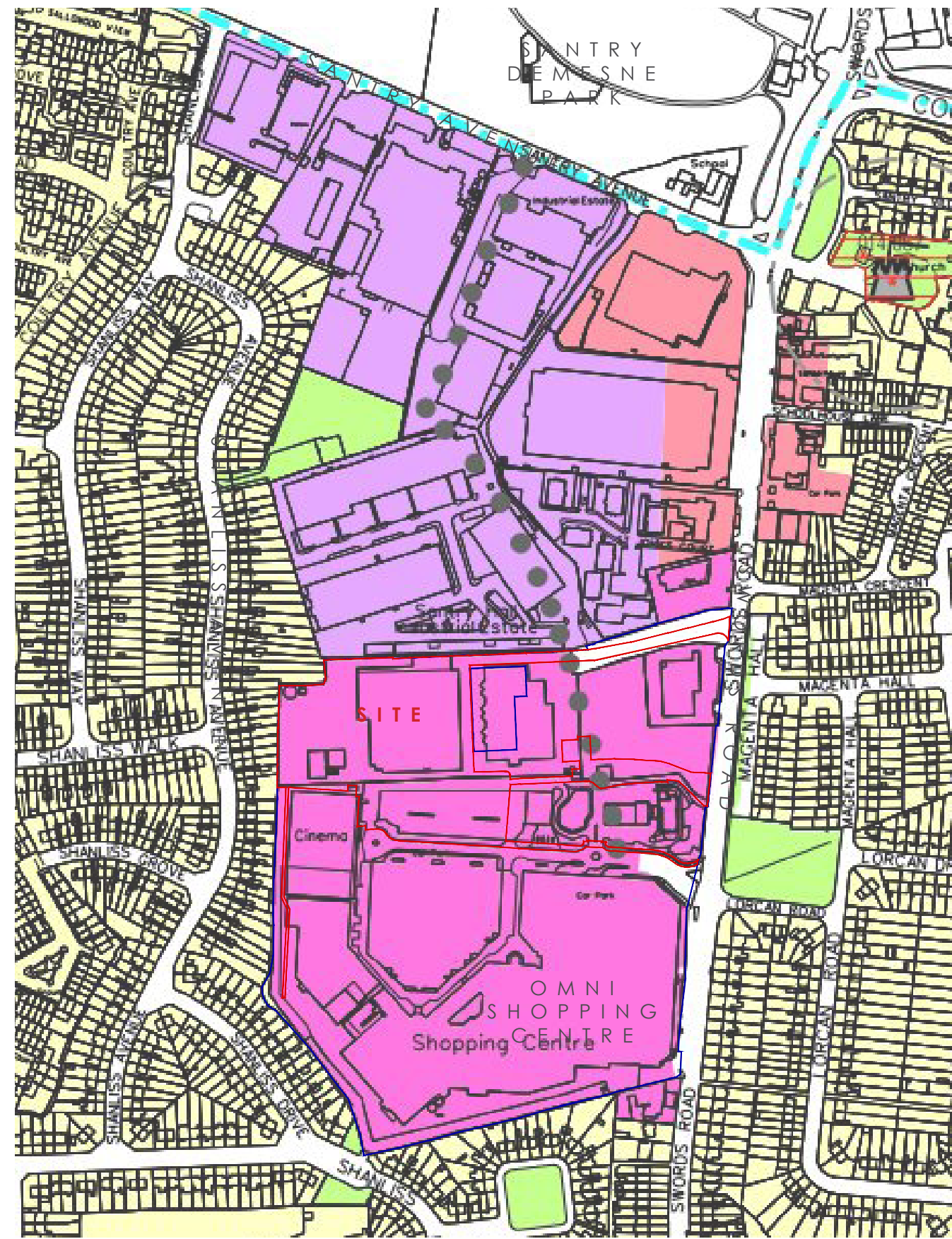
According to the DCC Development Plan 2016-2022 new development within these areas should “enhance their attractiveness and safety for pedestrians and a diversity of uses should be promoted to maintain their vitality throughout the day and evening. In this regard, opportunity should be taken to use the levels above ground level for additional commercial/retail/ services or residential use with appropriate social facilities.

In addition to this the Development Plan states that “higher densities will be permitted in district centres, particularly where they are well served by public transport.” Omni Park is served by a Quality Bus Corridor which will be further strengthened by Bus Connects proposals. We therefore believe that the density and scale of the proposed development is also in line with the Z4 zoning designation.

The entire site under the client's ownership currently comprises of a high concentration of commercial uses only. As such, we believe the proposed development will meet the needs of the zoning objective with the introduction of residential, retail and communal uses creating enhanced diversity within the District centre.

01

FRAMEWORK STRATEGY + VISION
DRAFT DEVELOPMENT PLAN 2022-28



LEGEND

- Site outline
- Site under client's ownership
- Area of study

LAND USE ZONING OBJECTIVES⁴

Zone Z1	Sustainable Residential Neighbourhoods	
Zone Z2	Residential Neighbourhoods (Conservation Areas)	
Zone Z3	Neighbourhood Centres	
Zone Z4	Key Urban Villages / Urban Villages	
Zone Z5	City Centre	
Zone Z6	Employment / Enterprise	
Zone Z7	Employment (Heavy)	
Zone Z8	Georgian Conservation Areas	
Zone Z9	Amenity / Open Space Lands / Green Network	

Z4 – Permissible Uses

Amusement/leisure complex, assisted living/retirement home, bed and breakfast, buildings for the health, safety and welfare of the public, café/tearoom, car park, car trading, childcare facility, civic offices, community facility, cultural/recreational building and uses, craft centre/ craft shop, delicatessen, education, embassy office, enterprise centre, financial institution, garden centre/ plant nursery, guesthouse, halting site, home-based economic activity, hostel (tourist), hotel, industry (light), live-work units, media-associated uses, medical and related consultants, mobility hub, motor sales showroom, office, off-licence, off-licence (part), open space, park and ride facility, petrol station, place of public worship, primary health care centre, public house, public service installation, recycling facility, residential, restaurant, science and technology-based industry, shop (district), shop (local), shop (neighbourhood), sports facility, take-away, training centre, veterinary surgery.

The Draft Dublin City Development Plan 2022-2028 maintains the Z4 zoning designation for the area, however the designation of District Centre has been renamed “Key Urban Village”. Omni Park has been named as KUV 11.

According to the DCC Development Plan 2022-2028 “Key Urban Villages and urban villages (formerly district centres) function to serve the needs of the surrounding catchment providing a range of retail, commercial, cultural, social and community functions that are easily accessible by foot, bicycle or public transport; in line with the concept of the 15-minute city.” This is supported by Policy SC9.

Policy SC16 recognises that additional height may be appropriate in Key Urban Villages provided that proposals ensure a balance between the reasonable protection of existing amenities and environmental sensitivities, protection of residential amenity and the established character of the area.

Section 7.5.3 of the Draft Development Plan states that “The development / consolidation / regeneration of Key Urban Villages with high density mixed use development and residential led intensification will be supported. This will bring these centres into more intensive and efficient use thereby supporting their placemaking functions as social gathering places and areas of concentrated vibrancy and diversity which in turn will support existing services and improve the viability of existing and planned public transport, as well as meeting housing demand.”

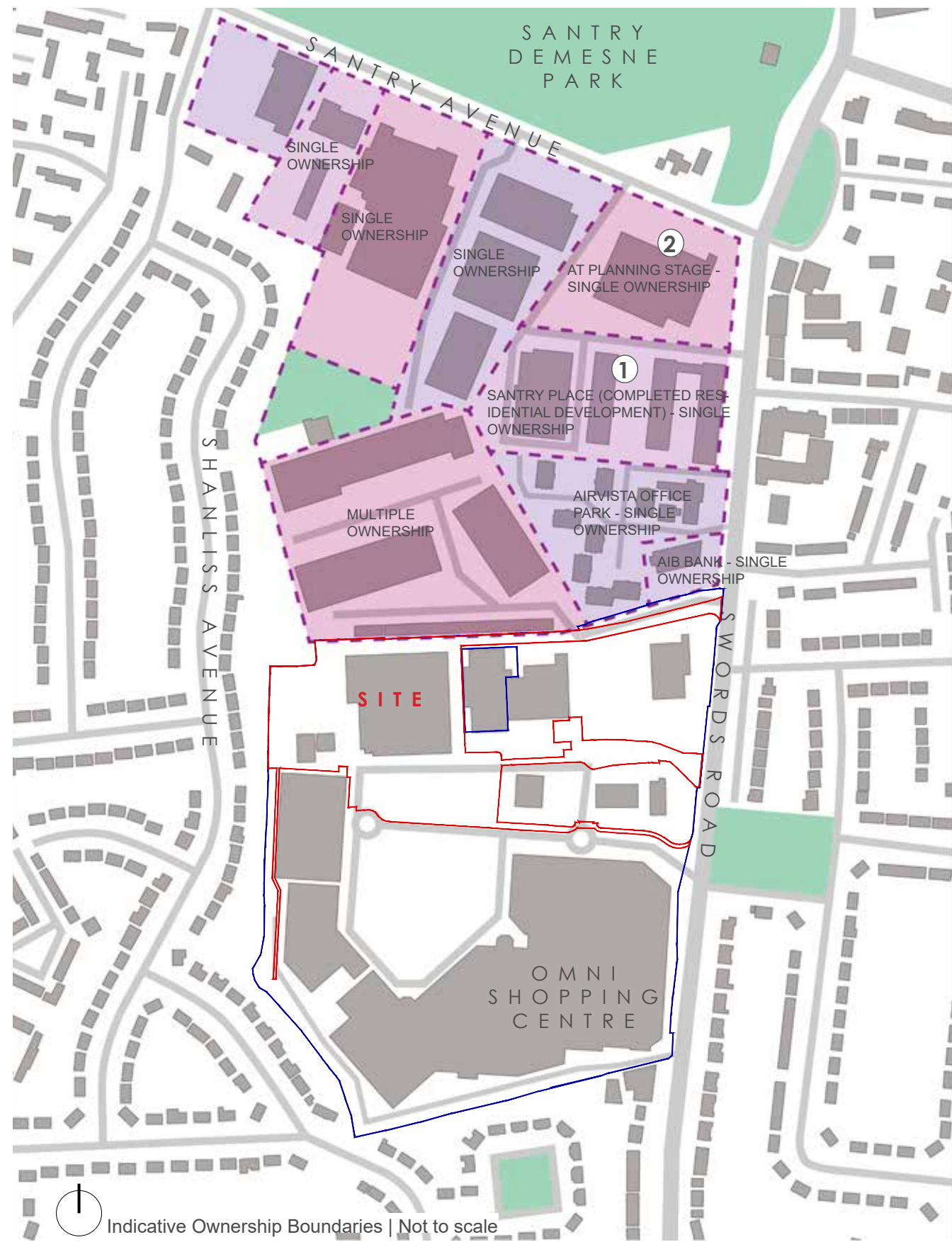
We therefore believe that the proposed scheme, when taken in context with the overall Omni District Centre, achieves the objectives of the zoning and designation as Key Urban Village.

Extract from Map B - Draft Dublin City Development Plan 2022-2028 | Not to scale

01

FRAMEWORK STRATEGY + VISION

IDENTIFYING THE FRAMEWORK STRATEGY AREA



- LEGEND
- Site outline
 - Site under client's ownership
 - Approx delineation of ownerships



Santry Place (Completed 2021)



Santry Avenue (at planning stage)

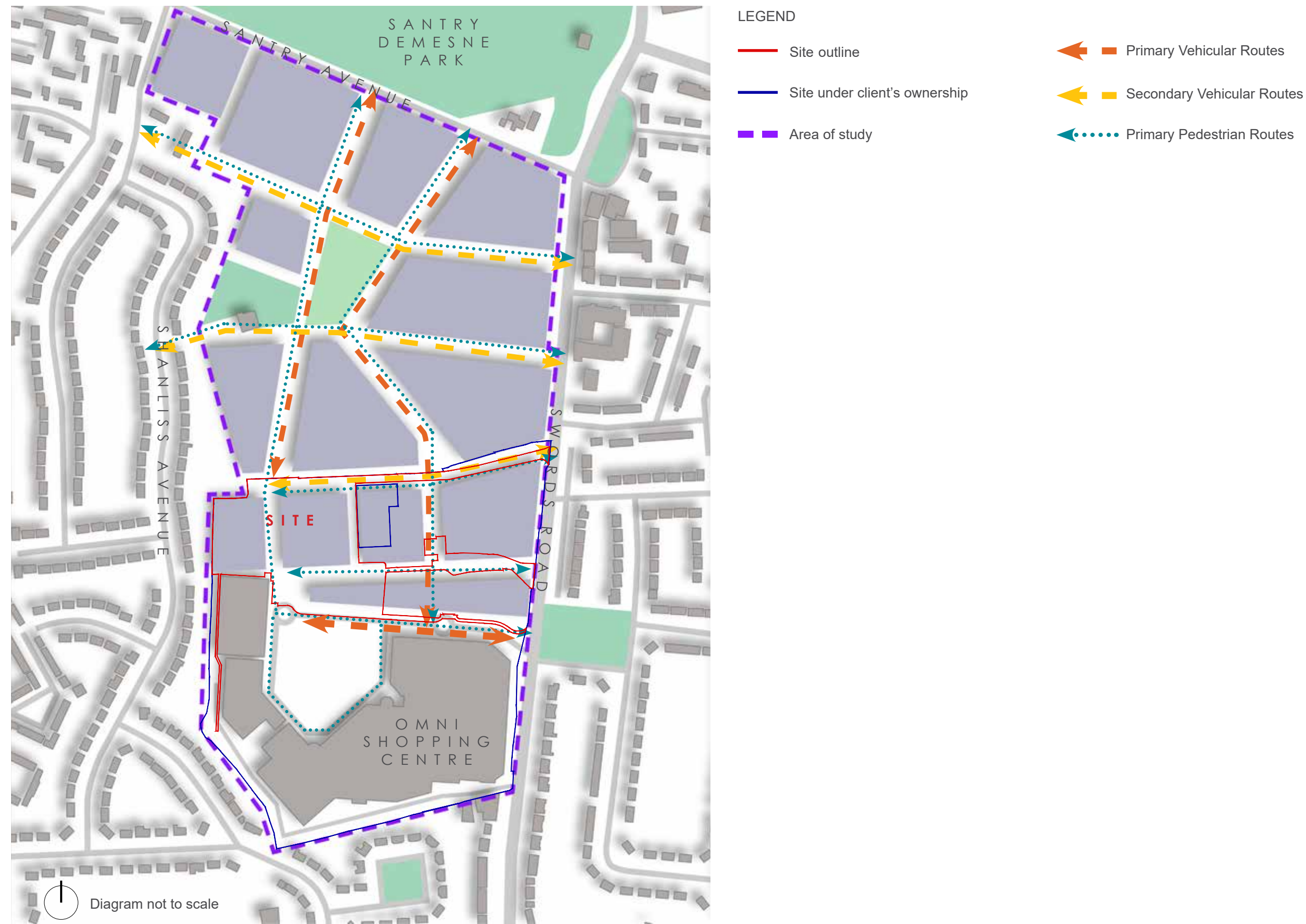
01

FRAMEWORK STRATEGY + VISION
PROPOSED FRAMEWORK STRATEGY



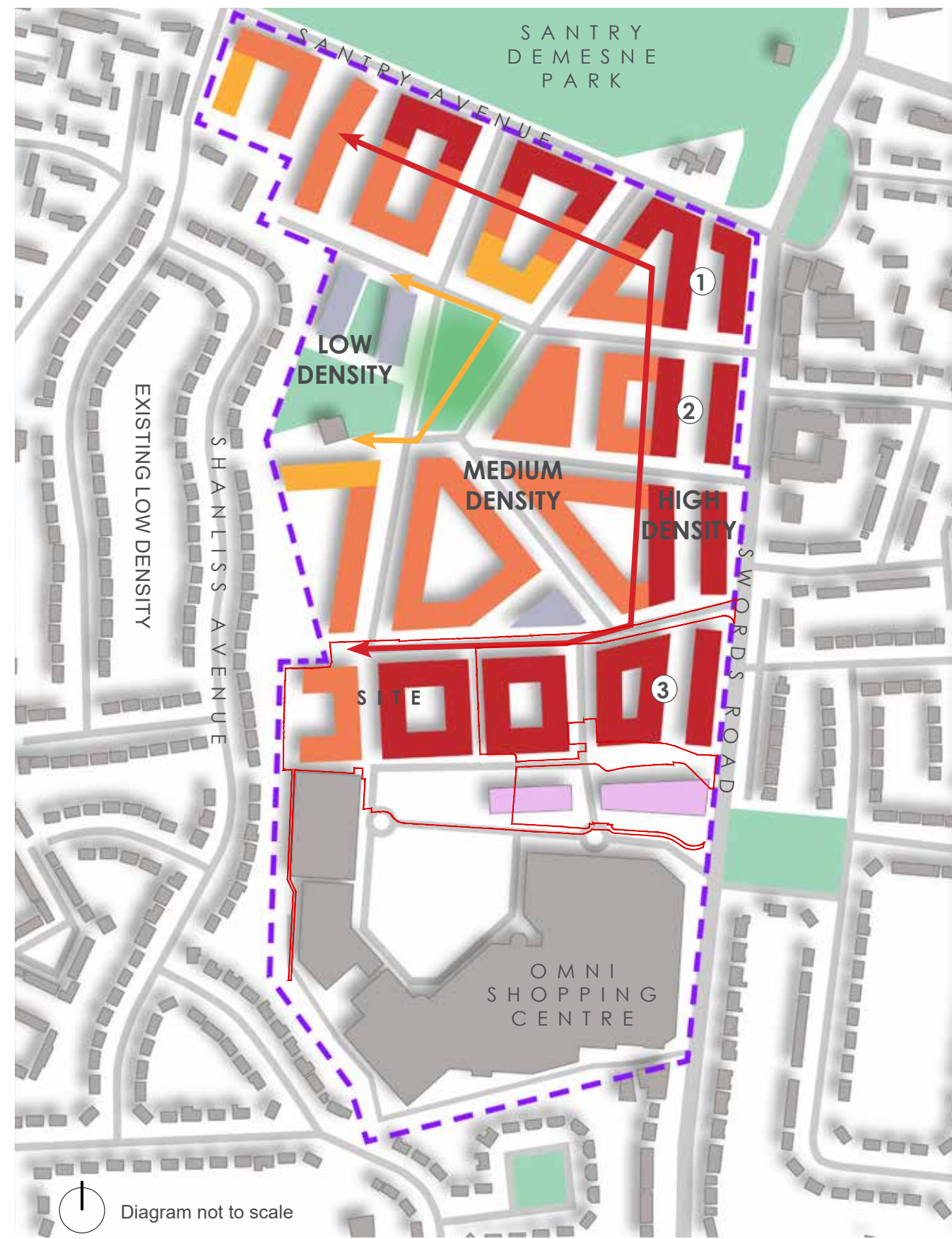
01

FRAMEWORK STRATEGY + VISION
 PROPOSED FRAMEWORK STRATEGY ACCESS



01

FRAMEWORK STRATEGY + VISION
 PROPOSED FRAMEWORK STRATEGY HEIGHT AND DENSITY



Santry Avenue (at planning stage)



Santry Place (Completed 2021)



Omni Living (Granted)

01

FRAMEWORK STRATEGY + VISION

PROPOSED FRAMEWORK STRATEGY MASSING



01

FRAMEWORK STRATEGY + VISION

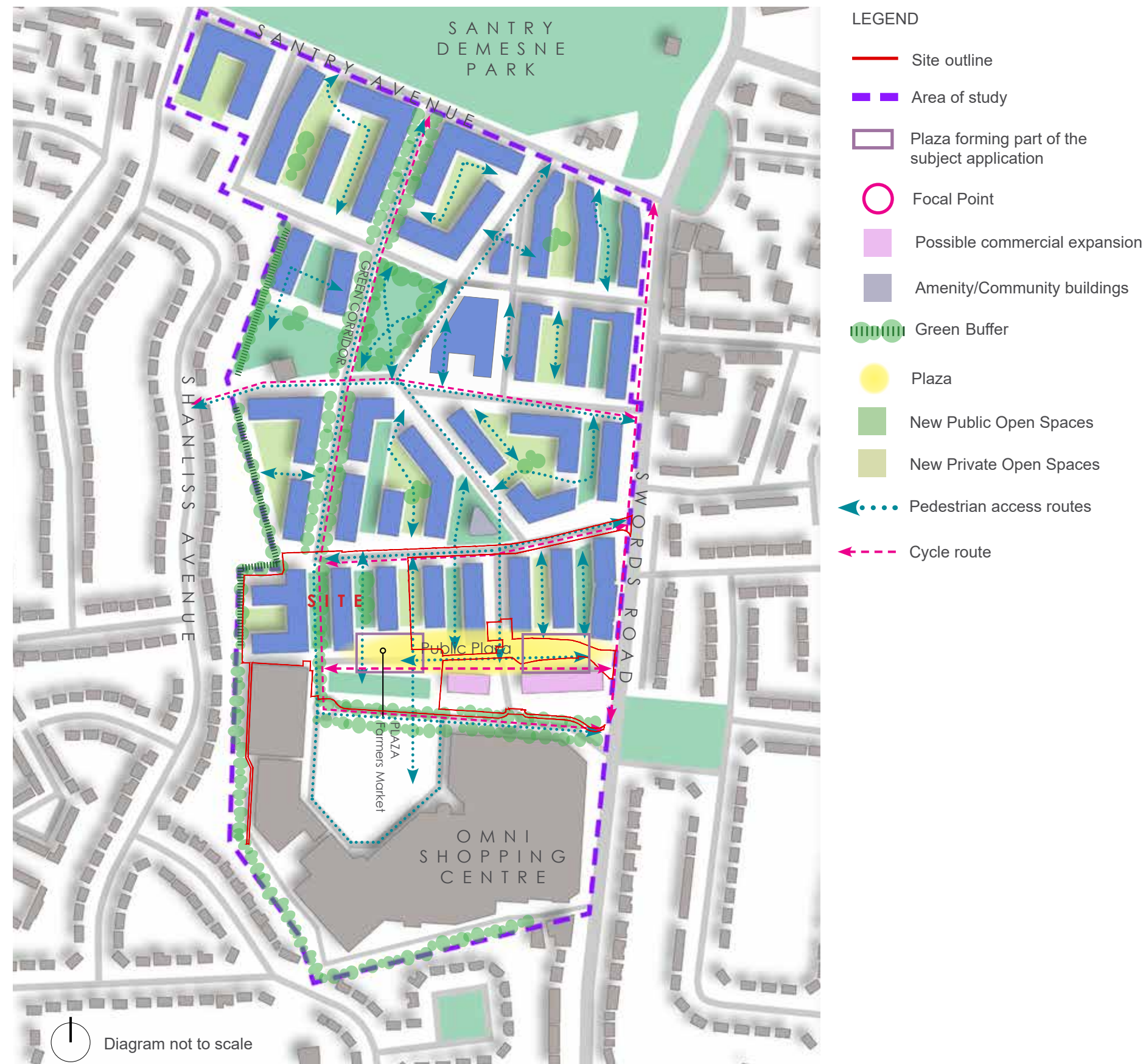
PROPOSED FRAMEWORK STRATEGY OPEN SPACE



01

FRAMEWORK STRATEGY + VISION

PROPOSED FRAMEWORK STRATEGY PERMEABILITY



The implementation of the framework strategy to create a new residential and commercial community on underutilized industrial lands between Omni Park District centre and Santry Park has already commenced, with the recently completed Swiss Cottage and Santry Place developments.

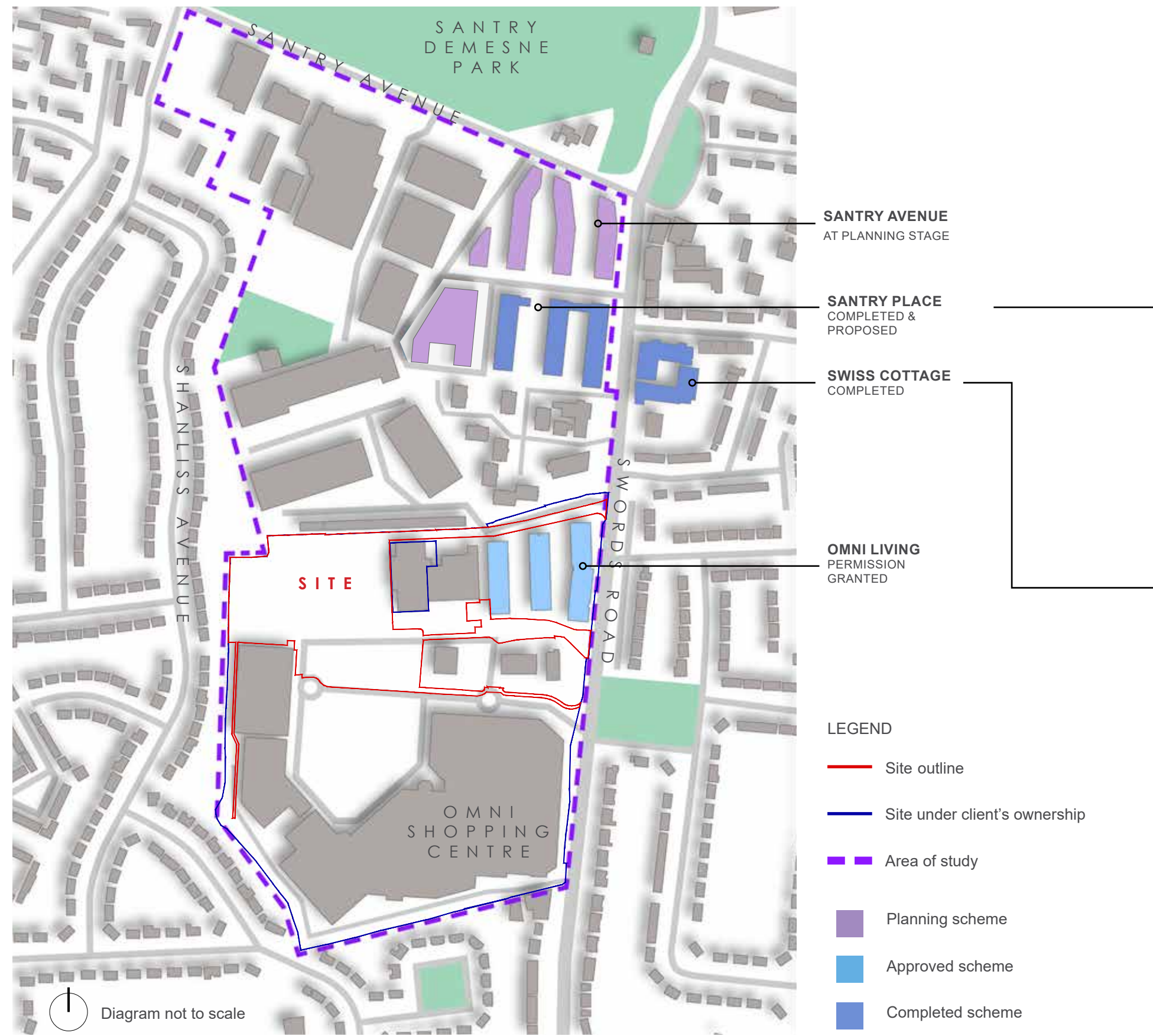
An Bord Pleanála recently granted the Omni Living scheme on the former Queensway site adjacent to Omni Park. Further details on this and neighbouring developments is given on the following pages.

The proposed development compliments the existing developments and opens up the Omni Park District Centre to the framework strategy lands to the north.

01

FRAMEWORK STRATEGY + VISION

PROPOSED FRAMEWORK STRATEGY - RECENTLY COMPLETED DEVELOPMENTS



Santry Place

REF. DCC 2713/17, 2737/19, 4549/22 (WWW.SANTRYPLACE.COM)

Santry Place has completed 3 blocks of the residential components. An application for additional 7 storey mixed-use office / residential block development to the west of the site has recently been made to DCC. The North South form of the scheme reflects the proposed framework strategy. This scheme currently provides 205 units - while the proposed development would provide 13,921 sqm of office space and 48 additional residential units. This supports a mix of uses within the proposed framework strategy area.



Swiss Cottage

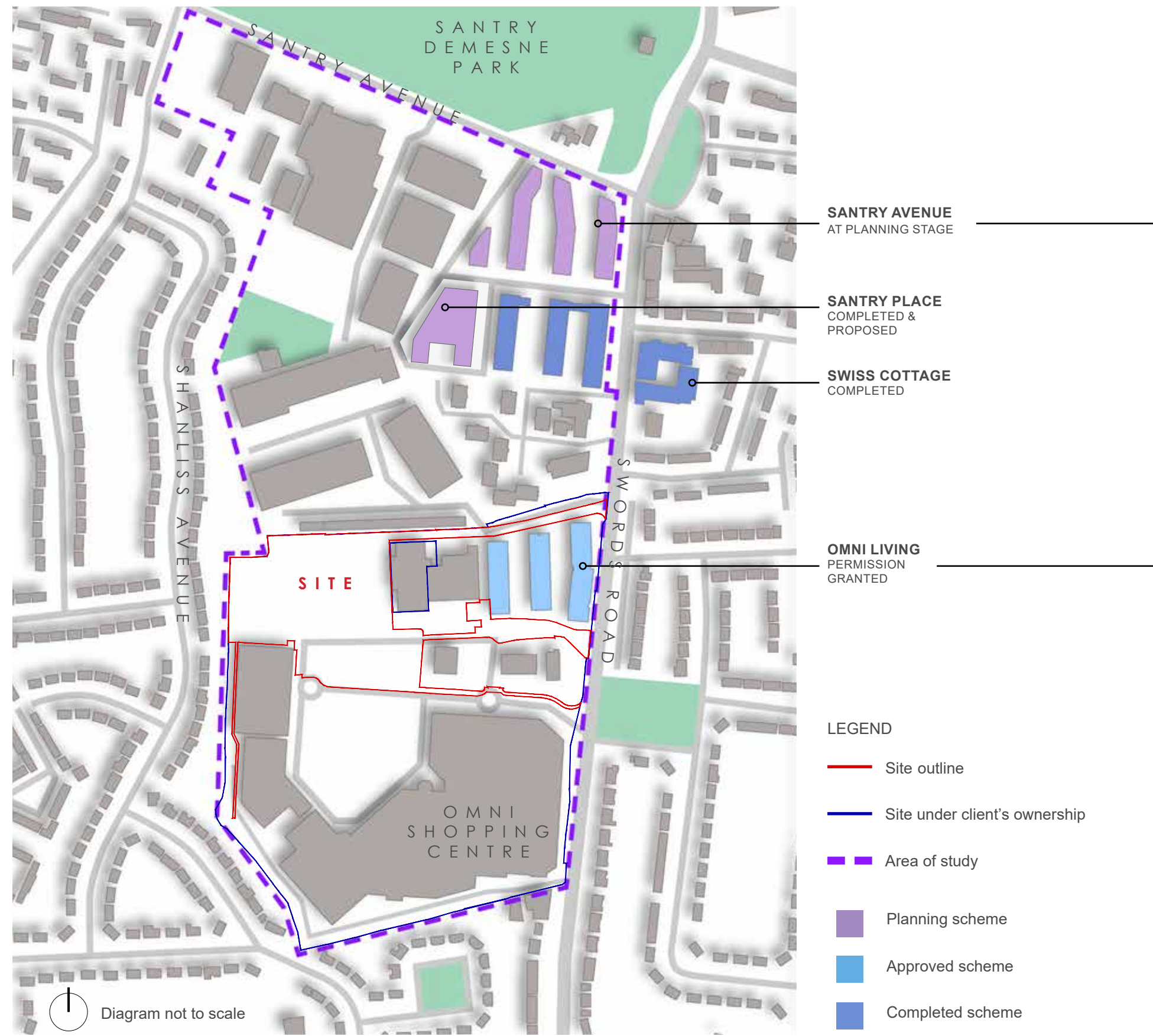
REF. ABP-306987-20 & ABP-303358-19

The Swiss Cottage redevelopment is a Build to Rent scheme, and is indicative of the successive change in scale of the area. The completed development provides 120 1, 2 and 3 bed apartments with amenity and retail uses at ground floor level.

01

FRAMEWORK STRATEGY + VISION

PROPOSED FRAMEWORK STRATEGY - PLANNED DEVELOPMENTS



Santry Avenue

ABP REF NUMBER: 314019 (WWW.SANTRYAVENUESHD2.COM)

This development proposes a key gateway to the framework strategy area. The scheme aims to deliver a mix of commercial, amenity and residential uses, including 350 Build to Sell apartments. The proposal consists of 4 buildings ranging from 7 to 14 storeys was resubmitted to An Bord Pleanála in July 2022. A similar previous proposal was refused on technical reasons, however the scale of the development was received positively within the previous Planners report.



Omni Living

REF. ABP-307011-20

Omni Living is an approved mixed use scheme consisting of 3 buildings of 324 apartments, amenity and crèche as well as an 81 room aparthotel. The scheme creates a new entrance plaza to the Omni area with generous landscaping, creating a new varied community with excellent amenities on the doorstep. The granted scheme consists of 3 buildings arranged over 5 to 12 storeys.

01 FRAMEWORK STRATEGY + VISION

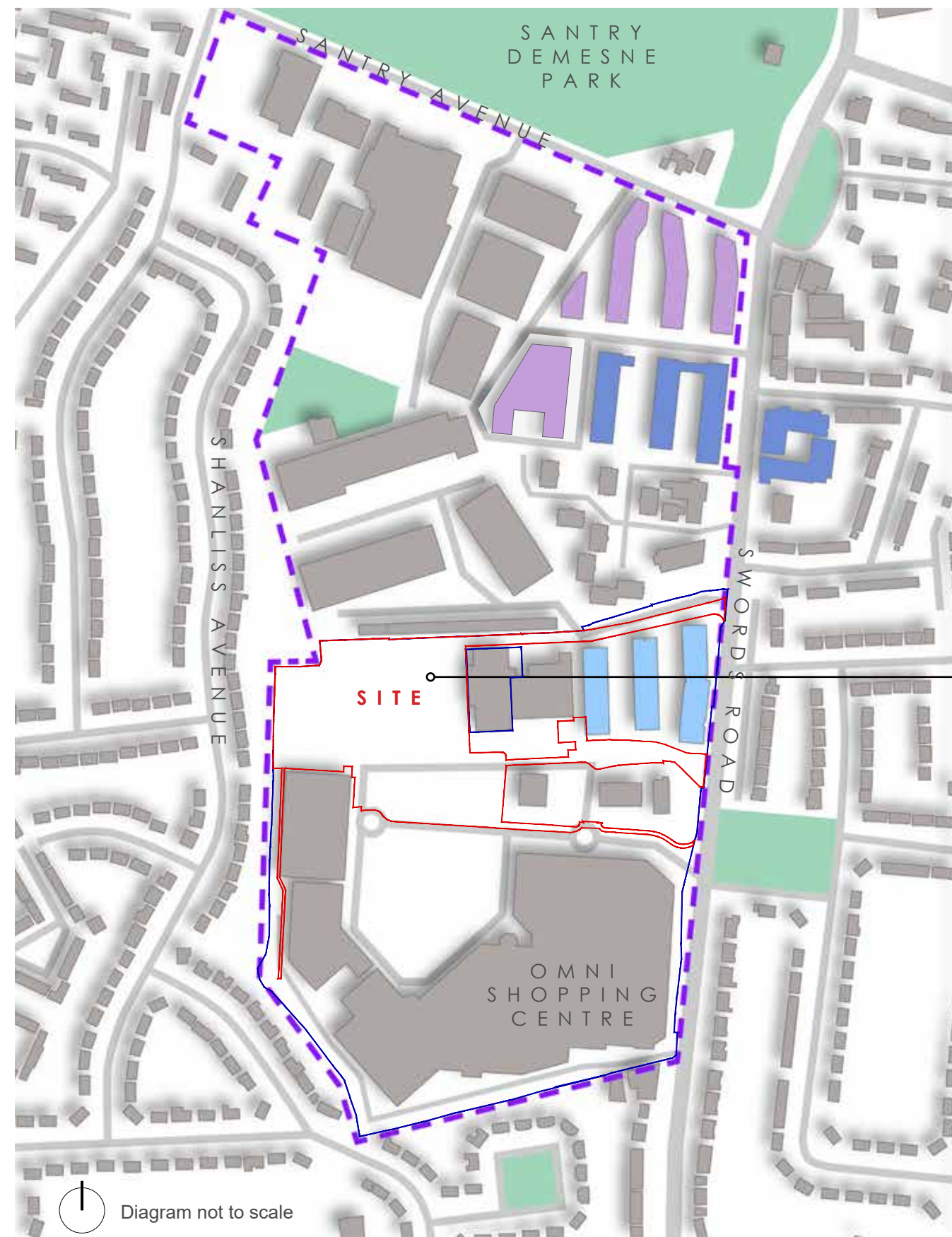
PROPOSED FRAMEWORK STRATEGY - BUILDING HEIGHTS



- Proposed Scheme
- Completed scheme
- Planning scheme
- Development Area
- Approved scheme

01 FRAMEWORK STRATEGY + VISION

COMPLETING THE PUZZLE



OMNI LANDS
PROPOSED SCHEME

LEGEND

- Site outline
- Site under client's ownership
- Area of study
- Planning scheme
- Approved scheme
- Completed scheme



Omni Plaza
The proposed development aims to build on the concepts of Omni Living, with a variety of ground floor uses including new retail spaces. The scheme will deliver 457 apartments ranging in size from 1 to 3 bedrooms with 1 studio proposed in Block A.

2 no. retail/cafe/restaurants and a dedicated community space for the use of the wider Santry community are proposed at ground floor level, addressing a vibrant new plaza. This proposed plaza is linked via an extensive new shared surface pathways to the Omni Living entrance plaza. A crèche and additional residents amenities ensure that the ground floor plane will be active through out the day.

The scheme will provide resident car parking and secure bicycle storage at basement level with additional bike spaces at ground floor for convenience. A variety of green courtyard spaces provide extensive communal amenity spaces and it is envisaged that these courtyards will link into the overall framework strategy, ensuring a pedestrian friendly, accessible and cohesive neighbourhood.

01 FRAMEWORK STRATEGY + VISION

PRECEDENT SCHEMES



Blackwood Square

Blackwood Square is a recently completed development located to the north west of Santry adjacent to the M50 and Ballymun. Providing 331 no 1, 2 and 3 bed units, the development sits in a similar

context to Omni Plaza with Gulliver's Retail Park adjacent to the scheme. This development is a good example of how an attractive residential environment can be created in this context, through careful use of landscaping

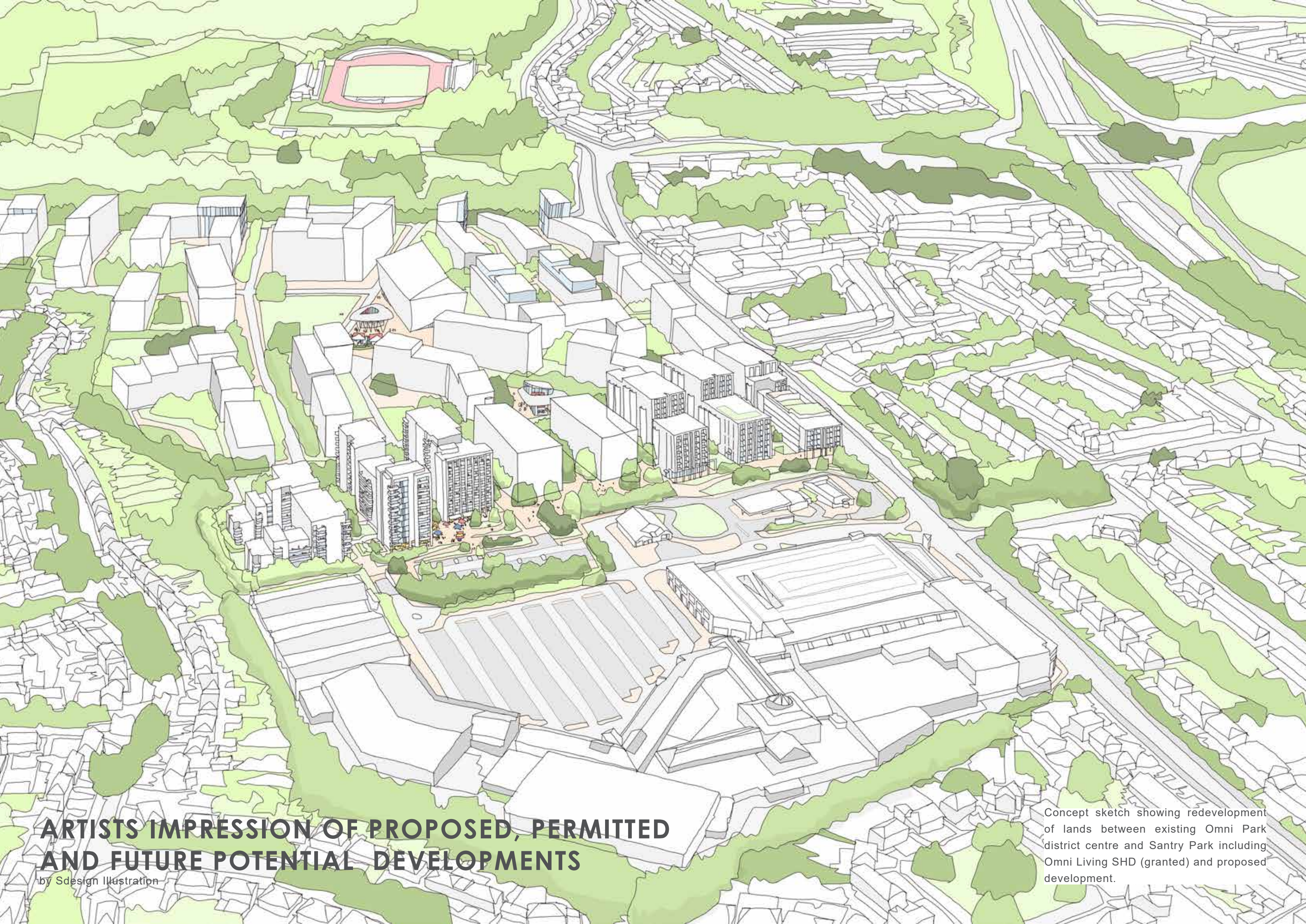


Charlestown District Shopping Centre

Located in north Dublin city, Charlestown District Shopping Centre combines a ground floor retail development with basement car parking and a residential scheme above podium level.

The development provides 285 apartments as well as a range of amenities including creche and retail services and leisure facilities at ground floor level.





ARTISTS IMPRESSION OF PROPOSED, PERMITTED AND FUTURE POTENTIAL DEVELOPMENTS

by Sdesign Illustration

Concept sketch showing redevelopment of lands between existing Omni Park district centre and Santry Park including Omni Living SHD (granted) and proposed development.

01 FRAMEWORK STRATEGY + VISION CREATING A COMMUNITY



01 MIX

The overall Framework strategy provides a variety of residential, office, commercial and amenity options.

Within our proposals we include generous outdoor amenities, including children's play areas, active retail frontage alongside a crèche and community spaces. A variety of unit types are proposed including 1, 2, 3 bedroom apartments and 1 studio.

02 AMENITIES

Our proposal includes a variety of amenities to serve its own community as well as the neighbouring residents.

Amenity space in Block B includes multifunctional rooms, large meeting rooms, work spaces and lounge spaces for the residents to meet and relax.

An additional community space has been provided in Block D for wider community use

03 RETAIL & SERVICES

This scheme will benefit and support the existing retail & services at the Omni Shopping Centre and in Santry Village. A broad spectrum of facilities from medical centre to cinema to a variety of supermarkets exists within the centre. See district centre document for full breakdown of uses.

The scheme itself provides for additional retail spaces which will permanently activate a new Public Plaza. This plaza in turn will become a community resource with potential to support a Farmers Market and other uses.

01 FRAMEWORK STRATEGY + VISION CREATING A COMMUNITY



04 GREEN SPACE

Providing green spaces is key to the overall objective for the framework strategy as a whole and also within the development. A green corridor is proposed linking the commercial hub of Omni Shopping Centre to the south with potential future linkages to Santry Demesne in the north.

This is continued within the scheme and bolstered by a series of green courtyards which allow for pedestrian and cycle movement, the Public Plaza and Children's play areas.

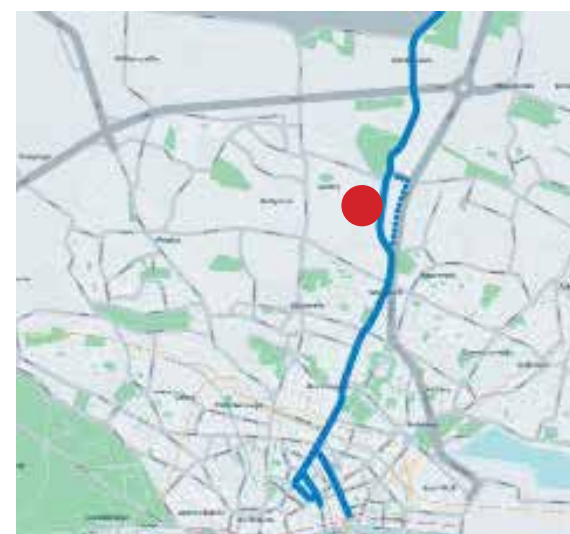
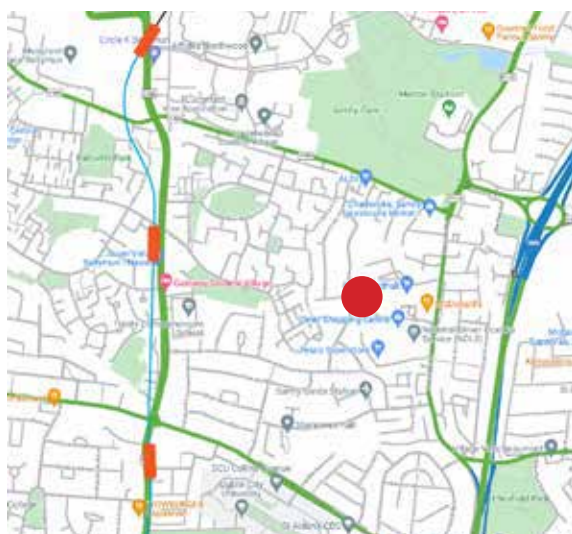


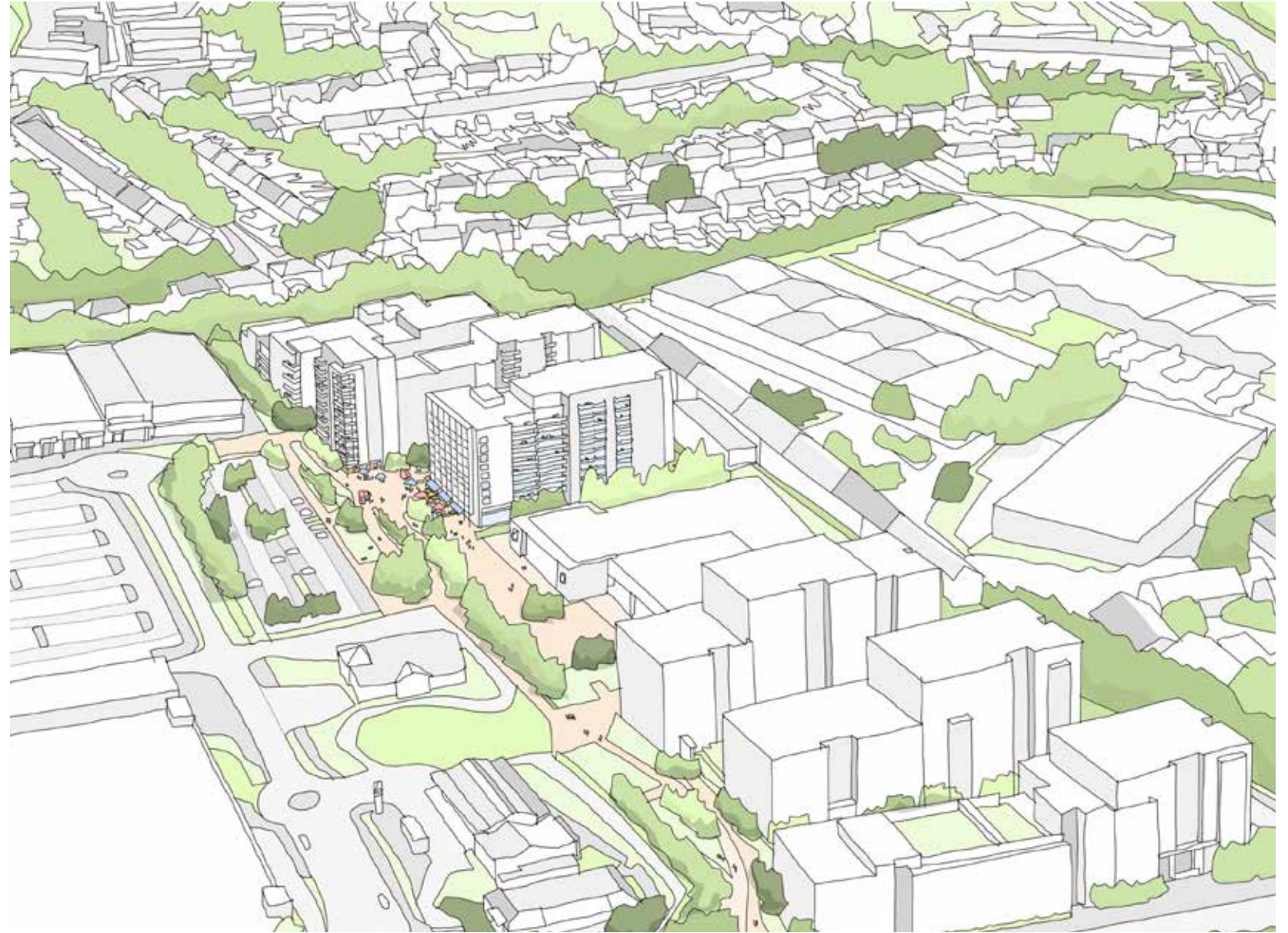
05 CONNECTIVITY

A variety of well lit paths have been proposed to provide walking, running and cycling routes for residents throughout the scheme. This has the added benefit of connecting the schemes and creating permeability and providing short-cuts between the sites.

The area is currently served by a Quality Bus Corridor along the Swords Road where Dublin Bus route 41 operates 24 hours per day / 7 days a week. It is envisaged that the proposed Bus Connects and Metro North will also serve the neighbourhood in the future, ensuring excellent, high capacity, regular connections to Dublin City Centre, Dublin Airport, M50 and M1.

Provision for a public bus stop exists within the District Centre, along the main spine road. While this stop is not currently used by Dublin Bus, this could easily be brought back into use, strengthening further public transport links.





02 SITE CONTEXT

02 SITE CONTEXT

SITE LOCATION



The site is in an urban peripheral location with good established transport links both to the city centre and to other areas of regional and national importance.

Dublin Airport is accessible via the Old Airport Road R132 or M1 motorway, in only about 8 minutes.

The site is located approximately 3 minutes/ 1km drive from the M1 motorway linking Dublin and Belfast. The M50 orbital route is located approximately 4 minutes/ 2.5km drive via the M1 or 7 minutes/ 2.8km via Ballymun.

The Dublin/Swords QBC runs along Swords Road to the east of the site. This is well served by bus routes including route 16, 33 and 41, which also link the site to Dublin Airport and the city centre. Route 41 operates 24hours, 7 days a week, one of only 3 such routes in the city. Bus Connects proposes to enhance this route as a Core Bus Corridor. These changes will also incorporate improved cycle facilities and support alternative means of transport.

As the proposed site is adjacent to the Omni Park shopping centre, residents will benefit from a wide variety of amenities, from supermarkets to cinema, that are available on their doorstep.



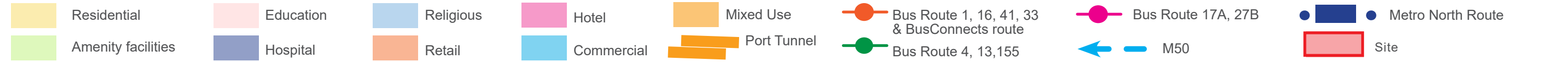
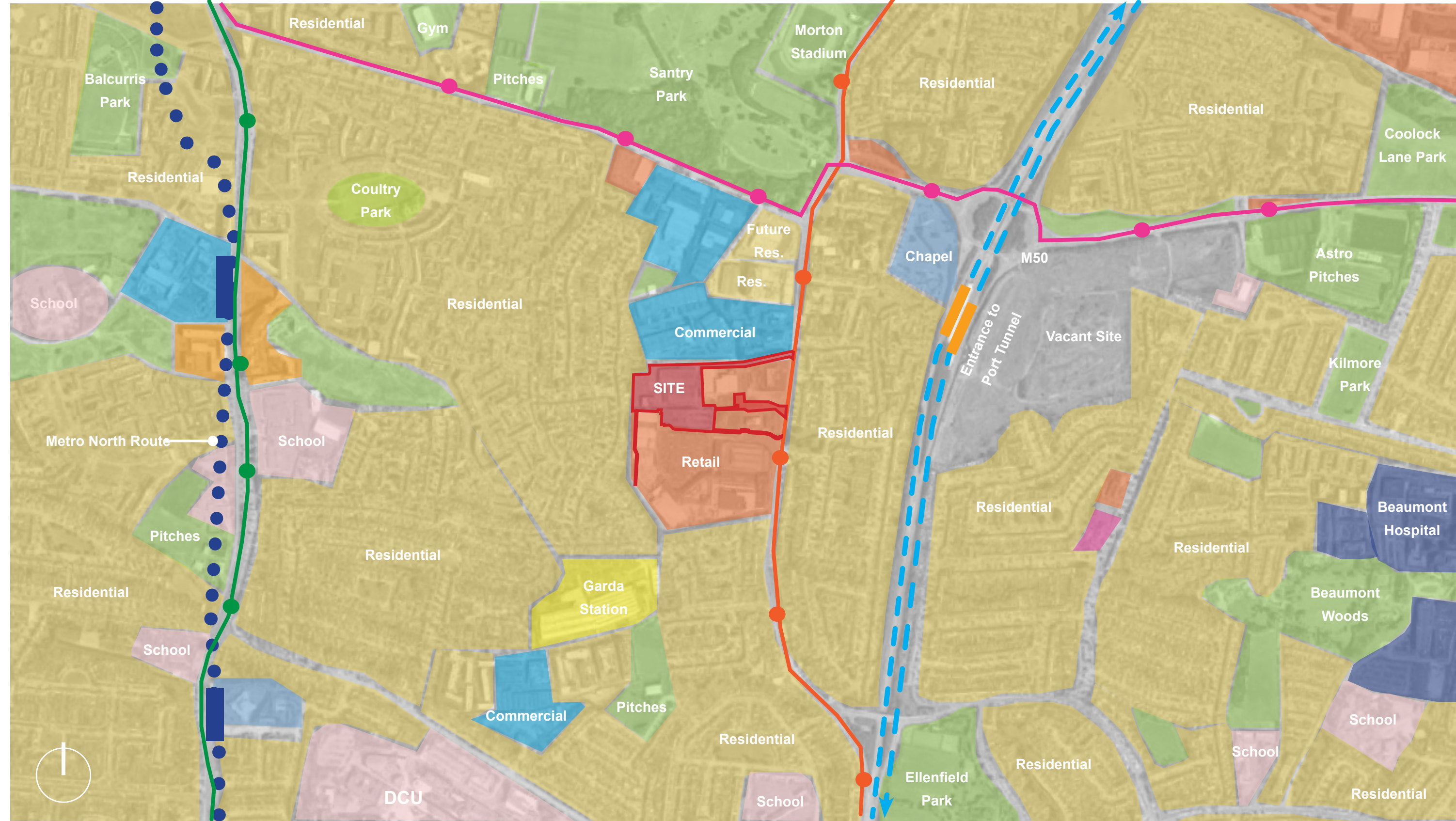
- Site
- Bus stop
- Walking distance in approximately 5 mins
- Quality Bus Corridor / Core Bus Corridor Upgrade
- Motorway

02

SITE CONTEXT

SURROUNDING AMENITIES

Satellite image | Not to scale



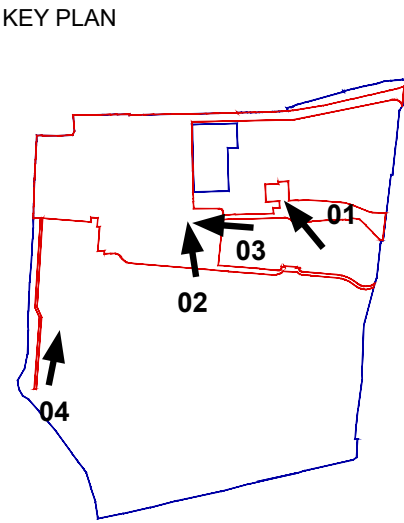
02 SITE CONTEXT
SITE PHOTOGRAPHS



01 - View from car park entrance



02 - View of eastern boundary looking north, shared boundary with Lidl



03 - View along southern boundary



04 - View north from Omni Car Park

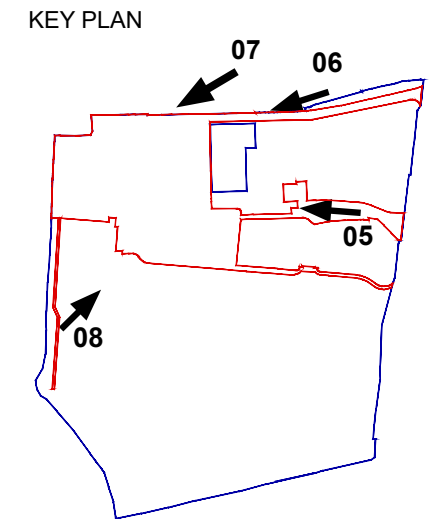
02 SITE CONTEXT SITE PHOTOGRAPHS



05 - View west from Omni Living Site (Proposed new pedestrian access route)



06 - View from northern eastern boundary (Fire Tender access route)



07 - View along northern boundary - From Santry Hall Industrial State



08 - View north from Omni Car Park

02 SITE CONTEXT

SITE PHOTOGRAPHS

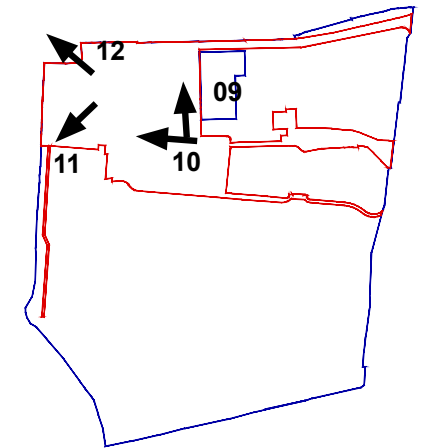


09 - View along eastern boundary from site



10 - View along southern boundary from site

KEY PLAN



11 - View of south western area on site



12 - View of north western area on site

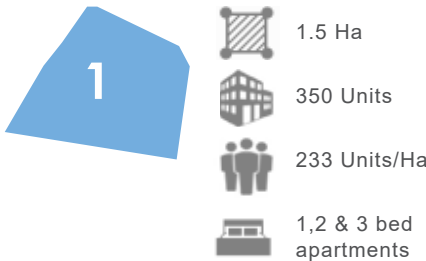
02 SITE CONTEXT DENSITY AND USES



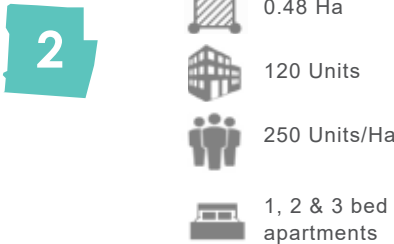
Aerial view | Not to scale

RECENTLY COMPLETED

SANTRY AVENUE SHD (CURRENT SHD APPLICATION)



SWISS COTTAGE (COMPLETED DEVELOPMENT)



SANTRY PLACE (PHASE I COMPLETED)

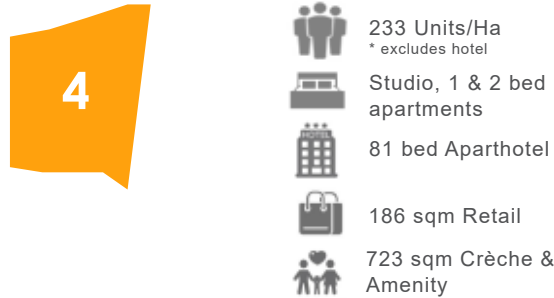


NOTE: PHASE II PROPOSED

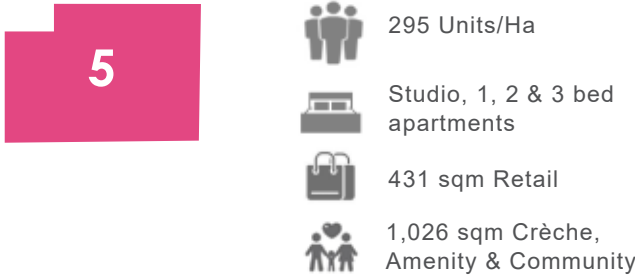
48 Units
13921 sqm Offices

OMNI EXISTING & PROPOSED

OMNI LIVING (GRANTED)



DEVELOPMENT SITE (PROPOSED)



EXISTING OMNI PARK SHOPPING CENTRE



OVERALL OMNI PARK AREA



TENANT MIX





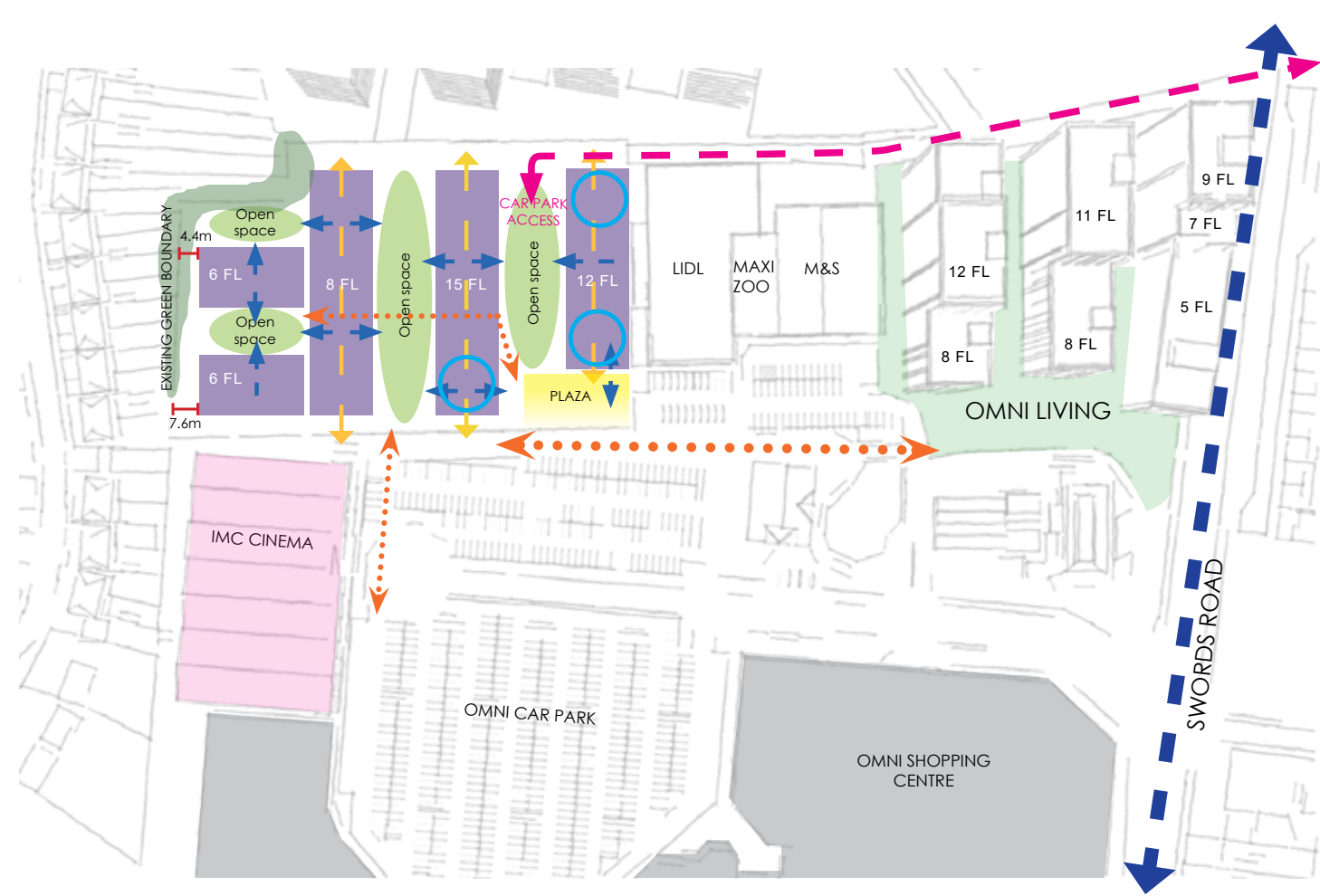


03 DESIGN STRATEGY

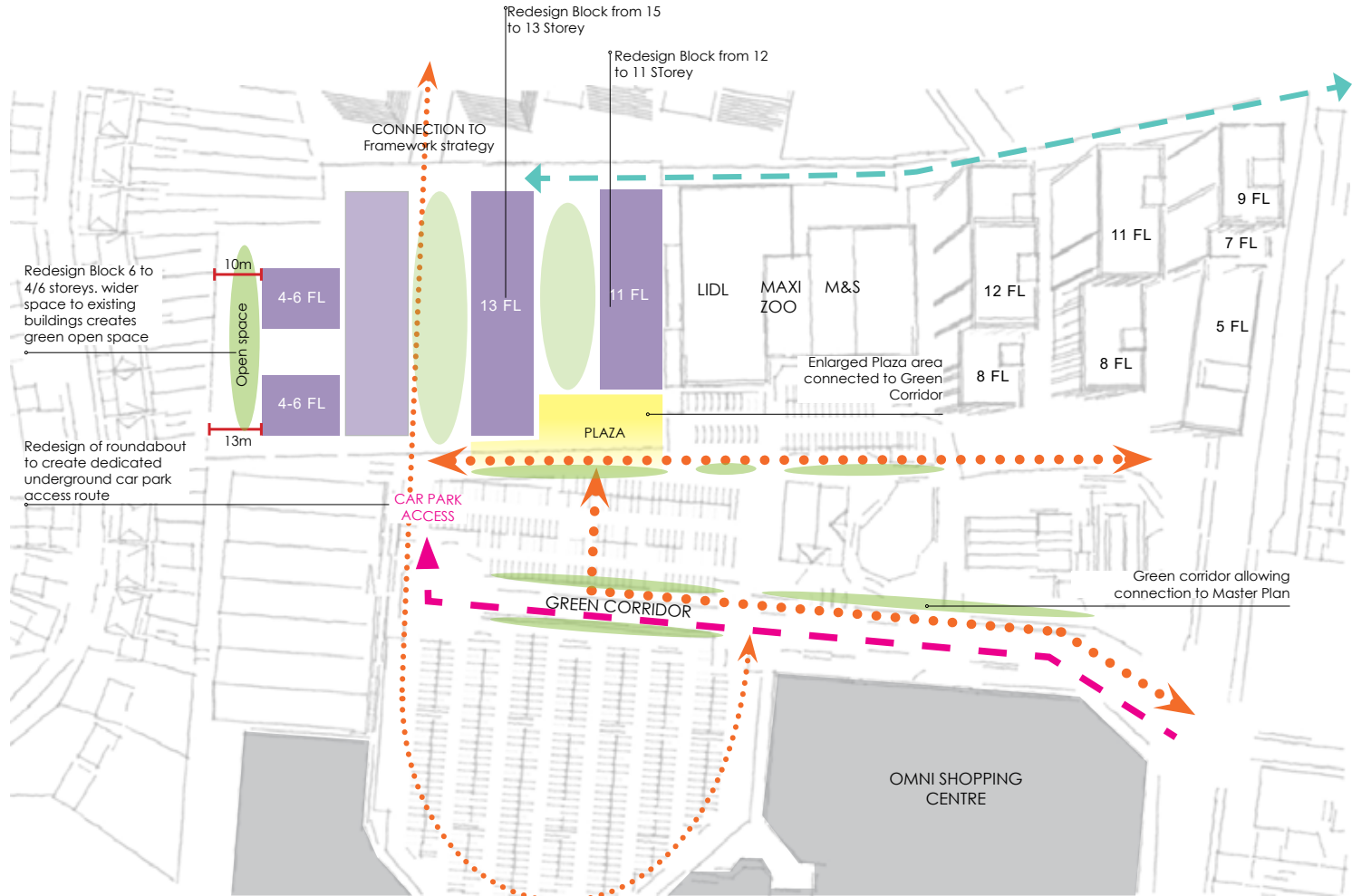
03

DESIGN STRATEGY

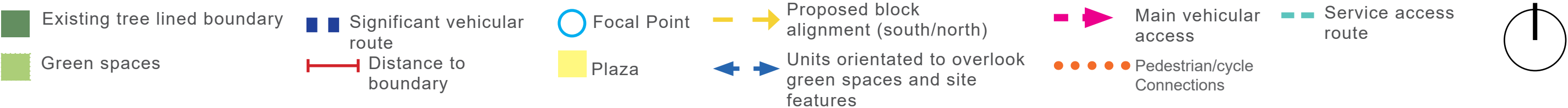
CONCEPT - DESIGN DEVELOPMENT



1. Pre-Planning Consultation with DCC



2. Pre-Planning Consultation with ABP - illustration of changes from DCC consultation



03 DESIGN STRATEGY CONSULTATION WITH DUBLIN CITY COUNCIL



On Tuesday 16th March 2021 a Section 247 meeting was conducted online (due to COVID-19 restrictions) with the relevant local authority, Dublin City Council, and attended by officials of the Council and members of the design and developer team.

A number of specific issues, concerns and suggestions were raised, and constructive criticism provided by the local authority which informed the design and development team of how the design should progress. The following sets out key issues raised:

- 1 SETBACK:**
The buildings have been repositioned on the site and are now set back from the western boundary to provide the existing houses with greater privacy.
- 2 HEIGHT:**
All blocks have been reduced in height to a more appropriate scale. The distance between blocks was also increased to improve the sunlight and daylight levels both externally and internally and to create two generous open spaces. The design of the landmark building, also reduced in scale, has evolved providing high quality materials and features to enhance the public plaza.
- 3 PEDESTRIAN AND CYCLE ACCESS:**
Pedestrian links and generous landscape features have been added to provide the residents with high quality spaces and access to the existing amenities.
- 4 VEHICULAR ACCESS:**
The entrance of the underground car park was also relocated to integrate successfully with the existing traffic movement on site.
- 5 PLAZA:**
The Plaza has been significantly increased in scale and in amenity value. This has been achieved through integration of existing car parking area to the south and by providing clear and attractive access routes.
- 6 MIX OF USES:**
This design statement and accompanying documents clearly illustrate the existing imbalance in the mix currently in existence on this district centre zoned site and now the proposed development seeks to redress this imbalance in compliance with the DCC Development Plan and zoning objective.
- 7 DAYLIGHT/ SUNLIGHT**
The distance between blocks has been increased, apartment layouts rearranged, poor performing units adjusted to become shallower and window sizes maximized.

03



Key items were highlighted and discussed by all parties, with both Planning Authorities raising queries and the development & design team providing robust reasoning behind the application.

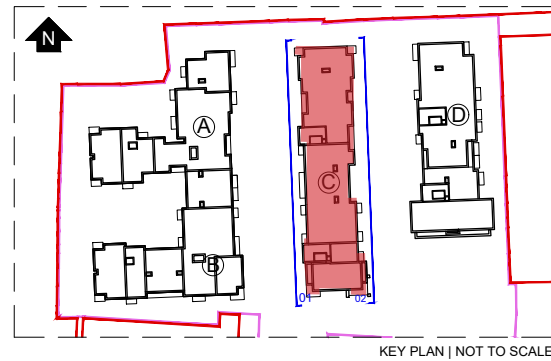
1 RED LINE BOUNDARY
The red line boundary has been adjusted to include only areas in which works are proposed, omitting any areas of car park where there is no proposed change. The entry plaza previously approved as part of the Omni Living SHD has been included within the red line boundary and will be delivered as part of this scheme also. Further detail on Car Parking changes is discussed later in this document.

3 DESIGN & LAYOUT
The design rationale for the height scale and massing was outlined by the design team. In response to discussion with the Bord & Local Authority it was agreed to reduce the Scale of the proposed Tower element further to 12 storeys. Block C was also reduced by a single storey in the mid section and by 2 storeys in the rear section.

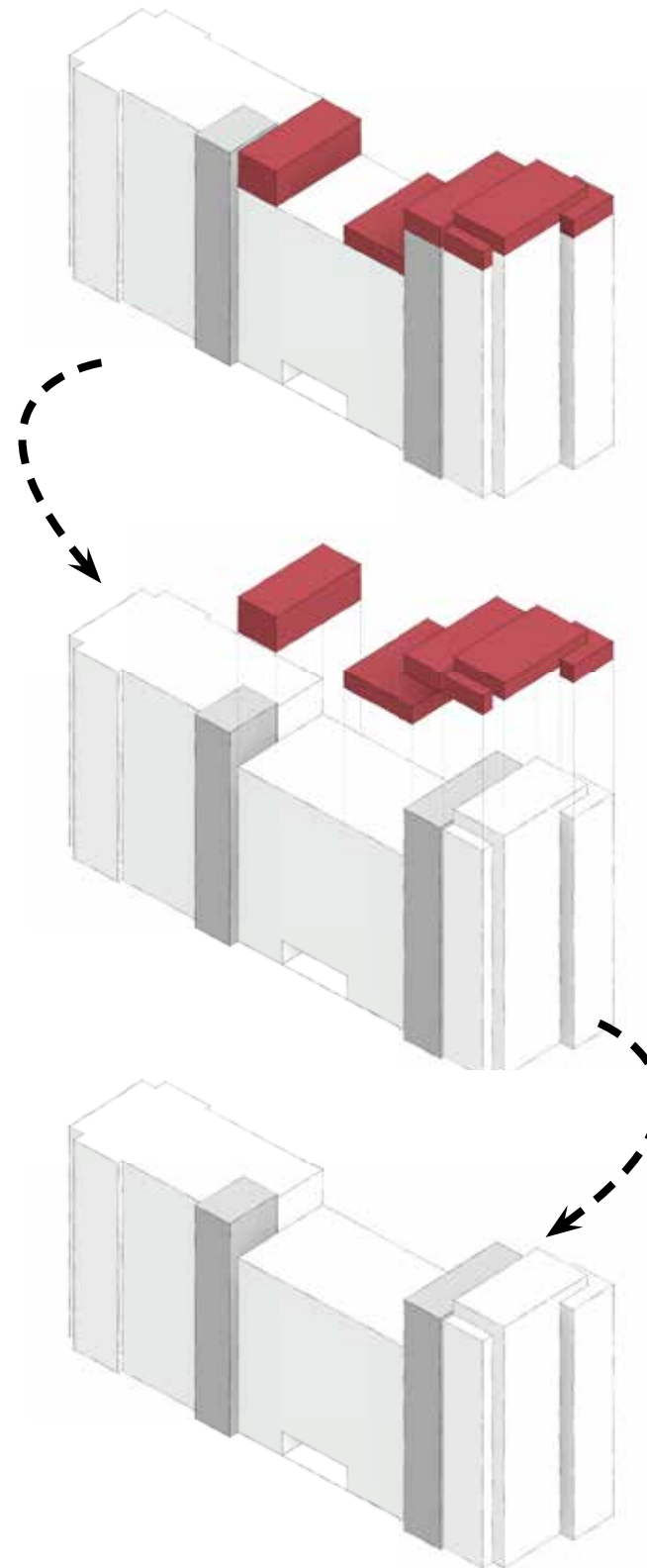
5 **IRISH WATER SUBMISSION**
Upgrade works will be carried out by Irish Water in advance of the connection of this scheme. Following contact with Irish Water and examination of the likely development timeline for a scheme of the scale and complexity of Omni Plaza have been informed by Irish Water, that any required network works will be complete, allowing for statutory permissions, before a connection is required for Omni Plaza.

03 DESIGN STRATEGY

REDUCTION IN MASSING



Block C Proposed Elevations - Red line indicates previous massing



Following the Tripartite meeting, we felt it was prudent to improve the access of Sunlight & Daylight into the eastern most courtyard. In order to achieve this we sought to reduce the massing of the central Block C in selected critical areas.

The southern Tower element, was reduced to 12 storeys. This improves the amount of southerly and evening light entering the eastern half of the site, while also maintaining an elegant facade onto the main Public Plaza.

In the central part of Block C, a single storey was cut again improving southerly and evening light. This reduces this section from 10 to 9 storeys.

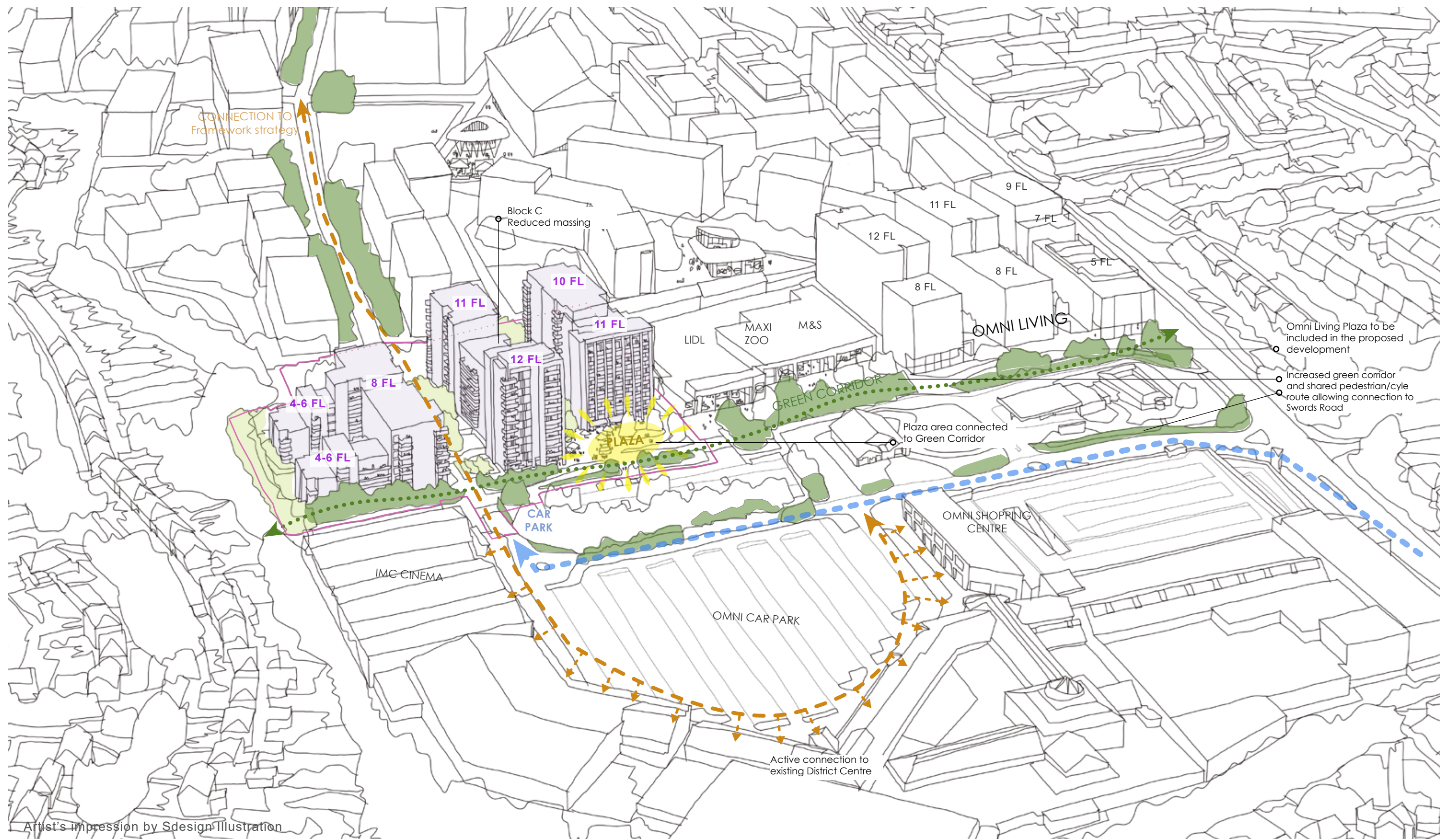
Finally, at the rear of the block two additional storeys were trimmed from the rear section. This improves the overall ambient and evening light conditions. This section was reduced from 11 to 9 storeys.

These changes resulted in the loss of 11 units and the overall reduction of the scheme from 468 units to 457 units. We feel that this is a balanced and appropriate design response.

03

DESIGN STRATEGY

CONCEPT - FINAL PROPOSED SCHEME



03 DESIGN STRATEGY

PROPOSED BUILDING HEIGHTS



Proposed Public Plaza

The scheme has been designed in response to the excellent public transport and infrastructure located adjacent to the site, the extensive existing amenities located within the Omni Park District Centre, and with the emerging character of Santry in mind.

The scheme is located within close proximity to the Swords Road and to a Dublin Bus transport corridor with a frequent services at intervals of c.10 minutes during peak hours and along the proposed Bus Connects corridor. Therefore this location represents an opportunity to provide for increased building heights and densities at this location.

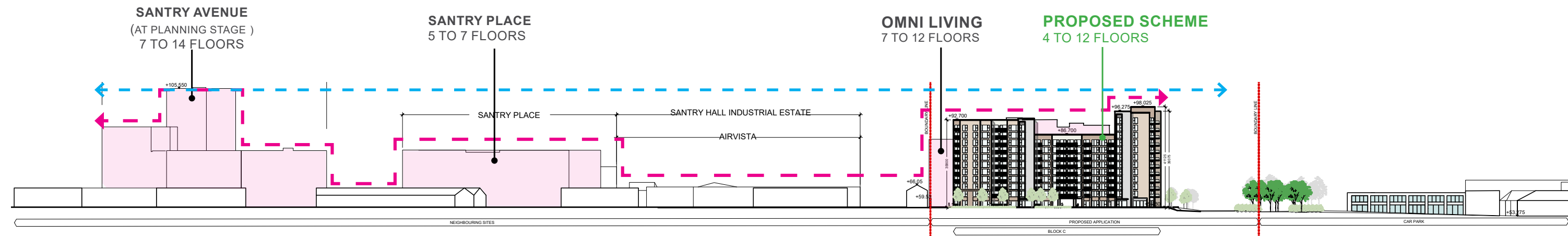
The proposal has varied its massing, concentrating the taller element away from the existing low density residential dwellings to the west, yet providing for a strong urban edge and active frontage to Omni Park.

The Urban Development and Building Height Guidelines document is strongly supportive of increased building heights. In particular SPPR 1

notes that “in accordance with Government policy to support increased building height in locations with good public transport accessibility, particularly town/ city cores, planning authorities shall explicitly identify, through their statutory plans, areas where increased building height will be actively pursued for both redevelopment and infill development to secure the objectives of the National Planning Framework and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitations on building height.”

The Guidelines also state that the implementation of the National Planning Framework requires increased density, scale and height of development in town and city cores with an appropriate mix of uses, as proposed within the Omni Park District Centre.

The proposed development also provides for greater permeability into the Omni Park District Centre, with active ground floor retail, creche and community facilities thereby creating a sense of place within the proposed development.



03 DESIGN STRATEGY

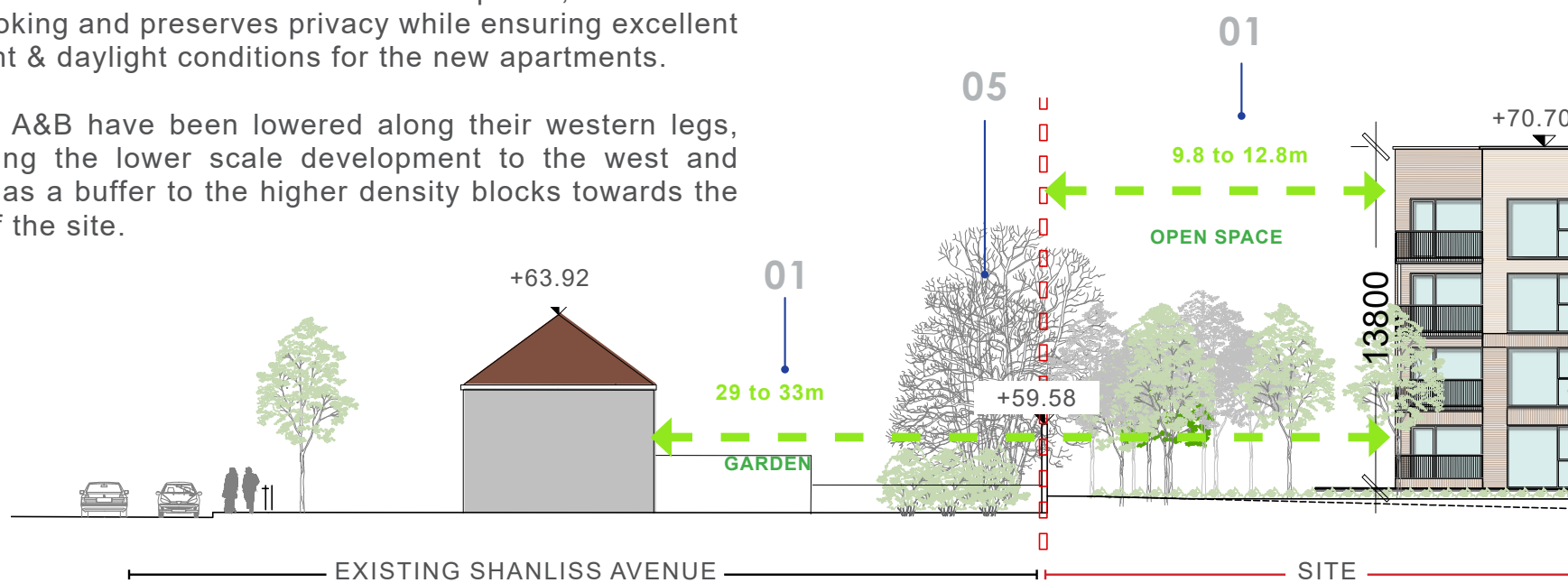
WESTERN BOUNDARY CONDITION

The design team have taken great care in ensuring that the residential amenities of the neighbouring houses will not be negatively impacted by the proposal.

- 01 The distance between existing houses and gardens and the proposed new buildings has been increased to a minimum of 29m, which gives a considerable distance between buildings, preserving privacy and limiting overshadowing.
- 02 All windows facing west toward the boundary are limited to high level windows in bedroom spaces, this limits overlooking and preserves privacy while ensuring excellent sunlight & daylight conditions for the new apartments.
- 03 Blocks A&B have been lowered along their western legs, reflecting the lower scale development to the west and acting as a buffer to the higher density blocks towards the east of the site.

- 04** Higher density blocks are concentrated toward the east of the site, toward less sensitive boundaries. The additional distance ensures that sunlight, daylight and privacy is retained for the existing gardens along the western boundary.

- 05** The western boundary will be extensively planted, reflecting the mature trees in existence outside of the site along this boundary. Care will be taken to ensure existing trees will be protected during construction.



Proposed South Elevation | not to scale



04 PROPOSED DESIGN

04 PROPOSED DESIGN

URBAN DESIGN CRITERIA

Urban Design Manual - A Best Practice Guide (2009)

1 - CONTEXT

How does the development respond to its surroundings?



DESIGN RESPONSE

Careful consideration was given to the arrangement of the buildings on site, both in response to the neighbouring homes at Shanliss Avenue and proposed and newly completed developments to the north. We have also endeavoured to ensure a strong link to the Omni Shopping Centre to the south.

A Public Plaza is proposed to the south east of the site, leading users into the proposed development and creating a network of open spaces through the neighbourhood. This will tie in to pedestrian connections to the Swords Road and future connections to the north to ensure that the scheme forms part of a truly integrated district centre.

Block A & B are stepped down to the west and orientated to minimize overlooking to existing homes along Shanliss Avenue. Enlarged green boundaries to the west ensure a good level of privacy will be maintained.

The height of apartment blocks has been carefully balanced with extensive green spaces and proposed planting throughout the scheme, giving a generous sense of space

Massing of units has been reduced and further broken down through articulation of the façades adjusting the scale of the larger blocks to sit comfortably within the changing scale of the Santry area.

The creation of a central taller element provides a focal point for the scheme and will draw passers by from the Swords Road into the Public Plaza and Omni district centre.

This section of the Design Statement demonstrates how the critical 12 principles of quality Urban Design have been incorporated throughout the proposed development at the proposed site, to the North West of Omni Shopping Centre.

2 - CONNECTIONS

How well is the new neighbourhood/site connected?



DESIGN RESPONSE

The development is designed to form part of a unified community within the overall Santry area and to seamlessly integrate with the existing district centre.

A flexible community space measuring 195.3 sqm has been provided at the ground floor of Block D and will enable strong community connections. A Public Plaza of 2,028 sqm has been proposed to the south east, which will form an outdoor hub for community activities.

The main vehicular entrance of the scheme is provided through the existing Omni Shopping Centre entrance roadway. A new dedicated entrance will be provided from the roundabout at the western end. Access to the northern section of the Omni car park has been adjusted to suit, with an additional exit from the roundabout. The Fire Service and public services will also have emergency and maintenance access via the northern private roadway.

Pedestrian and cycle links to Swords Road to the east will be upgraded and improved. 2 no. shared surface routes are proposed one of which will tie in with the approved entrance plaza at Omni Living creating a clear pedestrian flow into and onwards around the district centre.

Future possible connections have been provided for along the northern boundary, should the neighbouring lands at Santry Hall be developed in the future.

In a greater Dublin and National context, the site is very well connected, sitting close to the M1, M50 and Dublin Airport. A Quality Bus Corridor runs along Swords Road enabling good access to the city centre and airport.

3 - INCLUSIVITY

How easily can people use and access the development?



DESIGN RESPONSE

We have considered access and ease of movement for people with additional needs from the outset, ensuring that a diverse community will be able to enjoy the proposed development and the many facilities it provides.

A Public Plaza is proposed to the south east of the site, leading users into the proposed development and creating a network of open spaces through the neighbourhood. Landscaped spaces avoid physical and visual barriers with attractive boundary treatments and passive surveillance. All public areas have been designed with DMURS and Part M in mind enabling users with reduced mobility to move easily throughout the scheme.

Care has been taken to design entrances which will be well lit and clearly signposted. These entrances also provide sheltered spaces at the threshold ensuring suitability for a range of users.

All units have been designed to be suitable for a variety of users and to the higher Build to Sell standard. Apartment units are open plan in layout which is particularly wheelchair friendly, reducing difficult to navigate internal corridors.

The design includes appropriate accessible parking spaces, dipped kerbs, tactile paving and other landscape features which improve accessibility for a wide variety of users with impaired mobility.

A flexible community space has been provided addressing the Public Plaza at the ground floor of Block D. This is open to local groups and residents and will enable strong community connections.

04 PROPOSED DESIGN

URBAN DESIGN CRITERIA

4 - VARIETY

How does the development promote a good mix of activities?



DESIGN RESPONSE

The scheme has been designed with a wide variety of users in mind. While primarily residential, a range of amenities have been added to ensure an assortment of activities take place within the site. Both internal and external communal amenity spaces have been provided.

A variety of unit types will be available within the development, with 1, 2, 3 bed units and 1 studio in Block A. The overall Santry area provides many single family homes so it is considered that these apartment units will support a more varied community. All units have been designed to Build to Sell standards.

The ground floor uses ensure that the scheme will be open and active from morning to evening. These include a community space, a crèche with adjacent outdoor play area and two retail / restaurant units.

An additional internal amenity area measuring c. 604.9 sqm has been created at the ground floor of Block B, providing gym, lounge, workspace & games area for use of residents. Again this provides for a variety of activities throughout the day and evening.

Externally, a variety of landscaped areas have been designed to provide for a range of experiences. These include the new Public Plaza to the south east of the site, a designated children's playground to the west of the site, an older play area to the north west of the site and carefully landscaped courtyards allowing for future permeability through the site from south to north.

The design promotes further use of the wide variety of existing uses already provided for within the existing district centre including retail, leisure, medical and community uses.

5 - EFFICIENCY

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



DESIGN RESPONSE

The proposed development aims to make efficient use of the resources available including land, infrastructure environment and facilities.

Having taken into account the existing and proposed scale and massing of the area, we have proposed a range of blocks from 4 to 12 storeys in height. The proposed development achieves a density of 295 units/Ha.

Outdoor communal amenity spaces have been woven throughout the scheme to ensure that all spaces benefit from passive surveillance and that use can be made of all available open space.

The scheme will benefit from and support the numerous amenities already in existence at Omni Shopping Centre, including a medical centre, pharmacies, multiple food retailers and numerous leisure offerings. The proposed retail and community uses at ground floor aim to support and complement this offer rather than detract from the existing facilities.

Additional internal amenity space has been created to ensure that additional facilities are available to residents regardless of the weather.

All homes have been designed in accordance with the Sustainable Urban Housing guidelines and many units have bay windows to make best use of views, sunlight and daylight. Sprinklered apartments allow for open plan layouts, making best use of space and avoiding dark enclosed corridors within units.

6 - DISTINCTIVENESS

How do the proposals create a sense of place?



DESIGN RESPONSE

The design intent from the outset of the project has been to create a sense of place and space. We aim to create a high quality, mid to high density development with well-defined landscaped communal amenity areas and public open spaces.

The consistent use of materials throughout the scheme, and the inclusion of simple brick detailing at the lower levels will tie the overall scheme together, while each block is unique and identifiable. Awnings incorporating signage over entrance cores will make navigation through the scheme easy and create a real sense of threshold for residents.

Block C, centrally located will help to create a focal point and face for the development. The southern facade of Block D has also been designed to interact positively with the public plaza, with generous balconies overlooking the space.

A detailed and carefully thought out landscape plan has been prepared by Murray & Associates. Through quality paving, planting and a legible progression through the scheme, the landscape will create a distinctive environment.

The creation of a Public Plaza to the south east corner of the site, surrounded by retail and community uses will ensure an active and pleasant social hub for the entire Santry community and will reinforce the District Centre as part of the character of the Omni area.

04 PROPOSED DESIGN

URBAN DESIGN CRITERIA

7 - LAYOUT

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



DESIGN RESPONSE

The site has been laid out with pedestrian movement as a priority, with car movements eliminated from within the site area as far as possible through the provision of a basement car park.

A new shared surface pedestrian and cycle spine will link the proposed public plaza and the entrance plaza of Omni Living, creating a safe and legible route for pedestrians and cyclists from Swords Road to the scheme. An upgraded pedestrian & cycle link will be provided to the south through the primary access route for Omni Shopping Centre

A strong emphasis has been placed on creating pleasant green courtyards between the proposed residential blocks. All residential cores are accessed from these courtyards, ensuring that they will be used both night & day.

A lighting scheme will ensure that they remain safe and pleasant in the evenings. These courtyard spaces will benefit from extensive passive surveillance from overlooking units.

All new street spaces have been designed with the needs of all users in mind and the principles of DMURS have been taken into consideration throughout. Where possible gentle slopes have been incorporated into the landscaping proposals to create a seamless pedestrian movement across the site. A limited number of steps have ensured that key connections to existing retail at Lidl and to the IMC cinema are maintained

8 - PUBLIC REALM

How safe, secure and enjoyable are the public areas?



DESIGN RESPONSE

The communal open spaces will benefit from passive surveillance from apartments within the scheme. Additionally, the proposed landscaping will foster safe and secure outdoor spaces within the proposed development. A lighting & CCTV scheme will ensure that this sense of security will be maintained throughout the evening.

In addition the scheme will benefit from the 24/7 static security presence within the wider Omni District Centre.

The community space, crèche and retail units have been located at the public plaza to ensure that there is a sense of activity and security throughout the day. Likewise, the resident's amenity space has been placed at a convenient ground floor location to ensure that it is well used and monitored.

The main entrances to the blocks have been grouped around the courtyards and entrances have been carefully designed to ensure that residents & guests have shelter and light as they enter and leave their homes.

9 - ADAPTABILITY

How will the buildings cope with change?



DESIGN RESPONSE

The development has considered changing needs in every aspect of the design.

The proposed mix of unit types has evolved as a response to the local demographic profile and the market where there are currently a wide variety of large family homes. We therefore aim to provide mostly 1 and 2 bedroom homes for smaller families, couples and individuals. This will allow local residents to stay within the community of Santry at any stage of life. Many 1 and 2 bedroom units can accommodate future interconnections should residents wish to purchase a neighbouring apartment to meet with their personal requirements.

All of the proposed apartments meet or exceed the minimum standards for Build to Sell as set out in the Sustainable Urban Housing: Design Standards for New Apartments 2018. A full schedule of areas is submitted as part of the Housing Quality Assessment accompanying this application.

All apartment blocks provide lift access, ensuring easy access for those with impaired mobility and parents with small children. Bulky storage has been provided within units for buggys and wheelchairs.

Open plan apartments, as allowed in sprinklered buildings, allow for interior layouts which eliminate dark narrow corridors at the entrances and create an easy flow through the home for people with additional mobility needs, including turning circles at or close to entrances and easily adaptable kitchens, living rooms and bedrooms.

04 PROPOSED DESIGN URBAN DESIGN CRITERIA

10 - PRIVACY AND AMENITY

How do the buildings provide a high quality amenity?



DESIGN RESPONSE

Each dwelling is provided with an area of usable private open space which meets or exceeds the Development Plan standards. For apartments this is generally a private balcony space, while some ground floor units have terrace spaces with a planted buffer

Additionally, we have ensured that a variety of quality communal open space benefits from a variety of views and settings, with spaces receiving morning or evening sunlight. All spaces will be passively monitored. 2 large play spaces have been incorporated into courtyards to the west.

The distance between blocks is generally 22m or more, ensuring that privacy is maintained between blocks and overlooking is minimised.

Internal Amenity space, measuring c. 604.9 sqm has been provided on the ground floor of Block B, providing gym, lounge work and games space for residents.

External Communal Amenity has been provided at a quantum far in excess of the minimum requirements and this is arranged over three courtyards.

Playgrounds for both young children and older children have been provided in easily monitored locations.

11 - PARKING

How will parking be secure and attractive?



DESIGN RESPONSE

226 no. car parking spaces will be associated with the scheme - these are broken down into a number of locations and categories in response to expected needs and uses.

213 no. residents parking spaces will be provided in a secure basement car park, accessed via dedicated ramp from the main Omni Shopping Centre access roadway. This will be controlled by an electronic gate/barrier system. Included in this figure is 11 no. accessible spaces along with 22 no. electric charging spaces. Separately 7 no. motorcycle spaces will also be provided in the basement for residents use.

13 no. spaces on the surface are directly associated with the proposed scheme - 7no. crèche drop off spaces and 6 no. car share spaces. These will ensure easy access for those accessing the scheme as well as availability of car sharing to the wider community.

Revised surface car parking plans will result in the loss of 104 no. car parking spaces associated with Omni Shopping Centre. All existing accessible spaces will be relocated within the redesigned surface car park.

Sustainable modes of transport, such as cycling and walking are promoted within the proposed development with a Quality Bus Corridor and Bus Connects spine A2 & A4 along Swords Road to the East.

768 no. bicycle spaces have been provided, in a mix of 504 no. secure basement spaces accessed through a dedicated bicycle lane, and 264 no. surface spaces dispersed throughout the development.

12 - DETAILED DESIGN

How well thought through is the building and landscape design?



DESIGN RESPONSE

The design team have worked collaboratively to provide a fully detailed design approach for the development. We have responded carefully to Pre-Planning discussions with Dublin County Council.

The initial scheme has been reduced in both height, scale, massing and density following these consultations, creating a proposal that is in keeping with the emerging neighbourhood context.

A detailed landscape proposal has been prepared by Murray Associates that will ensure a robust and welcoming environment for both residents and the greater community. This scheme pays particular attention to an active and refined Public Plaza.

Block & unit layouts have been refined to maximise sunlight & daylight and views through articulation of the façade. Materiality has been selected to reflect the character of the area, while the dynamic forms ensure a distinctive character to the proposed development.

All infrastructural and servicing requirements have been taken into account and incorporated into the design proposals.

We believe that these design proposals form a coherent and considered design response to the site and ensure that future residents will enjoy an excellent quality of life in surroundings of outstanding quality.



ARTISTS IMPRESSION OF PROPOSED DEVELOPMENT

by Sdesign Illustration



04 PROPOSED DESIGN GROUND FLOOR PLAN



04 PROPOSED DESIGN FIRST FLOOR PLAN



04 PROPOSED DESIGN SECOND FLOOR PLAN



04 PROPOSED DESIGN THIRD FLOOR PLAN



04 PROPOSED DESIGN FOURTH FLOOR PLAN



04 PROPOSED DESIGN FIFTH FLOOR PLAN



04 PROPOSED DESIGN SIXTH FLOOR PLAN



04 PROPOSED DESIGN SEVENTH FLOOR PLAN

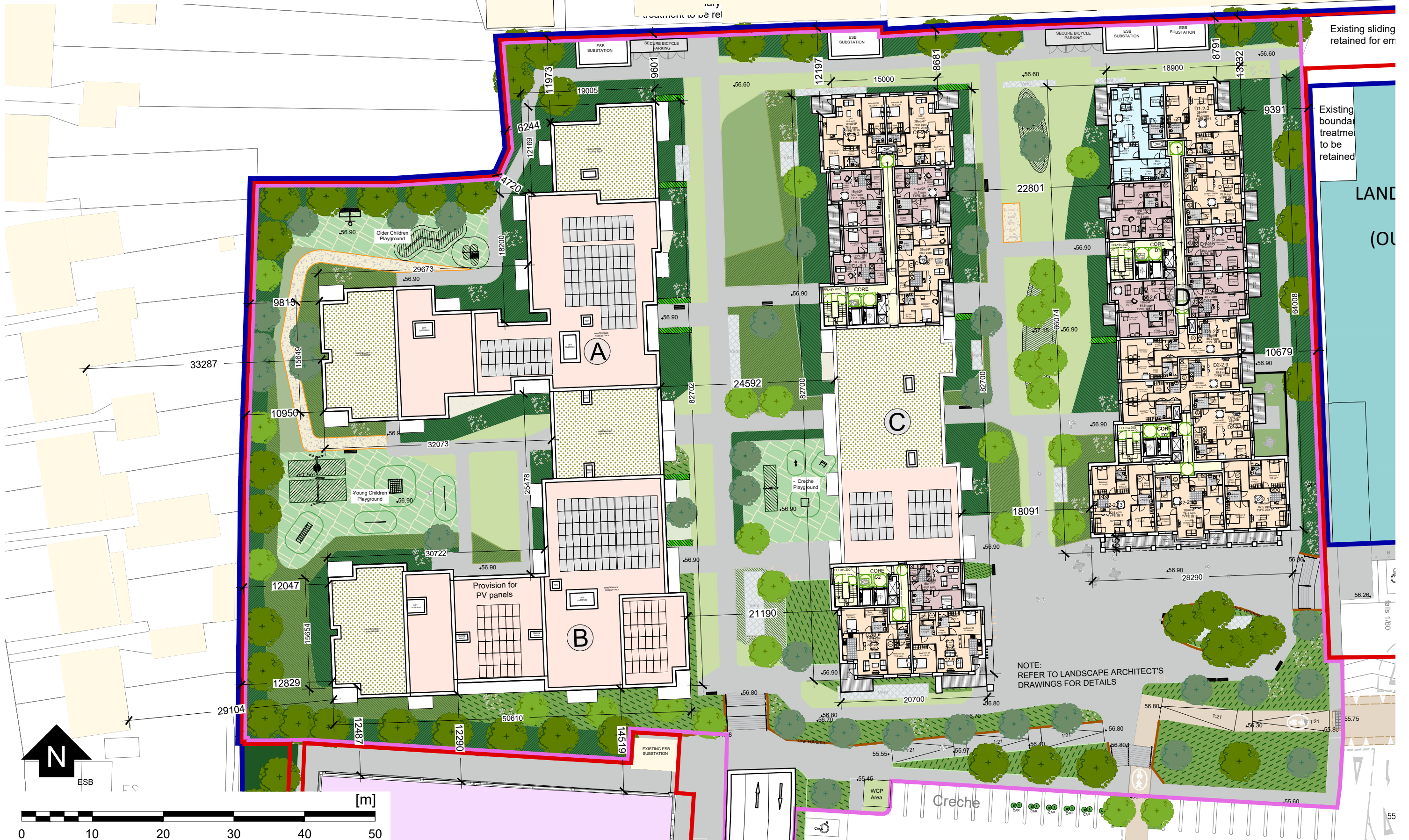


04 PROPOSED DESIGN

EIGHTH FLOOR PLAN



04 PROPOSED DESIGN NINTH FLOOR PLAN



04 PROPOSED DESIGN TENTH FLOOR PLAN



04 PROPOSED DESIGN ELEVENTH FLOOR PLAN



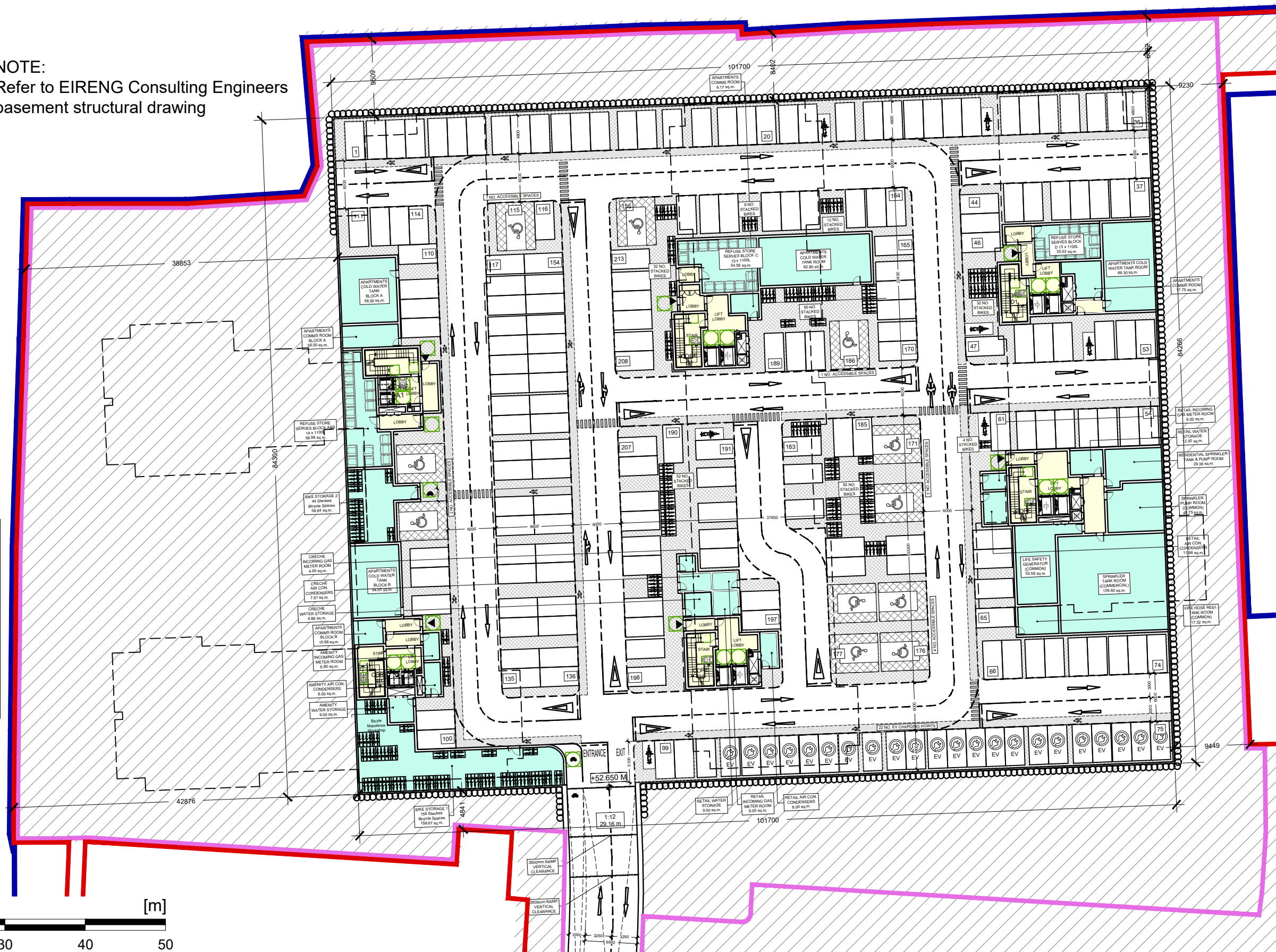
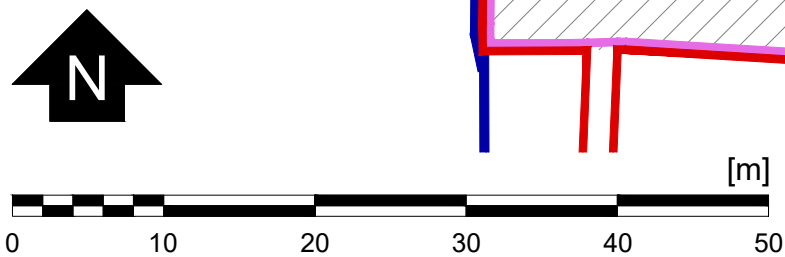
04 PROPOSED DESIGN ROOF PLAN



04 PROPOSED DESIGN BASEMENT PLAN

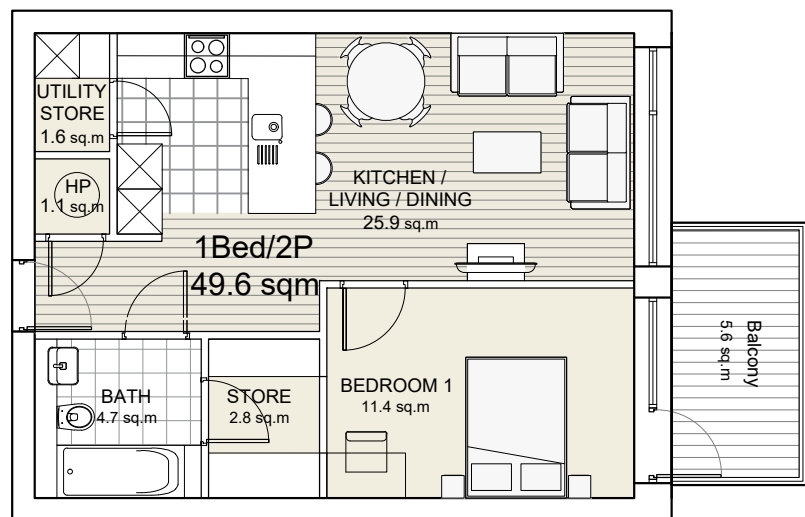
NOTE:
Refer to EIRENG Consulting Engineers
basement structural drawing

7 NO. MOTORBIKES
SPACES
504 NO. BIKES SPACES
213 NO. CAR SPACES incl.:
11 NO. ACCESSIBLE
SPACES
22 NO. EV CHARGING
POINTS

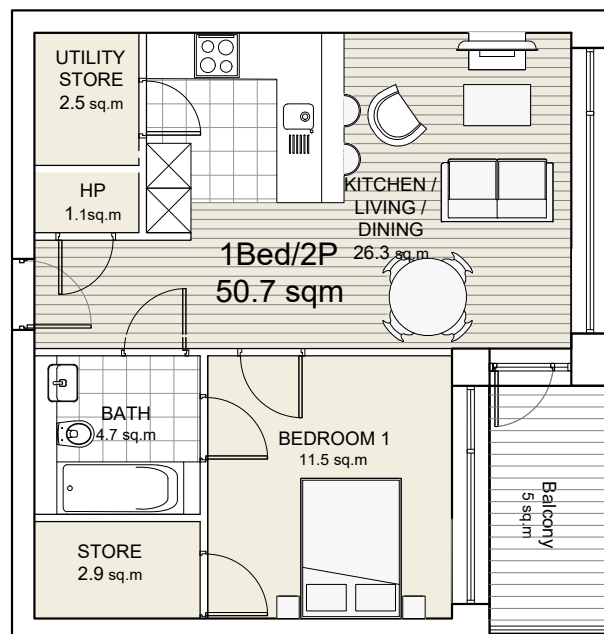


04 UNIT TYPES

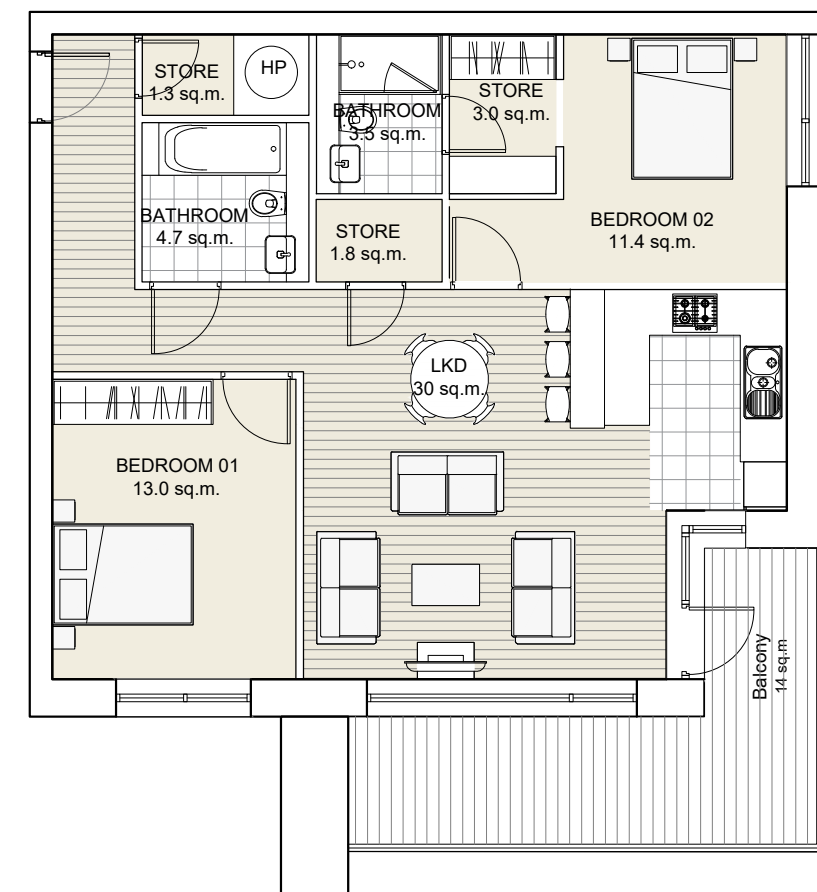
TYPICAL APARTMENT TYPES



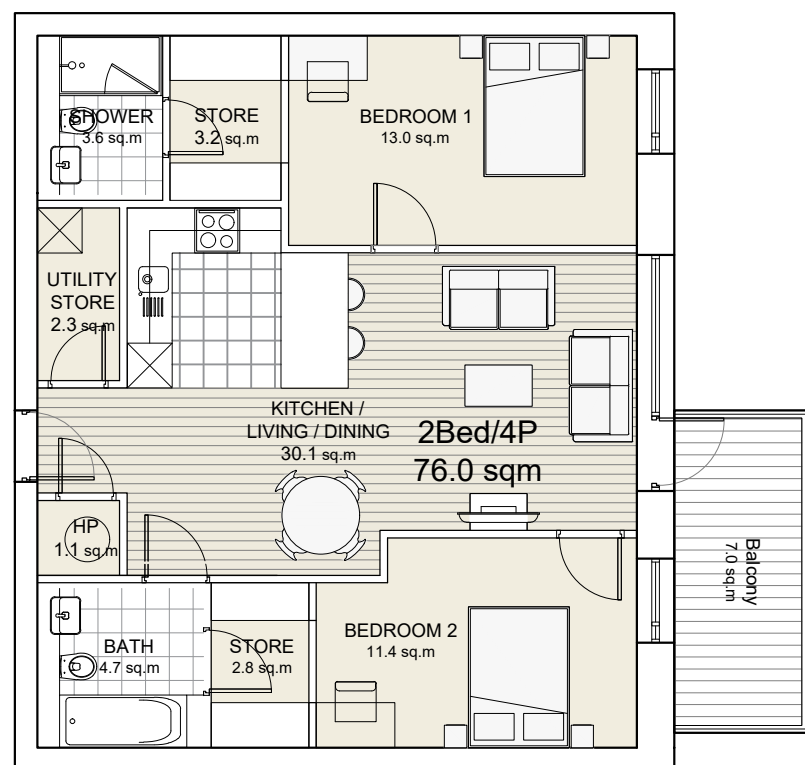
1 BED TYPICAL APARTMENT LAYOUT
(SPRINKLERED)
49.6SQM



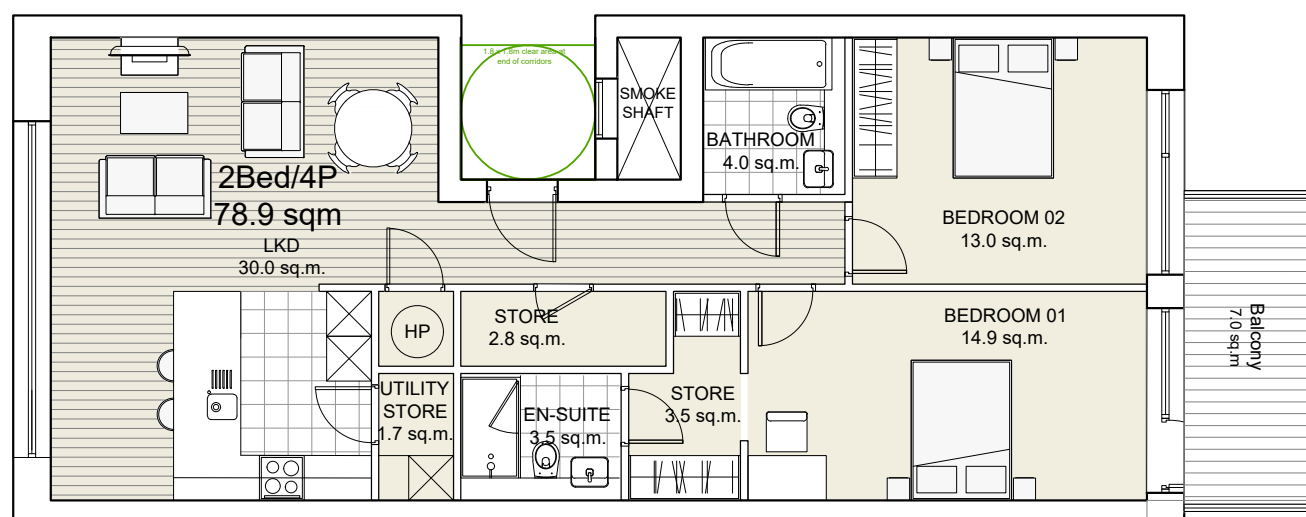
1 BED ENHANCED APARTMENT LAYOUT
(SPRINKLERED)
50.7 SQM



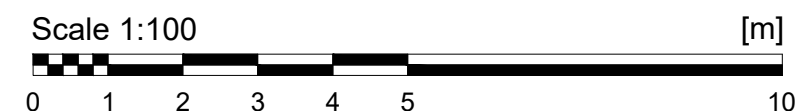
2 BED CORNER APARTMENT
LAYOUT (SPRINKLERED)
80.6 SQM



2 BED TYPICAL APARTMENT LAYOUT
(SPRINKLERED)
76 SQM



2 BED THROUGH TYPE APARTMENT LAYOUT
(SPRINKLERED)
78.9 SQM



04 PROPOSED DESIGN DUAL ASPECT UNITS



LEGEND

Dual Aspect

Single Aspect

Enhanced Single Aspect

* Enhanced Single Aspect Units are single aspect apartments with additional design features to improve Sunlight & Daylight

Typical Floor Plan showing the Orientation of standard units

From the outset the design team placed a high importance on maximising the number of dual aspect apartments in the scheme.

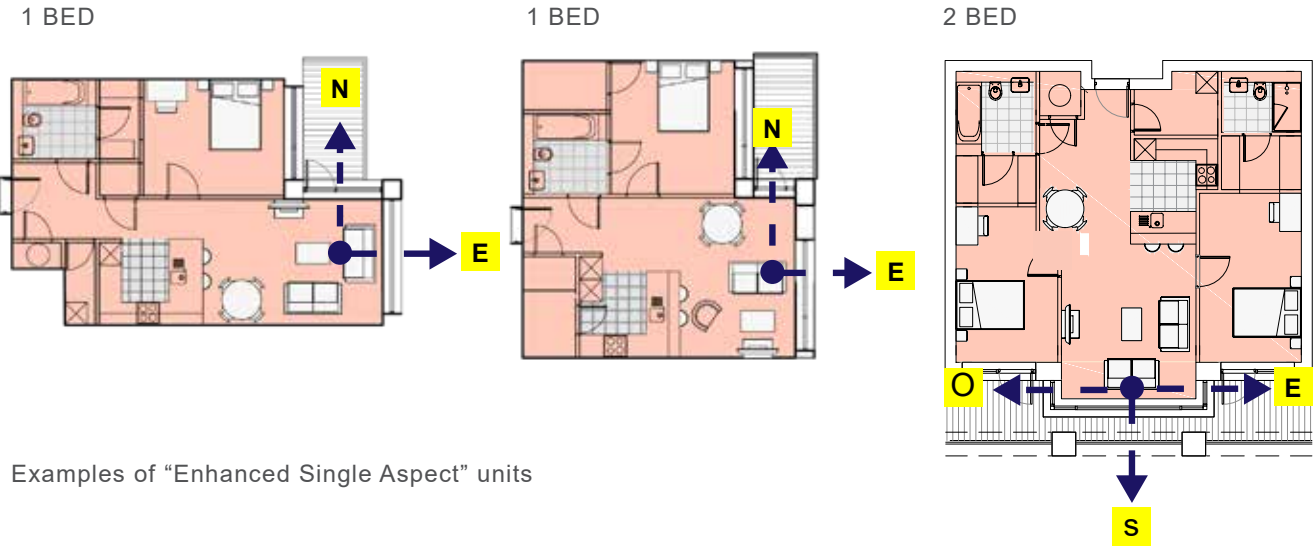
Measures to improve the number of dual aspects such as increasing the number of cores have been incorporated into the design. Care has also been taken to ensure that there are no Single aspect North facing units.

Where possible, units that would ordinarily have been considered single aspect have been improved with a projecting bay window that will capture light and views from multiple aspects. We refer to this as an “Enhanced Single Aspect” apartment.

The proposed scheme achieves c. 46% True Dual Aspect or Triple Aspect apartments, coloured yellow on the diagram to the left. This figure does not include “Enhanced Single Aspect” apartments.

When “Enhanced Single Aspect” apartments are taken into account the scheme achieves 67% Dual Aspect, Triple Aspect or “Enhanced Single Aspect” units.

A breakdown of the aspect classification of each apartment is contained within the Housing Quality Assessment which accompanies this submission, as well as in the Sunlight and Daylight Assessment carried out by 3D Design Bureau.



Examples of “Enhanced Single Aspect” units

04 PROPOSED DESIGN DAYLIGHT COMPENSATORY MEASURES

A careful study has been carried out in relation to Sunlight & Daylight levels including the impact on neighbouring properties and the future experience within the scheme.

Refer to the comprehensive report produced by 3D Design Bureau for in depth analysis.

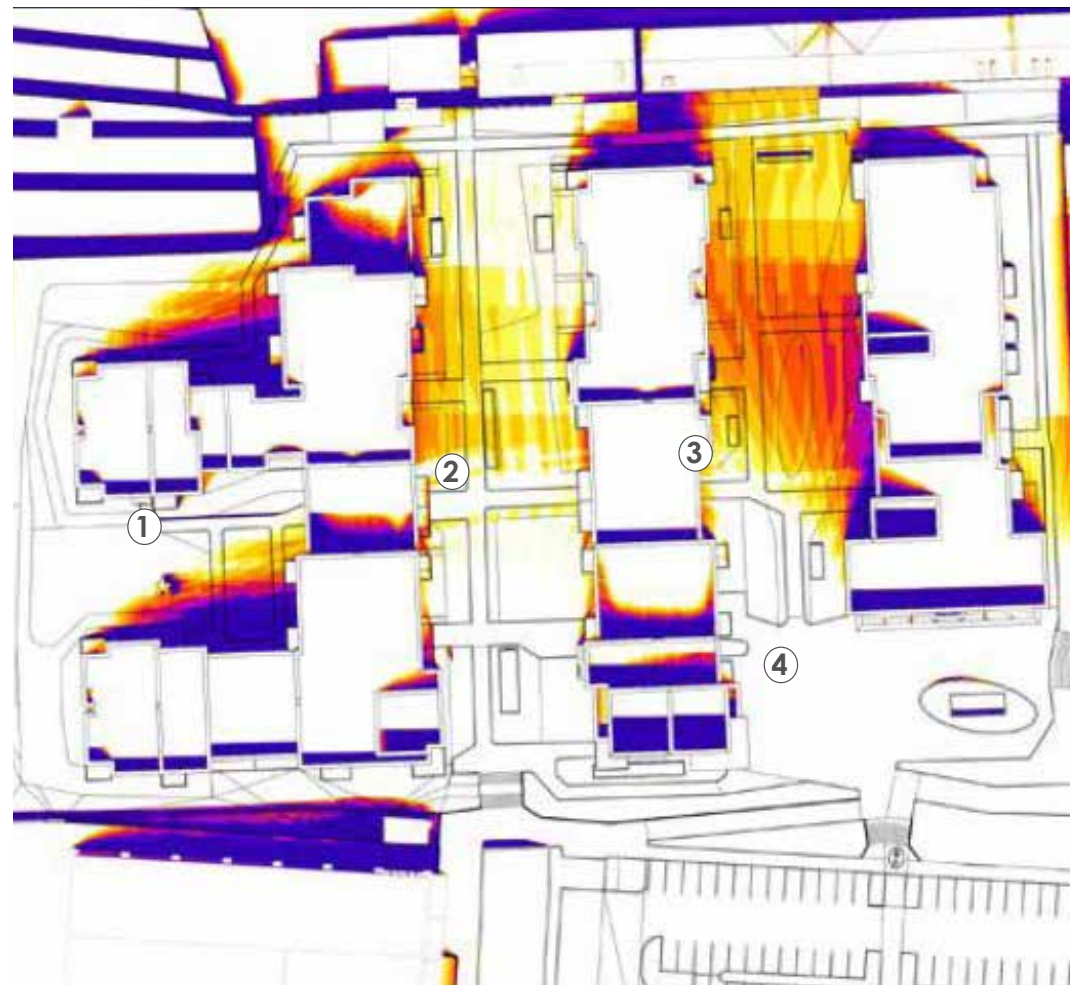
INTERNAL UNIT DESIGN

In general the scheme has been designed to maximise natural sunlight and daylight in every unit and public space. Of the 1194 rooms assessed for daylight, 1170 (98%) reached or exceeded the minimum recommended standard for Spatial Daylight Autonomy (SDA). However in some limited cases individual spaces fall marginally below the BRE standard, particularly units on lower levels where overhead balconies have a greater impact. This section sets out compensatory measures to balance the experience of the user within the scheme.

Firstly all units have been adjusted to ensure that the areas most dependent on natural sunlight and daylight, namely living rooms, dining spaces, kitchens and bedrooms are located to the front of the unit with storage and bathroom spaces arranged to the rear of the unit, in naturally darker areas. Materials have been specified to maximise the reflectance of light throughout the proposals.

Every unit benefits from a private balcony or terrace. Where possible this has been placed adjacent to the main living room ensuring that all residents can benefit from this amenity equally. Where the balcony is overly detrimental to the natural daylighting of the units we have adjusted the position to safeguard a high level of sunlight and daylight.

A quadruple facing and generously glazed Resident Amenity space has been provided on the ground floor of Block B, addressing both Courtyard 1 & 2. This will enable residents to benefit from bright sunlit space throughout the day. This



Extract of 3DDB Daylight and Sunlight Assessment | not to scale

is again in excess of requirements, as all units are built to the higher Build to Sell space standards.

EXTERNAL AMENITY AREAS

All communal outdoor amenity spaces as well as the Public Plaza have been assessed with regard to sunlight and daylight.

The Public Plaza will be a sunny and vibrant south facing space available to residents and the local community equally. The play spaces in Courtyard 1 and the central linking space in Courtyard 2 also perform extremely well with regard to sunlight and daylight and will provide even further compensation to units falling marginally below the desired standard.

A total of 2802 sqm of outdoor communal amenity is required by the housing guidelines, which is fulfilled largely by Courtyards 1, 2 & 3 which measure 3552 sqm combined. Courtyard 3 is mostly in excess to requirements and as it is located further to the north benefits from lower levels of Sunlight & Daylight, it should therefore be noted that the main benefit of Courtyard 3 is a green outlook and buffering of public and private spaces within the scheme.

When considered as a whole, and taking into account the scale and density of the proposals, the development is overwhelmingly in compliance with BRE Sunlight & Daylight standards, and where it falls short users will benefit from plentiful compensatory measures to ameliorate their experience.



04 PROPOSED DESIGN EXTERNAL COMMUNAL AMENITY AREAS



Playground, Courtyards and Plaza
Reference images



Site Plan

In addition to the abundant courtyard spaces, a 2028 sqm Public Plaza and a 210 sqm Crèche play space are provided. The Public Plaza is seen as being a destination attracting pedestrians into the District Centre from Swords Rd. The space will be activated by restaurant / retail and community spaces and will be flexible to enable active use as, for example, a farmers market or similar.

Courtyard 1 is envisaged as an active area around Blocks A & B, with kick about space to the north of Block A and a children's playground between the Blocks. Courtyard 2 is envisaged as a bright and sunny planted space which will tie in to future pedestrian & cycle connections to the north. Courtyard 3 is an active cosmopolitan space which ties into the proposed Plaza at the southern end.



Proposed Courtyards 1, 2 & 3 CGIs

04

PROPOSED DESIGN

EXTERNAL COMMUNAL AMENITY AREAS - ILLUSTRATIVE SECTION



PRIVACY & AMENITY

The typical cross section clearly demonstrates our approach to creating a gradation of public and private outdoor amenity. A planted privacy strip allows residents to enjoy the Private amenity space of their own terrace or balcony while enjoying a green outlook.

Users of the active Communal Amenity space benefit equally from the enhanced green boundaries.

Typically the privacy strip measures 2.5m to each side of a 2m circulation route and 10m wide area of grass and light planting.

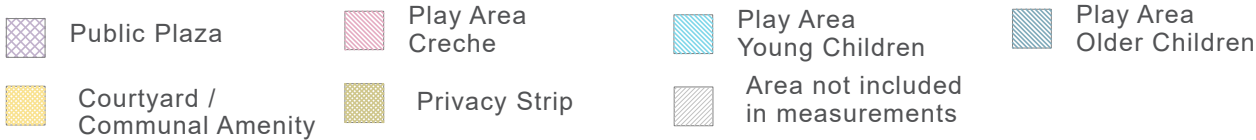
04

PROPOSED DESIGN

EXTERNAL COMMUNAL AMENITY AREAS - QUALITATIVE ANALYSIS



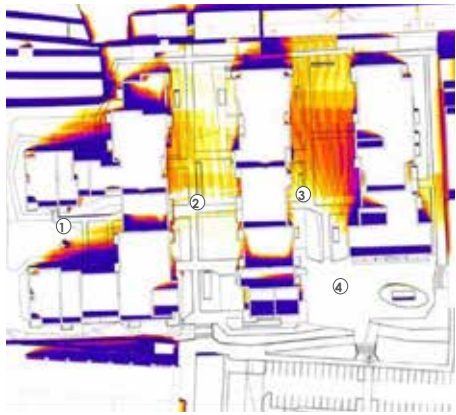
Proposed Courtyards 1, 2 & 3 CGIs



SUNLIGHT & DAYLIGHT

All communal outdoor amenity spaces as well as the Public Plaza have been assessed with regard to sunlight and daylight.

The Public Plaza will be extremely well lit throughout the day. Courtyard 1 & 2 perform well while Courtyard 3 performs less well as it is located further north into the site. 2,802 sqm of outdoor communal amenity is required by the housing guidelines, which is fulfilled largely by Courtyard 1 & 2 which measure 2,500 sqm combined. Courtyard 3 is mostly in excess to required standards.



TYPES OF COMMUNAL AMENITY SPACES

Courtyard 1 is envisaged as an active area around Blocks A & B, with an older childrens play space to the north of Block A and a young childrens play area within the sheltered courtyard, enjoying secure, sheltered space.

Courtyard 2 is envisaged as a bright and peaceful planted space. The area has been design with a single spine path on the western side which can tie into future pedestrian & cycle connections to the north. Green spaces have been maximised to the east of the courtyard. A 210 sqm enclosed play area for the creche adjoins this space.

Courtyard 3 also has a single spine route, maximising green space on the eastern side of the courtyard. Raised berms will allow for a more dynamic landscape in this area. We expect this space to be a more active and sociable area as it leads to the Public Plaza to the south. Planting creates a sense of separation between the Plaza and communal space.

The Public Plaza fulfills our Public Open Space requirement and is seen as being a destination attracting pedestrians into the District Centre from Swords Rd. The space will be activated by restaurant / retail and community spaces and will be flexible to enable active use as, for example, a farmers market or similar.

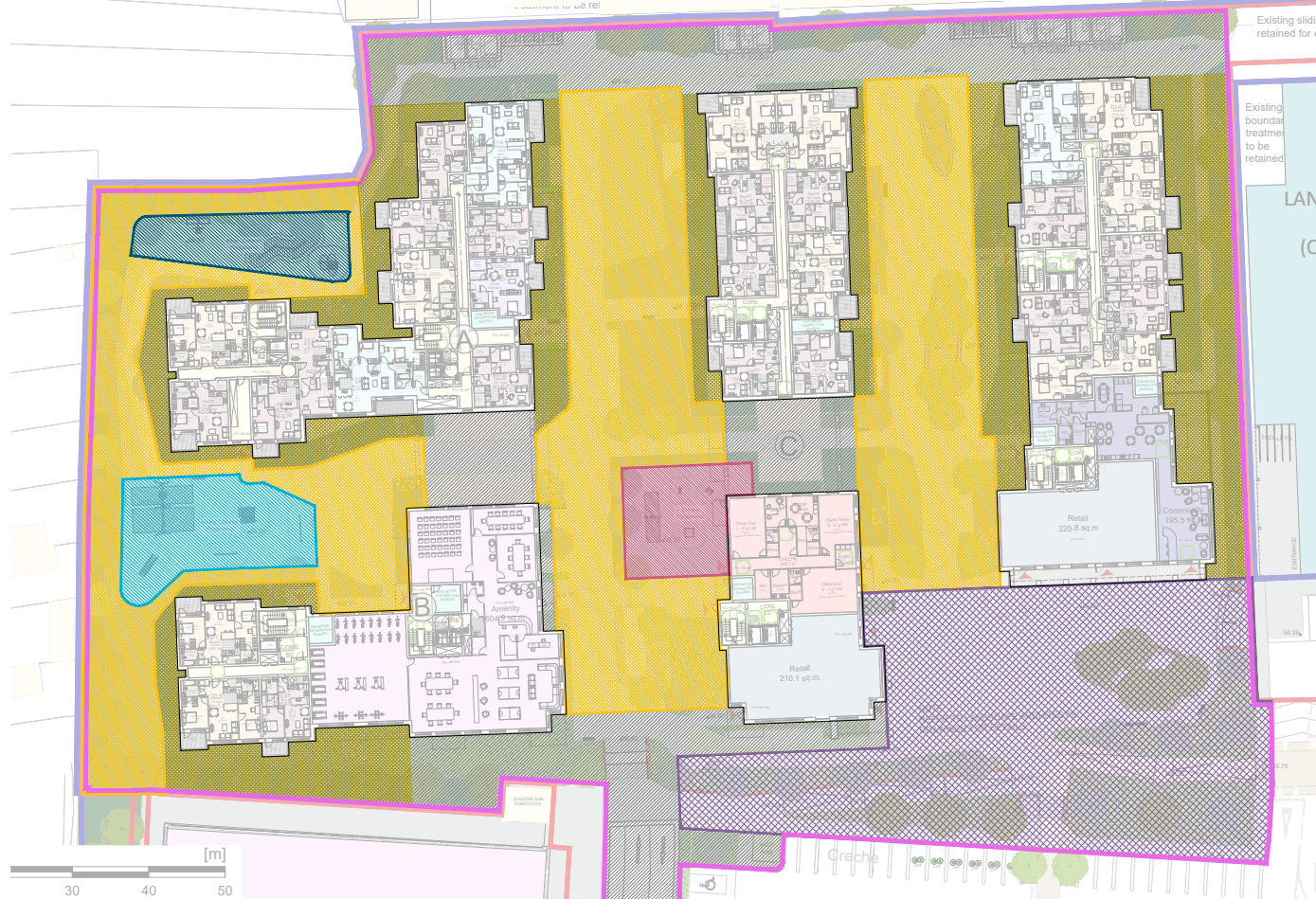
We believe that a suitable range of outdoor spaces, including age appropriate play spaces, have been provided, We believe that the quantum of space is appropriate and pays due regard to the scale of development. The proposed landscape scheme will ensure that residents and visitors will enjoy safe, sunlit and green open space.

04

PROPOSED DESIGN

EXTERNAL COMMUNAL AMENITY AREAS - QUANTITATIVE ANALYSIS

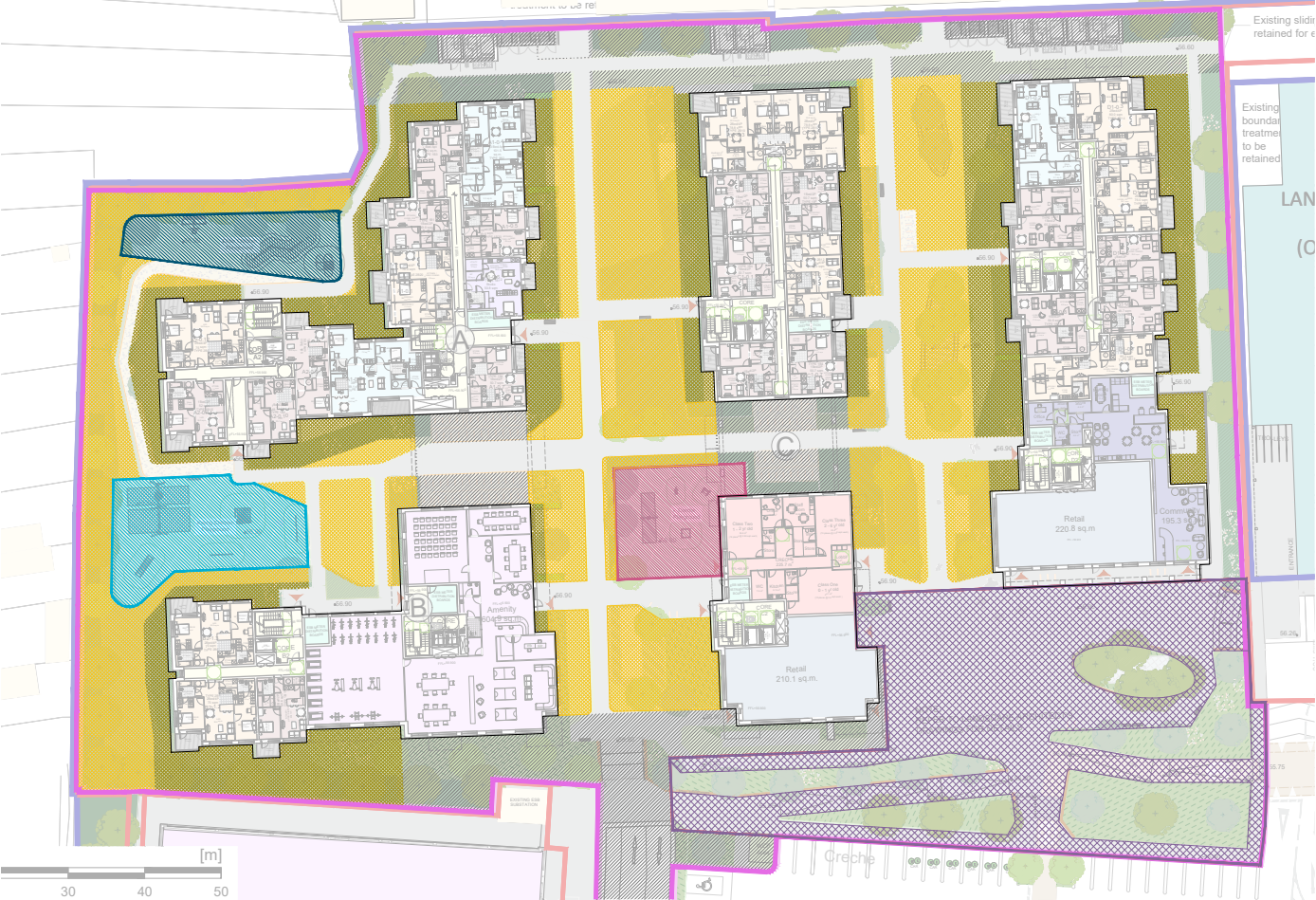
Indicative Site Plan of Amenity Measurement including circulation space



Public Plaza Play Area Creche Play Area Young Children Play Area Older Children Courtyard / Communal Amenity Privacy Strip (not included in measurement) Area not included in measurements

REQUIREMENT	Studio	1 Bed units	2 Beds units	3 Beds units
No Units Provided	1	221	211	24
Area Req per Unit Type	4	5	7	9
Total sqm Req by unit type	4	1105	1477	216
Total Required Communal Amenity	2802			
Playground (young children)	85-100			
Playground (older children)	200-400			
Creche Play Area (no min req for external space)	37 child spaces	Allowed for 5 sqm per child		185
Public Open Space	Development Site Area			15490
	10% Site Are Req			1549

Indicative Site Plan of Amenity Measurement excluding circulation space



Public Plaza Play Area Creche Play Area Young Children Play Area Older Children Courtyard / Communal Amenity Privacy Strip (not included in measurement) Area not included in measurements

PROVISION	Total Area	Excluding Circulation	% Green Space	Provision vs Requirement
Courtyard 1	1176	818	70%	127%
Courtyard 2	1362	962	71%	
Courtyard 3	1014	721	71%	
Total Provided Communal Amenity	3552	2501	70%	
Playground (young children)	312	312	100%	367%
Playground (older children)	205	205	100%	103%
Creche Play Area	210	210	100%	114%
Public Plaza	Total Area	Excluding Planters	% Paved Space	132%
	2039	1383	68%	

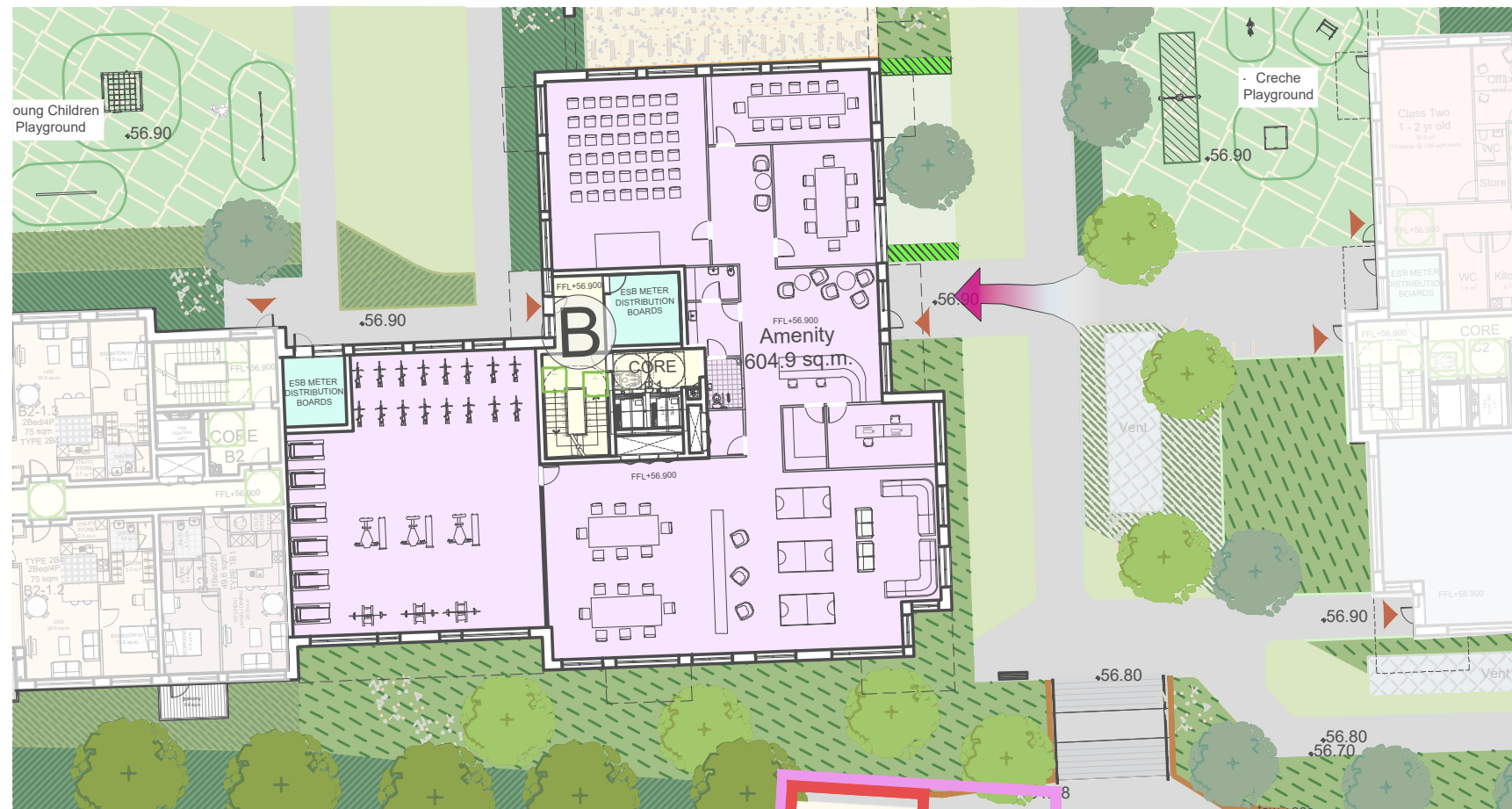
MEASUREMENT OF COMMUNAL AMENITY

When measuring the Communal Amenity Spaces we have only measured the yellow area indicated above. Excluded are Privacy Strips which have been excluded and Play Areas, which are counted separately. Creche and Public Plaza spaces are also measured separately.

As requested by ABP we have also indicated the quantum of communal amenity space excluding all paved circulation routes.

We strongly feel that paved circulation areas are intrinsic in ensuring that communal amenity is accessible to a wide variety of end users and as such should be included in the overall quantum considered for compliance.

04 PROPOSED DESIGN INTERNAL COMMUNAL AMENITY AREA



Proposed Internal Amenity Area | not to scale

Internal Communal Amenity is provided, over and above the requirements of the Sustainable Urban Housing Guidelines for Build to Sell apartments.

Located in the ground floor of Block B this space will activate the courtyards to both the East and West of the space and act as a focal point for residents both during the day and night.

The proposed Residents Amenity Space measure 604.9 sqm and will include a variety of spaces, to ensure that a broad range of needs are met.

Proposed uses include a reception and parcel store for missed deliveries. A gym and games area will be provided for recreational use. Residents lounge space will allow residents to relax in space outside of their own apartment, especially in groups, minimising disruption to neighbours. Bookable meeting rooms will provide space for leisure groups such as parents groups. Flexible workspace will allow residents to work from a space separate to their home, even when working from home.

We believe that the combination of uses will maintain activity and create an active heart to the Omni Plaza community.



Reception area



Shared Work Spaces



Residents Lounge



Games Area



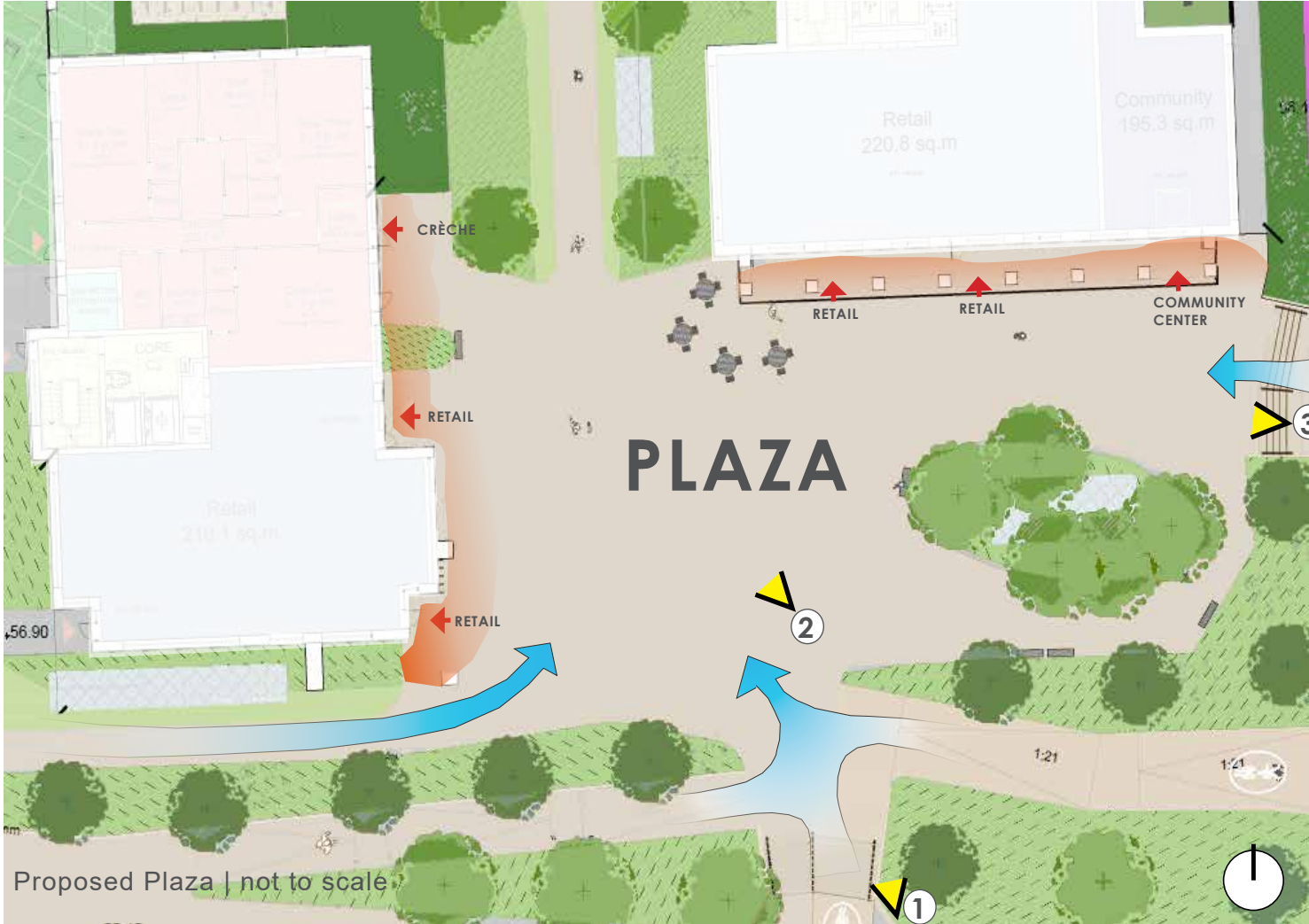
Gym

04

PROPOSED DESIGN
PUBLIC OPEN SPACE - PUBLIC PLAZA



Playground, Courtyards and Plaza
Reference images



Entrance Pedestrian links Active frontage CGI View Points

The proposed Public Plaza is intended to address and link the existing Omni District Centre, the permitted Omni Living scheme and the new residential proposal. The plaza forms a destination point to the newly created walkway which will also improve the pedestrian experience as they move from the Swords Road into Omni Park District Centre.

Desire lines across the site, from the existing retail to the new development have been accommodated, and additional links to Courtyard 2 and 3 will ensure that the scheme is permeable and accessible to the greater community.

The Plaza will be activated by retail units, a new community space and a crèche provided at the base of Blocks C & D.

There will be a variety of green landscaped areas within the Plaza, improving biodiversity and creating a green buffer to the existing northern parking areas, also improved with additional planting.

The space will be passively monitored by overlooking apartments ensuring a safe and peaceful environment for all.

The design will create a pleasant public gateway to the proposed Omni Plaza scheme.



Proposed Plaza CGIs

04 PROPOSED DESIGN COMMUNITY HUB SPACE



Proposed Community Area | not to scale



Conscious of the needs of the existing and future residents at Omni Plaza we have created a flexible community space on the ground floor of Block D.

A space measuring 195.3sqm will be provided with a high profile frontage, addressing the new public plaza and adjacent to the existing retail units to the east of the site. The space will be triple aspect with access to a small outdoor area.

We envisage this community facility as providing flexible space for adults and children which could accommodate parent and child groups, community organisations and pop-up community events as needed.

This space will ensure that Omni Plaza becomes integrated within the community and that members of the local community benefit from the new development.



Kid's Room



Multi-Purpose Rooms



Reception Area

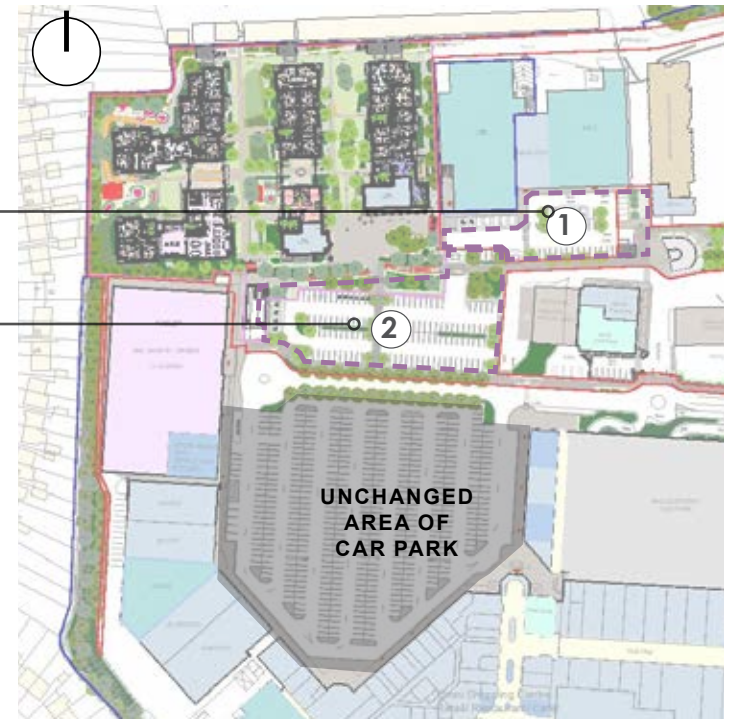


Meeting Room

04 PROPOSED DESIGN CHANGES TO SU



CHANGES TO SURFACE PARKING FACILITIES WITHIN RED LINE BOUNDARY	SURFACE CAR PARK	Existing	Proposed	Change
	Accessible	4	4	0
	Standard Spaces	218	114	-104
	Total Associated with Shopping Centre	222	118	-104
	Car Club Spaces	0	6	6
	Creche Drop Off	0	7	7
	Total Associated with Scheme	0	13	13
	Overall Total	222	131	-91



The proposed scheme includes a portion of the existing Omni Shopping Centre car park within the red line boundary. The areas within the red line have been limited to areas where works are proposed. In general the works are linked to improvements to access routes & landscaping.

In the most northern section of the car park, adjacent to Lidl & Marks & Spencer (numbered 1 above), the proposed entrance plaza and pedestrian route will result in the slight relocation of the existing substation to the north, a new raised table crossing linking the entrance plaza to the improved cycle & pedestrian route. Paving is extended to the east end of the car park and this results in the reduction in size of the car parking area and the relocation of 5 spaces.

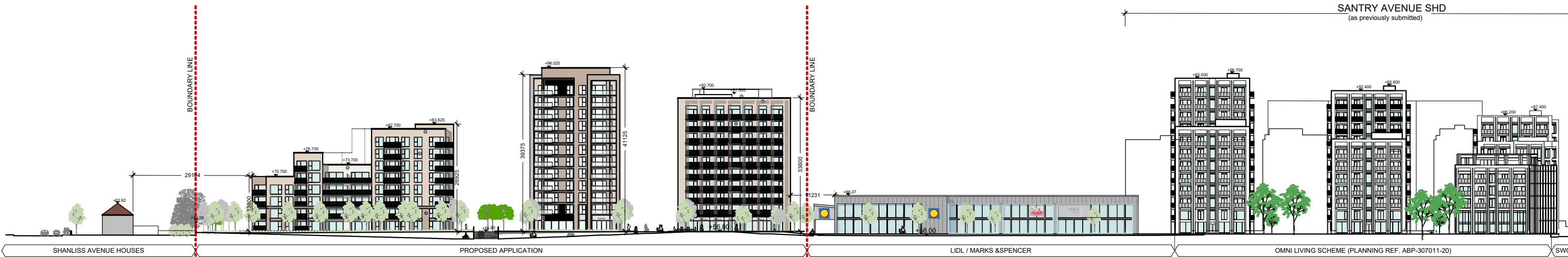
In the north western section of the existing car park (numbered 2 above), the position of the proposed basement entry ramp, and the proposed public plaza result in a reduction in car parking area. Further improvements to pedestrian access routes both north and south of this area, as well as a new segregated pedestrian route across this car park and improvements to the access for cars off of the roundabout require the overall redesign of the car parking layout. All accessible spaces will be retained while the number of parking spaces overall shall be reduced.

13 spaces are proposed to be associated with the new scheme (7 crèche drop off spaces and 6 go car spaces).

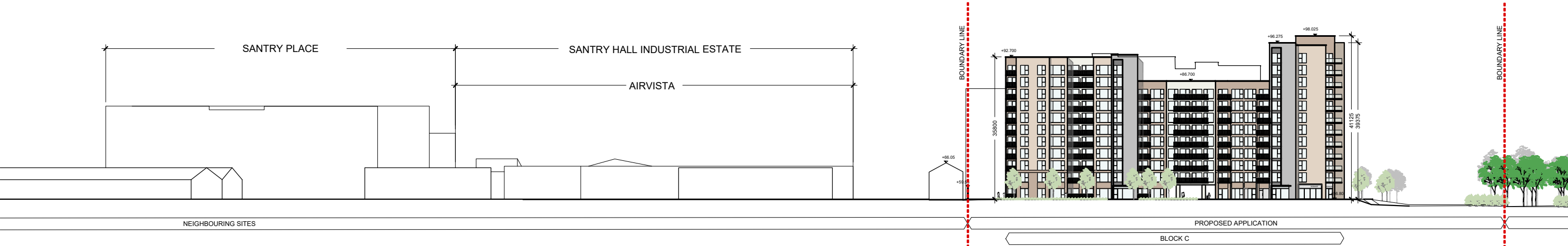
Overall the car parking associated with Omni Shopping Centre will fall by 104 spaces.

When you account for the additional 13 car spaces proposed as part of the scheme the loss in parking is 91 spaces.

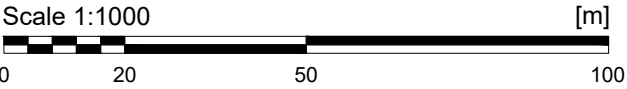
04 PROPOSED DESIGN CONTIGUOUS ELEVATIONS AND SECTIONS



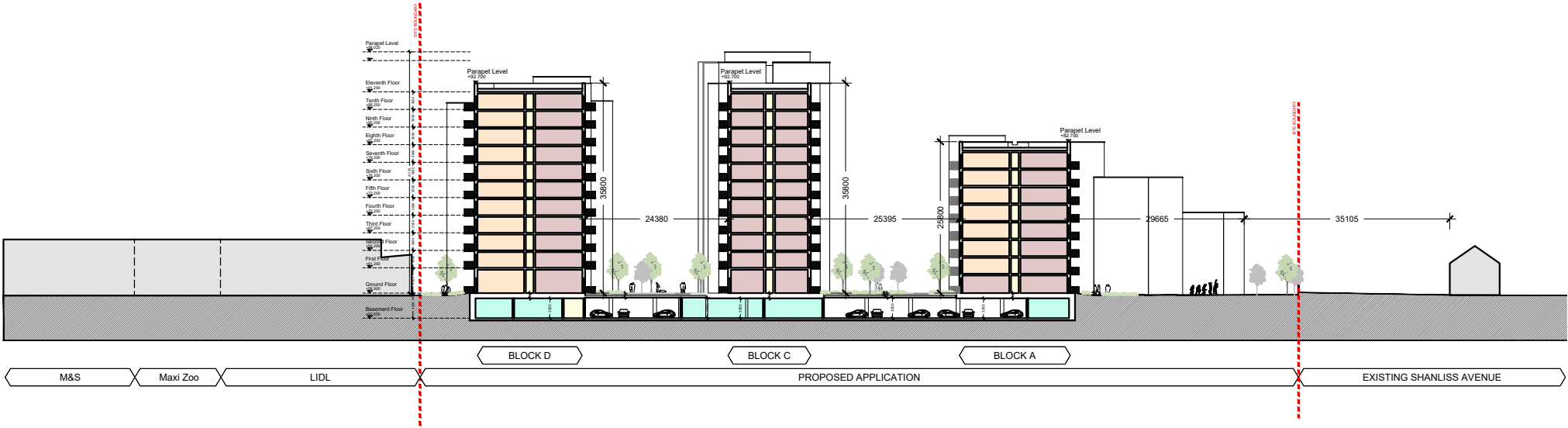
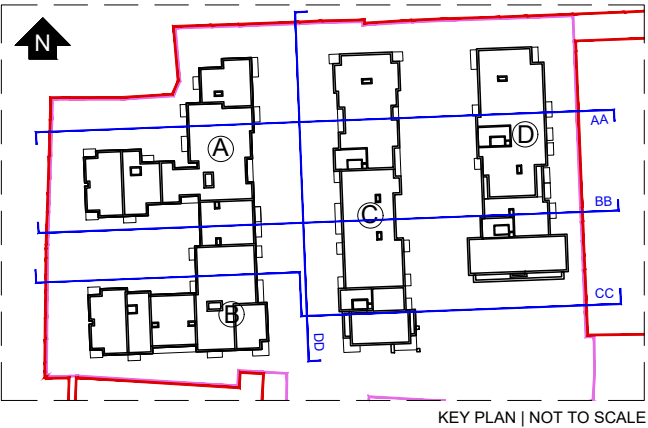
CONTIGUOUS SOUTH ELEVATION



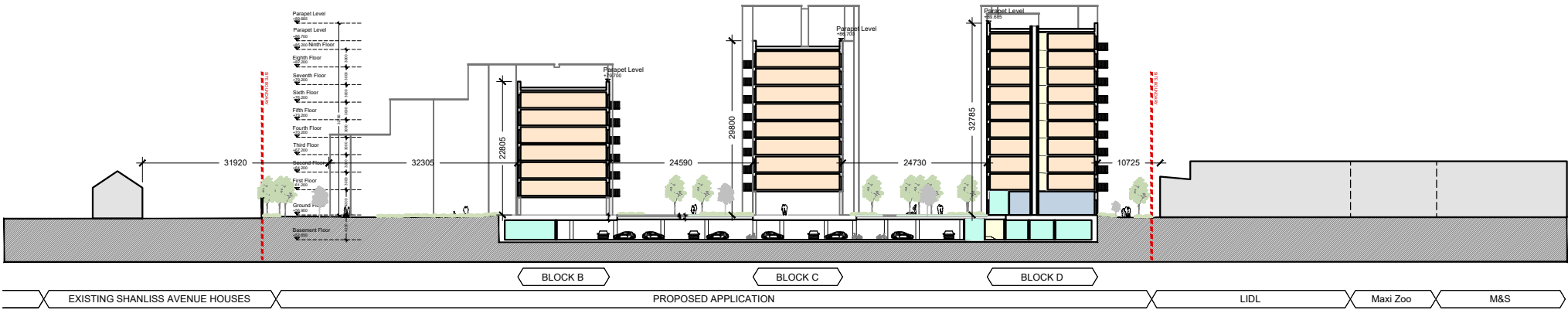
CONTIGUOUS WEST ELEVATION



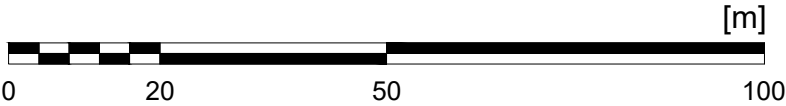
04 PROPOSED DESIGN CONTIGUOUS ELEVATIONS AND SECTIONS



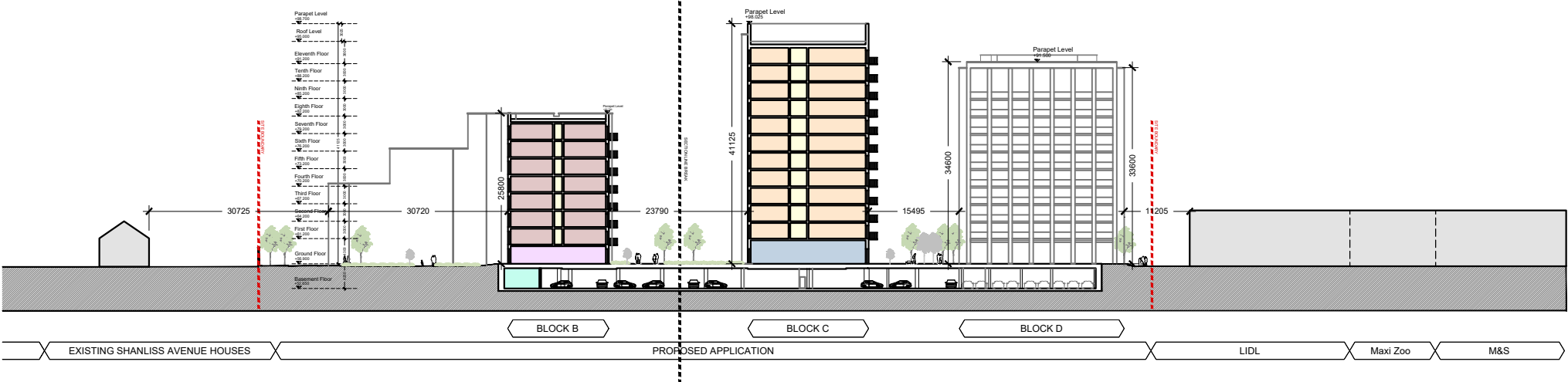
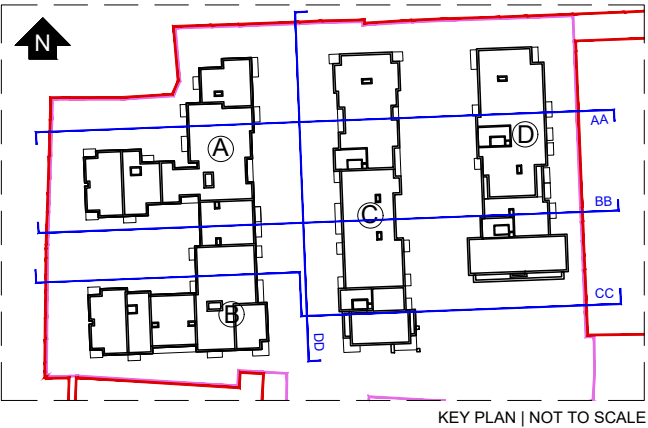
SECTION AA



SECTION BB



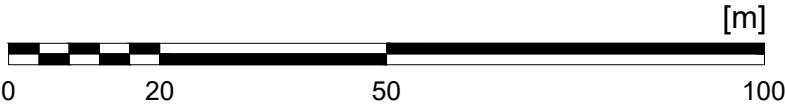
04 PROPOSED DESIGN CONTIGUOUS ELEVATIONS AND SECTIONS



SECTION CC



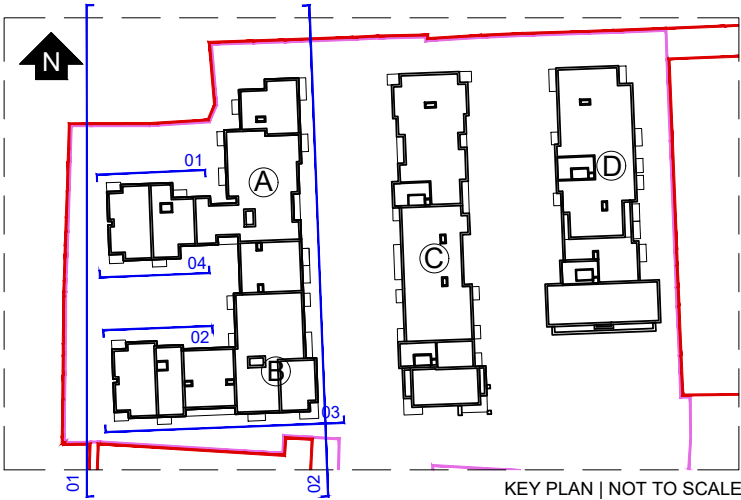
SECTION DD



04

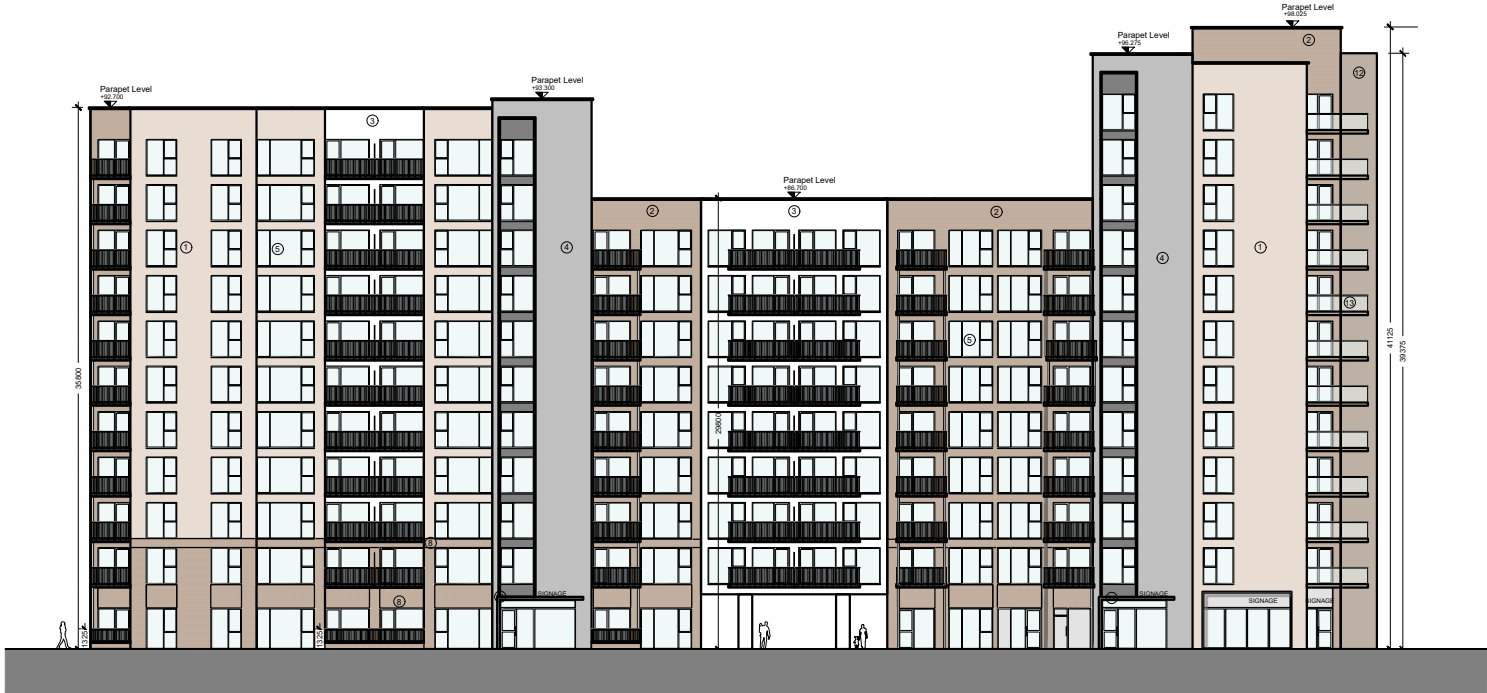
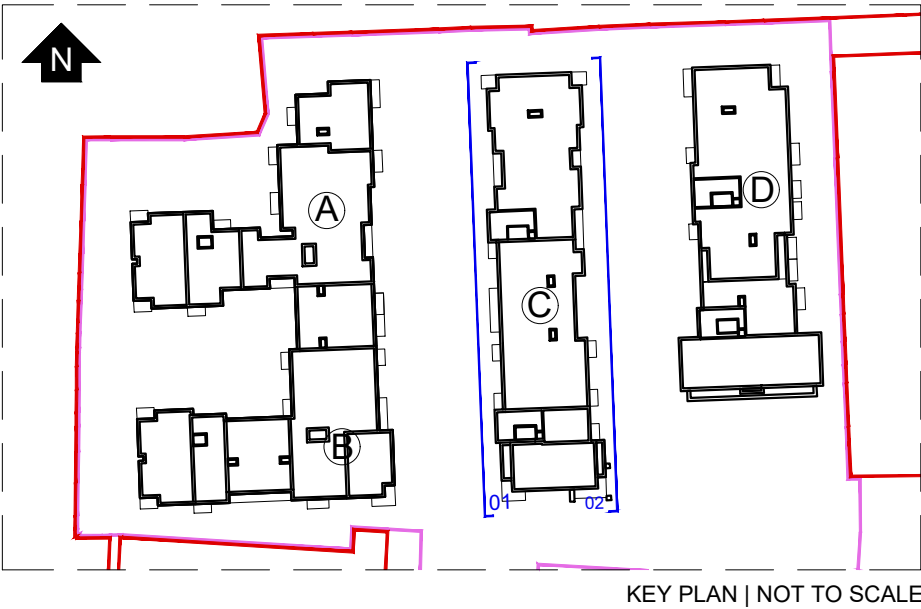
PROPOSED DESIGN

BLOCK A & B ELEVATIONS



04 PROPOSED DESIGN

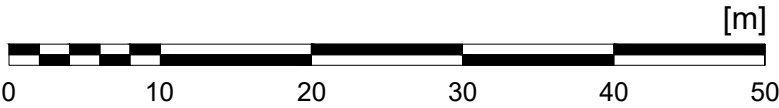
BLOCK C ELEVATIONS



WEST ELEVATION



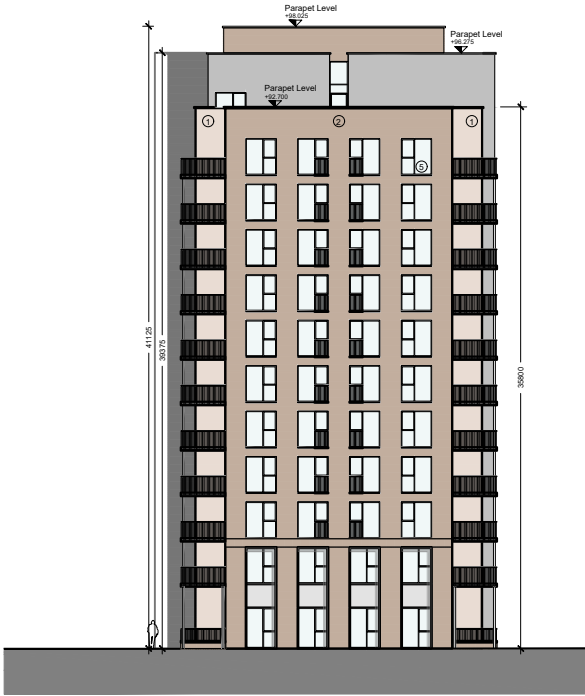
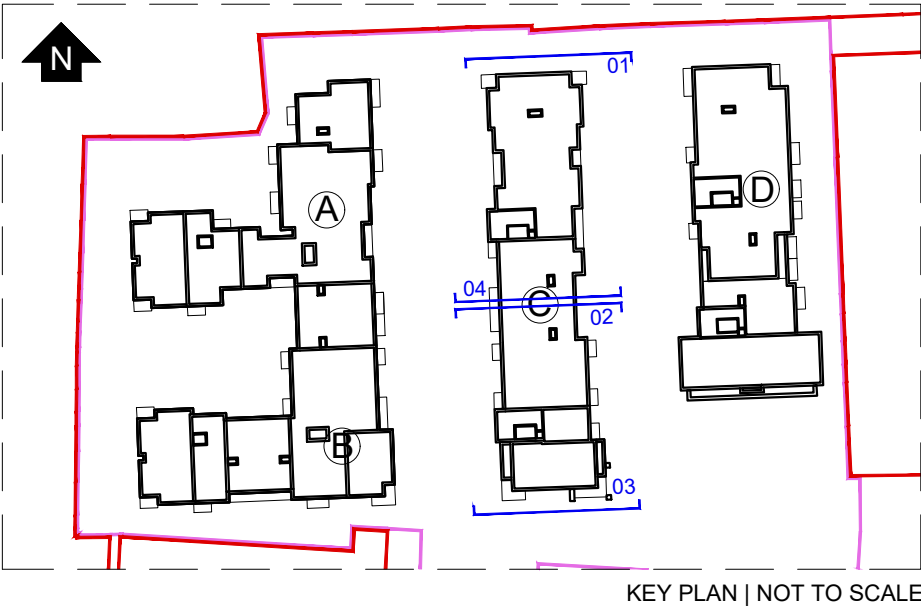
EAST ELEVATION



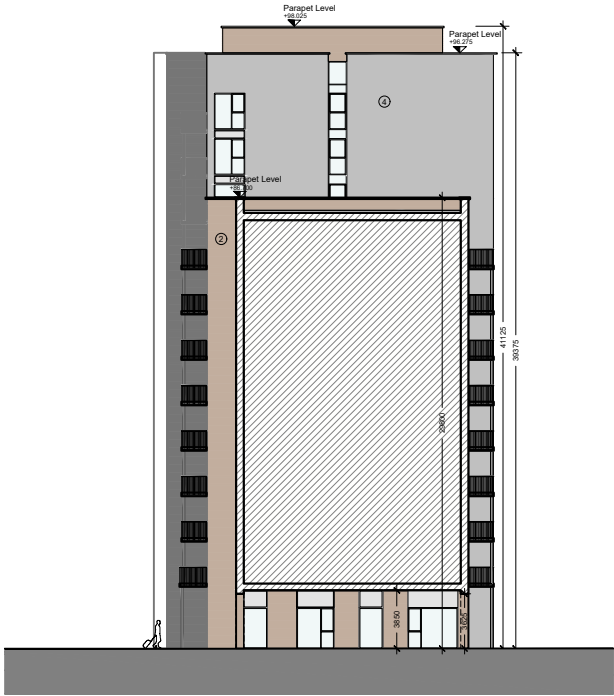
04

PROPOSED DESIGN

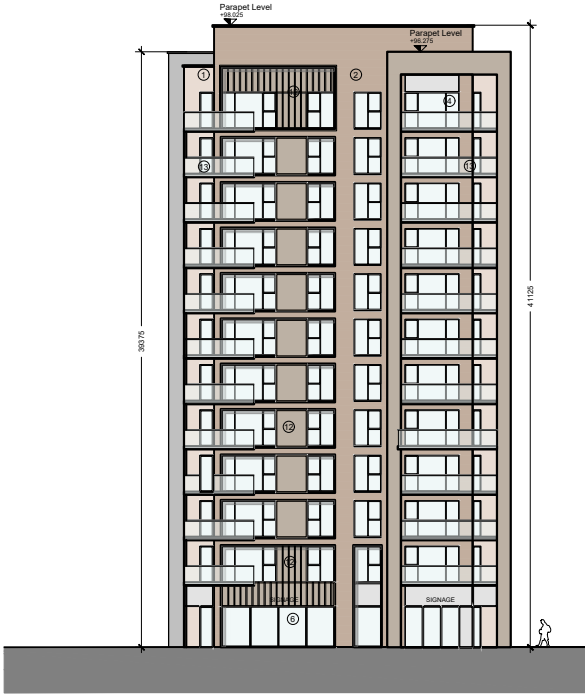
BLOCK C ELEVATIONS



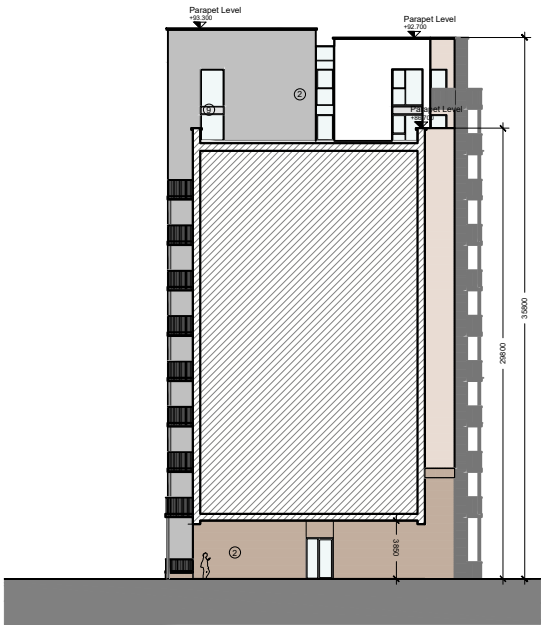
01. NORTH ELEVATION



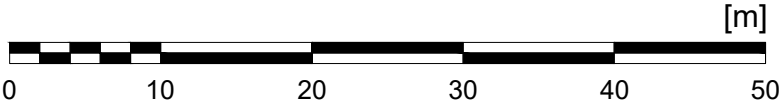
02. NORTH ELEVATION - UNDERCROFT



03. SOUTH ELEVATION

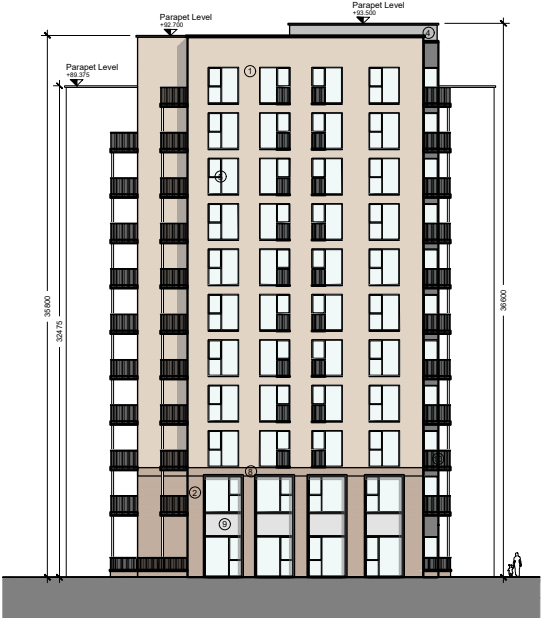
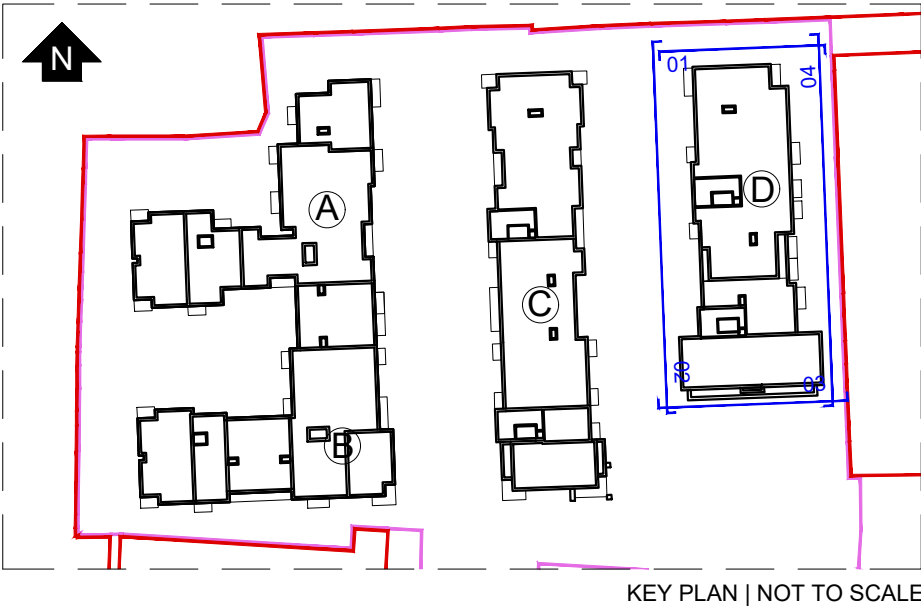


04. SOUTH ELEVATION - UNDERCROFT



04

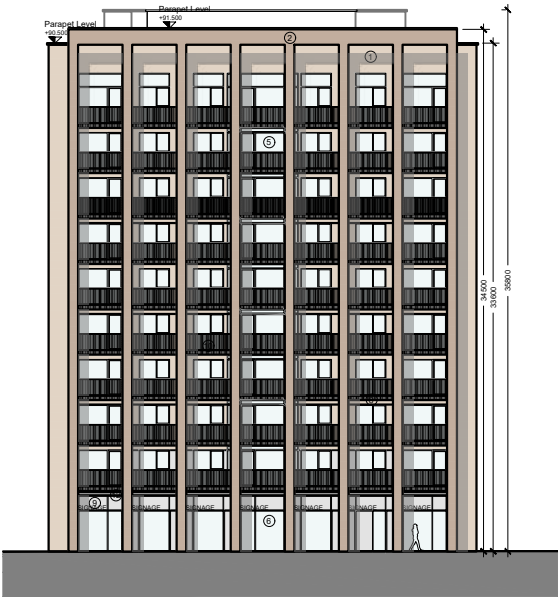
PROPOSED DESIGN
BLOCK D ELEVATIONS



01. NORTH ELEVATION



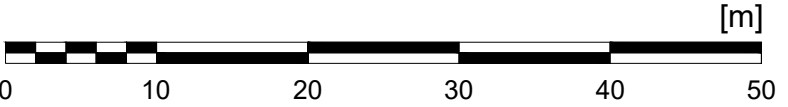
02. WEST ELEVATION



03. SOUTH ELEVATION



04. EAST ELEVATION



04 PROPOSED DESIGN FACADE MATERIALS

The selected materials were chosen to sit harmoniously within the Omni District Centre, where recent developments have employed light coloured render and reconstituted stone cladding to create a fresh and bright environment, in a step change from the darker brick that dominated earlier phases of work.

The approved Omni Living scheme and recently completed Swiss Cottage scheme also employ a light coloured brick and render within their design, again giving a fresh impression.

All selected materials were required to be durable, easily cleaned and maintained and of high quality. A further key consideration was the non-combustible specification requirement of tall buildings, which we carefully examined prior to selecting finishes.

The proposed scheme will comprise primarily of high quality buff brick with simple vertical brick detailing at lower levels to engage the gaze. A lighter brick is employed above, again ensuring that there is a sense of texture across the facade.

Cement board cladding sign posts entrances, while white render is used periodically to create a subtle contrast to the brick.

Bronze coloured steel balconies, glass balconies and bronze coloured spandrel panels introduce warmth to the materials palette.

A Building Lifecycle Report including and outline of maintenance requirements accompanies this submission.



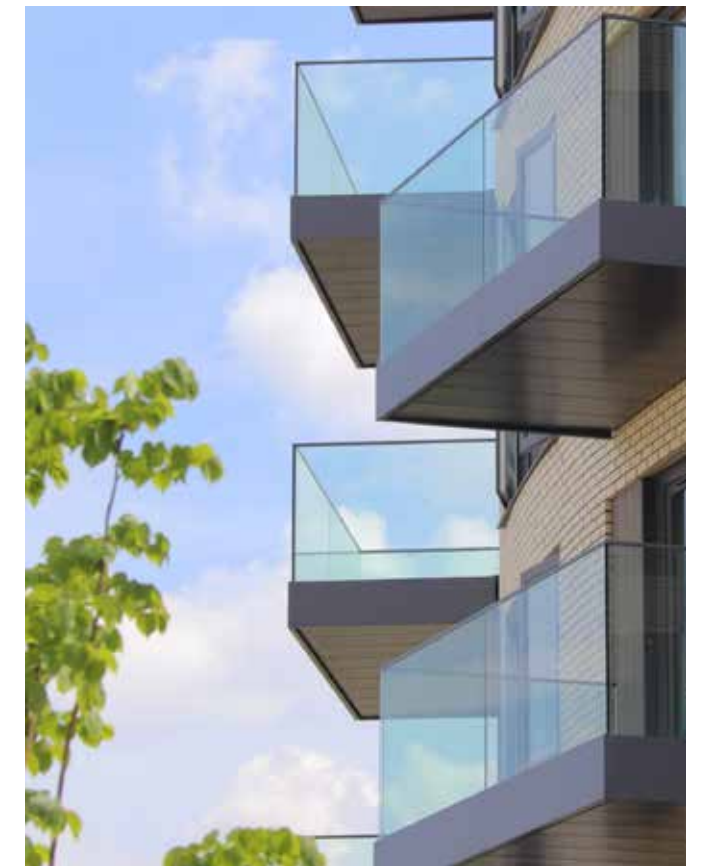
Example of Balconies with steel guarding



Example of Cement Board Cladding



Example of White Render



Example of Balconies with glass guarding

04 PROPOSED DESIGN FACADE MATERIALS



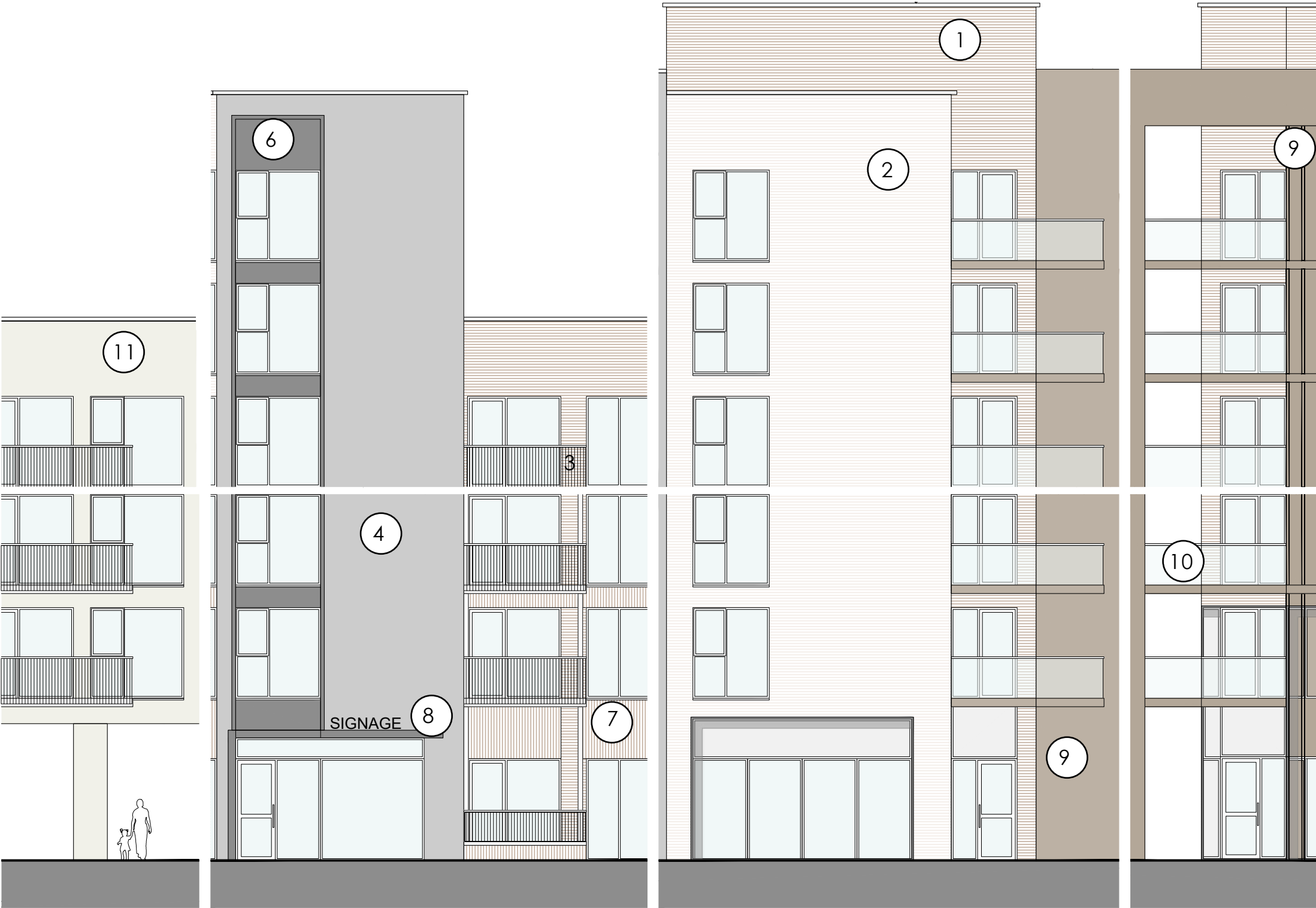
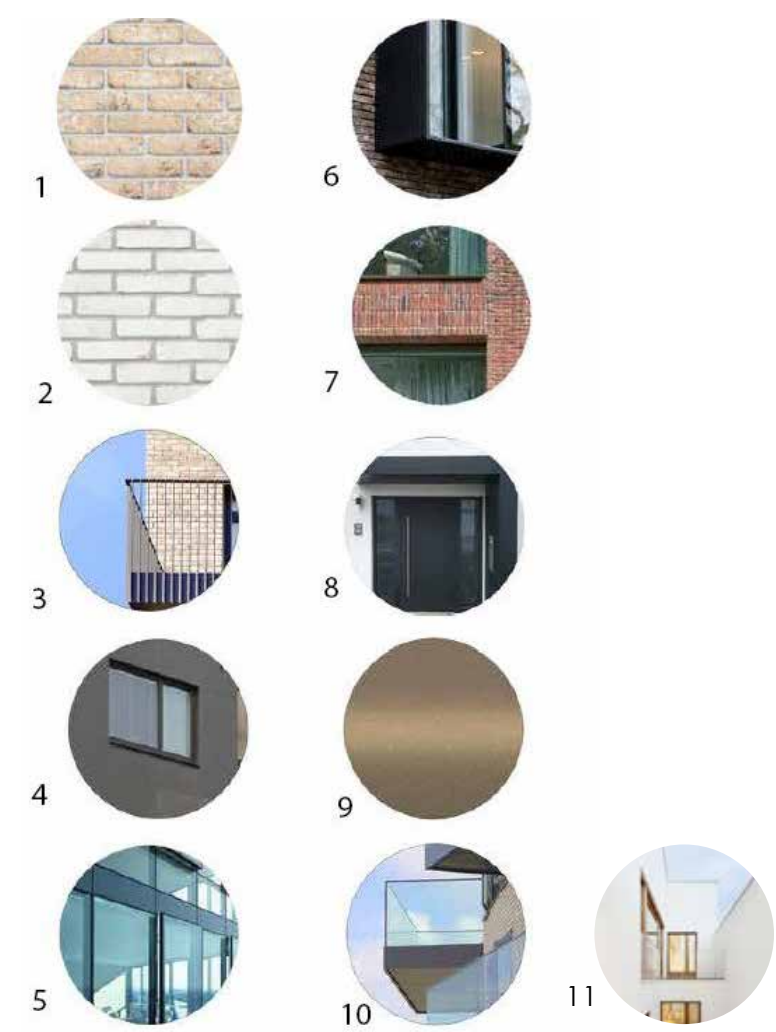
Extract of Proposed Block C East Elevation | not to scale

1. Example of Buff Brick
2. Example of Cream Brick
3. Example of Balconies with steel guarding
4. Example of Cement Board Cladding
5. Example of Curtain Walling
6. Example of Window Surround detail
7. Example of Brick Detailing
8. Example of Matt Black flush fascia incorporating lighting fixtures and signage
9. Example of metal cladding & fins to matt bright bronze
10. Example of Balconies with glass guarding
11. Example of white render



04 PROPOSED DESIGN FACADE MATERIALS

1. Example of Buff Brick
2. Example of Cream Brick
3. Example of Balconies with steel guarding
4. Example of Cement Board Cladding
5. Example of Curtain Walling
6. Example of Window Surround detail
7. Example of Brick Detailing
8. Example of Matt Black flush fascia incorporating lighting fixtures and signage
9. Example of metal cladding & fins to matt bright bronze
10. Example of Balconies with glass guarding
11. Example of white render



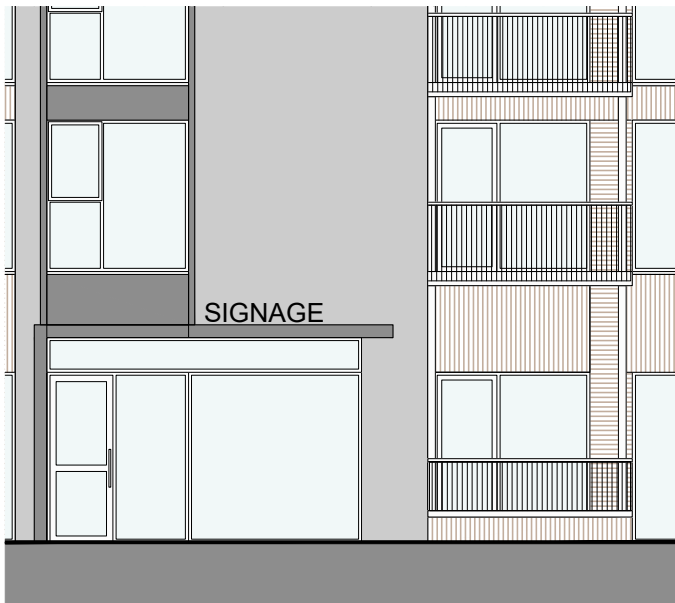
Extract of Proposed Block C West & East Elevations | not to scale

04 PROPOSED DESIGN

THRESHOLD AND ENTRANCES



Impression of Entrance Canopies



To aid orientation and give visitors a clear sense of where they are within the scheme, building elevations, entrances and thresholds have been carefully considered from the outset.

All entrances are accessed from the main courtyard spaces with clear North-South routes within the landscape design. Entrances are generally accompanied by a area for visitor bicycle parking.

The facade design employs a change in material at upper levels to sign post the entrances from a distance, while circulation routes and stair cores generally have windows overlooking the entrances.

A canopy structure has been employed at ground level to create a small threshold spaces at each

entrance. This acts as a shelter from inclement weather for those entering and leaving the building.

The canopy has also been designed to incorporate signage above which will aid navigation through the development. Lighting on the underside of the canopy will ensure a sense of security for all visitors and residents.

Access control and further signage indicating levels and apartment numbers will be incorporated to the side of the canopy, ensuring that these are easily negotiated by users with additional access needs.

04 PROPOSED DESIGN COMMUNITY SAFETY STRATEGY

A sense of safety and security is key in encouraging the development of friendly and sustainable communities. Through discouraging anti-social behaviour in a new residential development, we can encourage a more diverse community, where older people, single people and families with children feel equally protected and safe.

This strategy has been developed with due regard to the guidance contained within Section 4.5 “Design for Safety and Security” contained in ‘Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities’ (2007). This guidance sets out practical measures which should be considered when creating large developments containing multiple dwellings.

Key elements that contribute towards the creation of a safe and secure environment at Omni Plaza are listed below.

LIGHTING

A comprehensive lighting scheme has been developed for the proposed development, ensuring that all areas will benefit from sufficient light at all times during the day and night. This will be achieved through a combination of overhead and low-level lighting.

COMMUNAL AMENITY AREAS

The provided external amenity areas in Courtyards 1, 2 & 3 benefit from very high levels of passive surveillance, with windows and balconies & terraces overlooking these spaces. The location of many of the Block entrances off of these courtyards will also ensure a steady stream of traffic through these spaces, ensuring that residents are unlikely to feel isolated or at risk when using these spaces. The courtyard spaces will be provided with durable surfaces where heavily trafficked, with grass and planting as per the landscape plan submitted. A comprehensive lighting plan will ensure that these areas are well lit at night, while these spaces benefit from good daylighting during the day. CCTV will be selectively employed to further ensure that the spaces benefit from a sense of security at all times.

PUBLIC OPEN SPACE

The proposed public open space will be active throughout the day and evening, with public functions including a creche, community space and two retail / restaurant units addressing the space. Further to this, the space is well overlooked by balconies and windows of both Block C & D. The Public Plaza will benefit from high quality & durable surfaces, along with raised planters softening the edges. Again, a comprehensive lighting plan has been developed to ensure a sense of security by night and the south facing space will benefit from excellent daylight and sunlight. CCTV may be employed to monitor the space.

ACCESS ROUTES

Access to the scheme is via two shared pedestrian and cycle routes which link the scheme to Swords Road as well as car access via the main spine road of the Omni District Centre. The road to the northern end of the site, to the rear of Lidl and Mark & Spencer is secured via 2no. gates and access via this entrance will be for emergency services and maintenance only. Considerable emphasis has been placed on improving the sense of comfort along the pedestrian routes, including improvement to surfaces, landscaping and lighting as well as better segregation of pedestrians and vehicular traffic. Access routes within the scheme are contained within the Communal Amenity spaces and are well overlooked by adjoining apartments.

ENTRANCES & ACCESS CONTROL

Entrances have been carefully considered to ensure that they are clearly visible and located adjacent to main access routes and amenity spaces in all cases. An automated access control system will be employed at each entrance, ensuring that visitors will be able to speak to and communicate with visitors via an intercom system. This ensures that only those invited into the building will be admitted. Canopies incorporating lighting will be provided to all entrances, ensuring that users enjoy a sense of shelter as they enter or leave the building.

PARKING

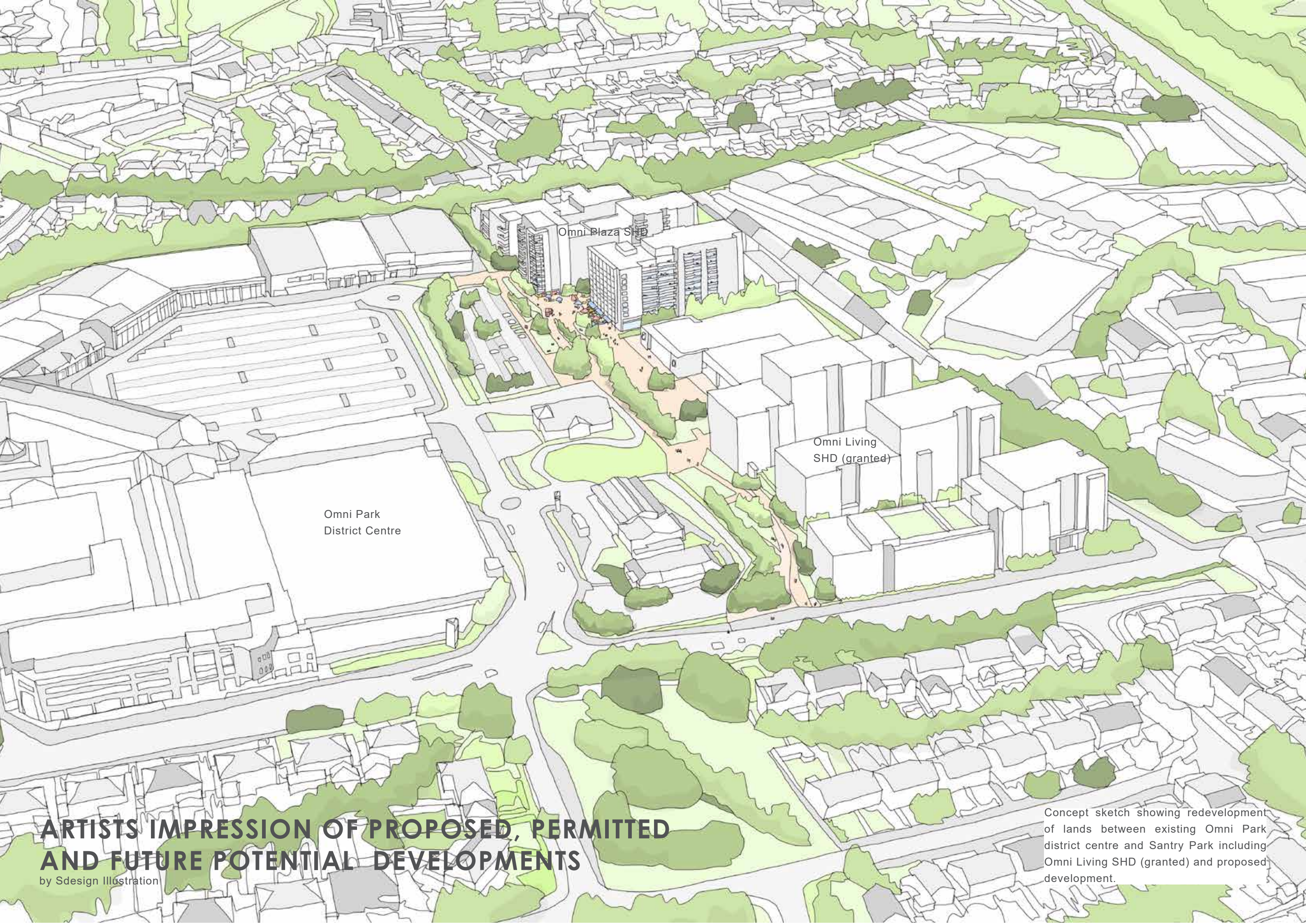
All residents parking is located within the basement. Access to the basement will be controlled via traffic barriers. All cores, excluding cores A2 and B2 are accessible directly from the basement, again controlled via an automated access control system. The basement will be clearly signposted and well lit at all times, with CCTV and active management ensuring that the space is clean and secure.

PLAY AREAS

Play areas have been located in the western most area of the site, in Courtyard 1. This ensures that children’s play areas are segregated from road traffic. The shape of these spaces ensures that the playgrounds are overlooked by apartments on 3 sides. At ground level the internal Residents Amenity space also adjoins the young children’s play area, allowing parents to monitor their children from a pleasant environment. Play spaces will benefit from lighting and materials have been carefully selected to ensure that surfaces are soft and suitable for play.

BOUNDARIES

It is proposed that the existing secure boundaries to the scheme along the North, West and Eastern edge are maintained and aesthetically improved, with secure gates to the Northwest corner providing emergency access only. To the southern edge of the site, the existing boundary will be removed and a green buffer zone adjoining the active public plaza will be constructed. This buffer zone will ensure a sense of connection with the overall centre, while ensuring a sense of threshold between the active retail areas and residential development. Again, a comprehensive lighting scheme will ensure a sense of security to these areas both day and night, with CCTV as an additional comfort. The existing Omni Shopping Centre employs active security patrols which will ensure that there is no anti-social behaviour along this southern boundary with the existing car park and further reinforcing the sense of safety and security within the scheme.



ARTISTS IMPRESSION OF PROPOSED, PERMITTED AND FUTURE POTENTIAL DEVELOPMENTS

by Sdesign Illustration

Concept sketch showing redevelopment of lands between existing Omni Park district centre and Santry Park including Omni Living SHD (granted) and proposed development.

04

PROPOSED DESIGN

SCHEDULE OF ACCOMMODATION - SITE DATA & UNIT MIX

	Hectares	Acres	sqm
OVERALL SITE AREA	2.5	6.19	25045.2
DEVELOPMENT SITE AREA	1.5	3.83	15490.0

SITE COVERAGE	%	28%
PLOT RATIO		2.60

NET DENSITY	units / ha	295	GROSS DENSITY	units / ha	182
	units / acre	119		units / acre	74

	BLOCK A				BLOCK B			BLOCK C			BLOCK D		
SUMMARY	Studio	1 BED	2 BED	3 BED	1 BED	2 BED	3 BED	1 BED	2 BED	3 BED	1 BED	2 BED	3 BED
GROUND FLOOR	1	7	2	2	1	2	0	5	3	0	4	3	1
1st FLOOR	0	6	4	2	6	6	0	10	7	0	4	8	1
2nd FLOOR	0	6	5	2	6	7	0	10	7	0	4	8	1
3rd FLOOR	0	6	5	2	6	7	0	10	7	0	4	8	1
4th FLOOR	0	6	3	2	6	5	0	10	7	0	4	8	1
5th FLOOR	0	5	3	1	6	3	0	10	7	0	4	8	1
6th FLOOR	0	3	3	1	5	3	0	10	7	0	4	8	1
7th FLOOR	0	3	2	1	5	2	0	10	7	0	4	8	1
8th FLOOR	0							10	7	0	4	8	1
9th FLOOR	0							4	5	0	4	8	1
10th FLOOR	0							4	5	0	4	3	1
11th FLOOR	0							1	2	0			
	1	42	27	13	41	35	0	94	71	0	44	78	11
UNITS PER BLOCK	83				76			165			133		
TOTAL NO. OF UNITS	457												

GROSS FLOOR AREA (sqm)	LEVEL	BLOCK A	BLOCK B	BLOCK C	BLOCK D	TOTAL
	BASEMENT	8499.0				8499.0
	GROUND FLOOR	1015.9	975.2	1128.2	1205.4	4324.7
	1st FLOOR	1015.9	975.2	1319.0	1209.1	4519.2
	2nd FLOOR	1109.3	1070.7	1319.0	1209.1	4708.1
	3rd FLOOR	1109.3	1070.7	1319.0	1209.1	4708.1
	4th FLOOR	934.6	896.4	1319.0	1209.1	4359.1
	5th FLOOR	768.1	710.1	1319.0	1209.1	4006.3
	6th FLOOR	609.6	606.6	1319.0	1209.1	3744.3
	7th FLOOR	514.1	510.9	1319.0	1209.1	3553.1
	8th FLOOR			1319.0	1209.1	2528.1
	9th FLOOR			793.4	1209.1	2002.5
	10th FLOOR			793.4	702.0	1495.4
	11th FLOOR			282.3		282.3
	TOTAL excl basement	7076.8	6815.8	13549.4	12789.3	40231.3

UNIT TYPE MIX	Studio	1 Beds	2 Beds	3 Beds
	1	221	211	24
	0.2%	48.4%	46.2%	5.3%

APARTMENTS SIZES	GFA achieved (%)	No. of apartments	% of Apartments
	≥ 110%	229	50.10%
	100% - 109%	228	49.90%

PART V UNITS	BLOCK D CORE D1			
	LEVEL	1 BED	2 BED	3 BED
	GROUND	4	3	1
	1st FLOOR	4	3	1
	2nd FLOOR	4	3	1
	3rd FLOOR	4	3	1
	4th FLOOR	4	3	1
	5th FLOOR	0	2	1
	6th FLOOR	0	2	0
	TOTAL	20	19	6
	45			

04

PROPOSED DESIGN

SCHEDULE OF ACCOMMODATION - ASPECT & AMENITY AREAS

DUAL/TRIPLE ASPECT UNITS	Aspect Type	Units	%
	True Dual/Triple Aspect	211	46%
	Enhanced Single Aspect	96	21%
	Total	307	67%

DUAL/TRIPLE ASPECT UNITS	LEVEL	BLOCK A	BLOCK B	BLOCK C	BLOCK D	TOTAL
	GROUND FLOOR	7	2	2	3	14
	1st FLOOR	7	5	6	6	24
	2nd FLOOR	8	6	6	6	26
	3rd FLOOR	8	6	6	6	26
	4th FLOOR	7	5	6	6	24
	5th FLOOR	6	4	6	6	22
	6th FLOOR	4	3	6	6	19
	7th FLOOR	4	4	6	6	20
	8th FLOOR			6	6	12
	9th FLOOR			6	6	12
	10th FLOOR			6	3	9
	11th FLOOR			3		3
	TOTAL	51	35	65	60	211

NON RESIDENTIAL AREAS (sqm)	CRECHE (sqm)	Block C	225.7
	COMMUNITY SPACE (sqm)	Block D	195.3
	COMMERCIAL/ RETAIL AREAS (sqm)	Block C	210.1
		Block D	220.8
		TOTAL	852

RESIDENTIAL AMENITY AREAS (sqm)	Block B
	604.9

OPEN SPACE PROVISION (sqm)	REQUIRED COMMUNAL AMENITY	Studio 4 sqm / unit	1 Beds 5 sqm / unit	2 Beds 7 sqm / unit	3 Beds 9 sqm / unit
		4	1105	1477	216
		2802			
	Courtyard 1	1176			
	Courtyard 2	1362			
	Courtyard 3	1014			
	TOTAL PROVIDED	3552			
	Communal Amenity Provided %	127%			
	AVERAGE AREA PER UNIT	7.8			
	% SITE AREA	23%			
	Playground (young children)	312			
	Playground (older children)	205			
	Creche Playground	210			
	Public Plaza	2028			
	% SITE AREA	13%			

04

PROPOSED DESIGN

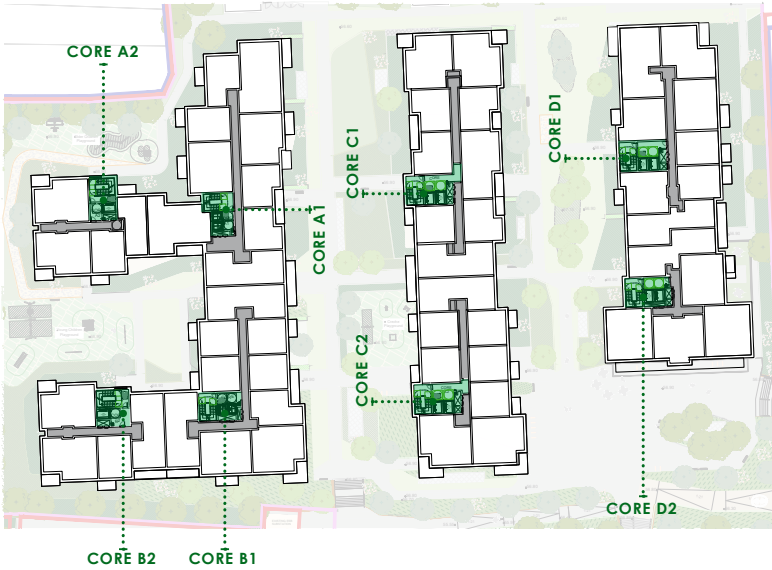
SCHEDULE OF ACCOMMODATION - CAR PARKING & UNITS PER CORE

PROPOSED RESIDENTIAL PARKING FACILITIES	BICYCLES	Type	Basement	Surface	Total
		Resident	504	30	534
		Visitor	0	234	234
		Total	504	264	768
	MOTORCYCLES	Type	Basement	Surface	Total
		Total	7	0	7
	CAR PARKING	Type	Basement	Surface	Total
		Standard	180	0	180
		Accessible	11	0	11
		Electric Charging	22	0	22
		Total	213	0	213
		Car Parking Ratio			0.47

CHANGES TO SURFACE PARKING FACILITIES WITHIN RED LINE BOUNDARY	SURFACE CAR PARK	Existing	Proposed	Change
	Accessible	4	4	0
	Standard Spaces	218	114	-104
	Total Associated with Shopping Centre	222	118	-104
	Car Club Spaces	0	6	6
	Creche Drop Off	0	7	7
	Total Associated with Proposed Scheme	0	13	13
	Overall Total	222	131	-91

SURFACE PARKING WITHIN THE RED LINE (sqm)	3420.1
---	--------

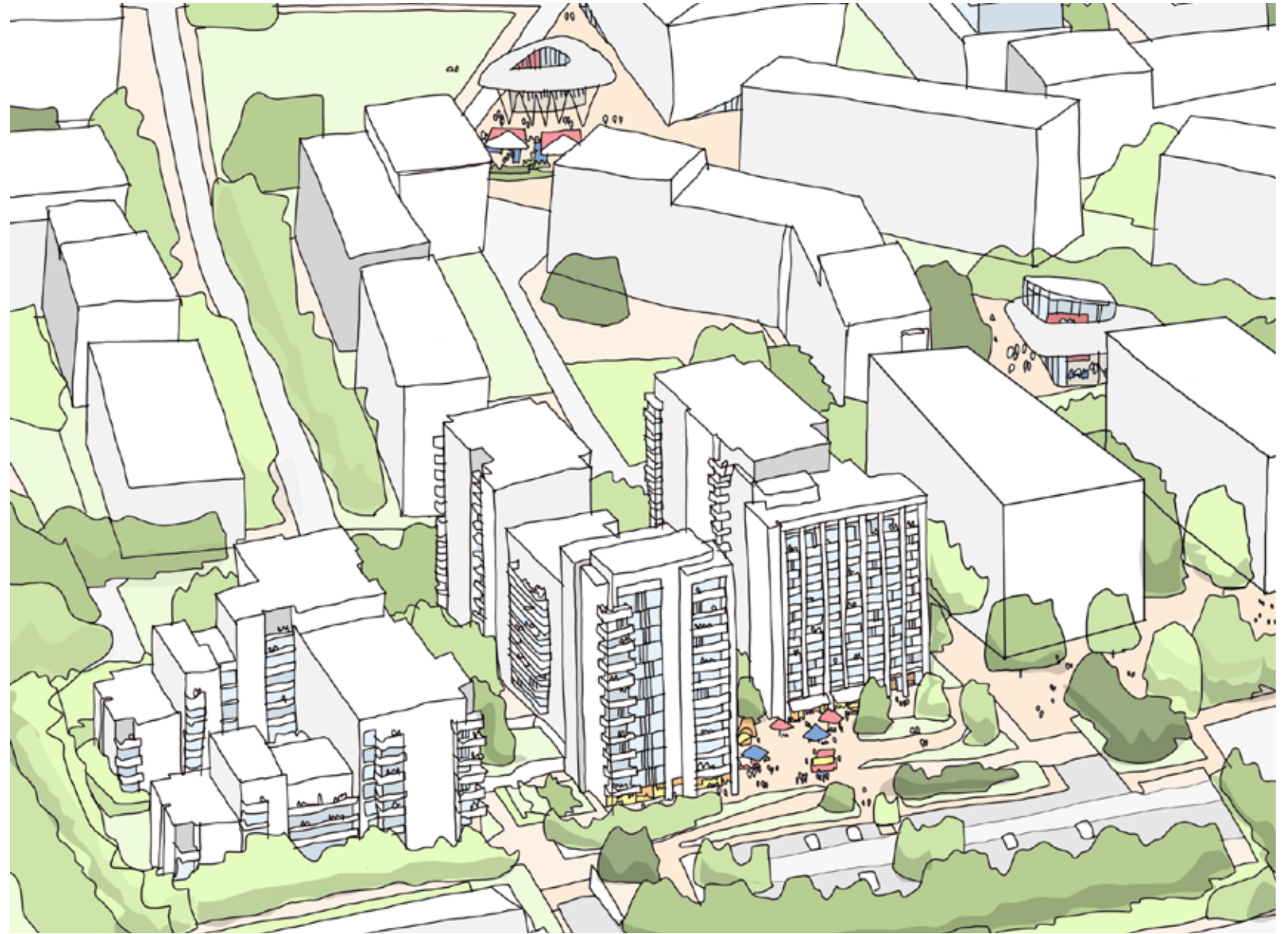
LIFT CORE CAPACITY	LEVEL	A1	A2	B1	B2	C1 (Double)	C2 (Double)	D1 (Double)	D2 (Double)
	GROUND FLOOR	8	4	0	3	8	0	8	0
	1st FLOOR	8	4	8	4	9	8	8	5
	2nd FLOOR	9	4	9	4	9	8	8	5
	3rd FLOOR	9	4	9	4	9	8	8	5
	4th FLOOR	9	2	9	2	9	8	8	5
	5th FLOOR	7	2	8	1	9	8	8	5
	6th FLOOR	7		8		9	8	8	5
	7th FLOOR	6		7		9	8	8	5
	8th FLOOR					9	8	8	5
	9th FLOOR					6	3	8	5
	10th FLOOR					6	3	8	
	11th FLOOR						3		
TOTAL	63	20	58	18	92	73	88	45	
EXCL GROUND	55	16	58	15	84	73	80	45	
EXCL GRD & 1st	47	12	50	11	75	65	72	40	





ARTISTS IMPRESSION OF PROPOSED DEVELOPMENTS

by Sdesign Illustration



05 VISUALISATIONS

05 3D VISUALISATION VIEW OF APPROACH TO PUBLIC PLAZA FROM EXISTING RETAIL



05 3D VISUALISATION VIEW OF BLOCK C & D AND PUBLIC PLAZA



05 3D VISUALISATION AERIAL VIEW OF PUBLIC PLAZA AND COURTYARD 3



05 3D VISUALISATION VIEW OF COURTYARD 2



05 3D VISUALISATION VIEW OF COURTYARD 1



05 3D VISUALISATION VIEW OF PROPOSED SHARED SURFACE



05 3D VISUALISATION VIEW OF PROPOSED SHARED SURFACE





John Fleming Architects

The Tree House,
17 Richview Office Park,
Clonskeagh, D14 XR82
(+353 1) 668 9888
info@jfa.ie
www.jfa.ie