

Architectural Design Statement (ADS) for

Social Housing Bundle 4, Development at Church of the Annunciation, Finglas

for Dublin City Council

Report No. SHB4-CAF-RP-SHA-AR-P3-6000

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1. Introduction

This design report was prepared by Seán Harrington Architects on behalf of the National Development Finance Agency (NDFA) and Dublin City Council, to accompany a Part 8 proposal for development described as follows in the public notices.

Notice is hereby given of the construction of 110 residential units for 'Older Persons' at a site c.0.77 ha at the site of the former Church of Annunciation on Cardiffsbridge Road, Finglas, Dublin 11, which will consist of the following:

- One apartment block ranging from 4 to 5-storeys, containing:
 - 110 residential units for 'Older Persons' comprising 106 no. 1-bed and 4 no. 2-bed; and
 - 434 sq.m. of community, arts and cultural facilities.
- 15 no. car parking spaces and 87 no. cycle spaces.
- 935 sq.m. of public open space and 609 sq.m. of communal open space.
- One vehicular and pedestrian access and one dedicated pedestrian access off Cardiffsbridge Road.
- Boundary treatments, public lighting, site drainage works, internal road surfacing and footpath, ESB meter rooms, plant rooms, stores, bin and bicycle storage, landscaping; and
- All ancillary site services and development works above and below ground.

The multi-disciplinary project team for this project is as follows:

- Development Agency: National Development Finance Agency
- Project Manager: Turner Townsend
- Planning Consultants: McCabe Durney Barnes/ HRA Planning
- Architects: Seán Harrington Architects
- Civil & Structural: Malone O'Regan Consulting Engineers
- Services Engineers: Semple & McKillop Consulting Engineers
- Landscape Architects: Mitchells & Associates
- Ecology: NM Ecology
- Arborist: Charles Mc Corkell

In support of this Architectural Design Statement, and as per the requirements of Dublin City Council's Development Plan 2022-2028 (DCCDP), the following have been provided:

- As an Appendix, or within the body of this report (See Contents page):
 - Accessibility (UD Apartments and Seniors units)
 - Community Safety Strategy
- As a standalone document:
 - Housing Quality Assessment
 - Building Management/Lifecycle Report

2. Site Location and Description



2.1 SITE LOCATION

The proposed development is on the former Church of the Annunciation site on Cardiffsbridge Road, in the centre of Finglas West, c. 8 km north west of Dublin City Centre. Demolished in 2021, the former church was a building of significant presence, and something of a focal point within the community, with a capacity for 1,900 people.



*Left: Site location outlined in red (church since demolished)
Above: Aerial view of site with proposed development outlined in red*

To the west of the site is low-rise, 2-storey housing, as developed by Dublin Corporation through the 1950's and onwards. In the immediate vicinity are a number of local schools, including Coláiste Eoin and St. Fergal's Boys National School to the east, St. Brigid's National School to the southeast, and Coláiste Íde College of Further education (with its associated Leisure Point Sports Complex) to the south. A significant green field site known as Fergal's Field sits to the north of St. Brigid's National School.

A neighbourhood centre, with local shops and facilities is located c. 0.2km to the north, with a larger supermarket and local amenities c. 0.6km further south along Cardiffsbridge Road. The urban village centre of Finglas (East) is approximately 1km to the east.

The site avails of good public transport connectivity, with Dublin Bus stops on Cardiffsbridge Road immediately adjacent. This connects the site to Dublin City centre and beyond, by means of

Dublin Bus routes 40, 220 and N4. The adjacent regional R135 (Finglas bypass) road, immediately adjacent to Finglas village also features Bus Eireann national route connections for routes 103, 109 and 980.

A future LUAS link connecting the LUAS Green line from Cabra, to Charlestown north of Finglas is being proposed.



Left: Map of Finglas West, with wider urban context overlaid

2.2 SITE DESCRIPTION

The subject site (c. 0.77 Ha) is located sites on the footprint of the former Church of the Annunciation. It is a brownfield site, currently made up of a combination of former tarmacadam surface parking and access paving to the church, and a rubble/rock fill ground mat resulting from the demolition of the former church. The site is currently idle and has been hoarded off from the public. Access and utilities are provided off Cardiffsbridge Road.

The site falls within DCCDP's Strategic Development Regeneration Area for Finglas (SDRA3). This designation is due to the strategic location of the area, the proposed new public transport network and the extent of available lands suitable for regeneration.

The SDRA specifically identifies the former Church of the Annunciation site as providing for a proposed Church/ Pastoral Centre and also Older Person's Housing. To the northern third of the site, planning permission has been recently granted for a more modest replacement for the former Church of the Annunciation (*PA. Reg. Ref 3023/19 : Demolition of the existing Church of the Annunciation building and construction of a new church/parish pastoral centre building on a smaller site.*) Dublin City Council (DCC) have identified the remainder of the site as providing for Older Person's Housing, which is the subject of this planning application.

The SDRA also notes that the site immediately south (between the proposed development site and Colaiste Íde) as providing for a potential Primary Care Centre. This adjacent project is understood to be at the early stages of design, and planning approval has not yet been sought.

The SDRA also notes that there may be a requirement for access and permeability to the east and south of the proposed site, to serve the future development of Fergal's Field.





1. View from Site Looking East (Coláiste Eoin visible)
2. View from Site Looking South (Leisure Point visible)
3. View from Site Looking West
4. View from Site Looking North

2.3 BRIEF

Leading from the SDRA, the brief for the proposed development is for at least 100no. apartments for Older Persons, the vast majority of which are to be 1 bed.

Furthermore, all new regeneration areas (SDRAs) and large-scale development above 10,000 sq. m. in total area must provide at a minimum 5% Community, Arts and Culture predominantly internal floorspace as part of their development (Objective CU025 of the Development Plan), which is applicable for the proposed development.

The brief as developed is shown in the following brief table. With regards to the proposed Community, Arts and Cultural space, 140m² is provided as part of the provision for a separate development on Wellmount Road/Cardiffsbridge Road c. 0.8km to the south, permission for which is sought under a separate planning application), and the remainder serves to provide for the subject development.

Brief Statistics	UD Std.	UD %	+10% Area	%	Total No.	Total %
1B2P Apartments	36	33%	106	96%	106	96%
2B3P Apartments	0	0%	4	4%	4	4%
Total Apartments	36	33%	110	100%	110	100%
Net Internal Area (m ²)					5776	
Community Space Req (m ²)					289	
Community Space Del (m ²) (inc 140m ² for WRF Dev)					433.5	7.51%

Above: Proposed Project Brief

3. Context and Setting

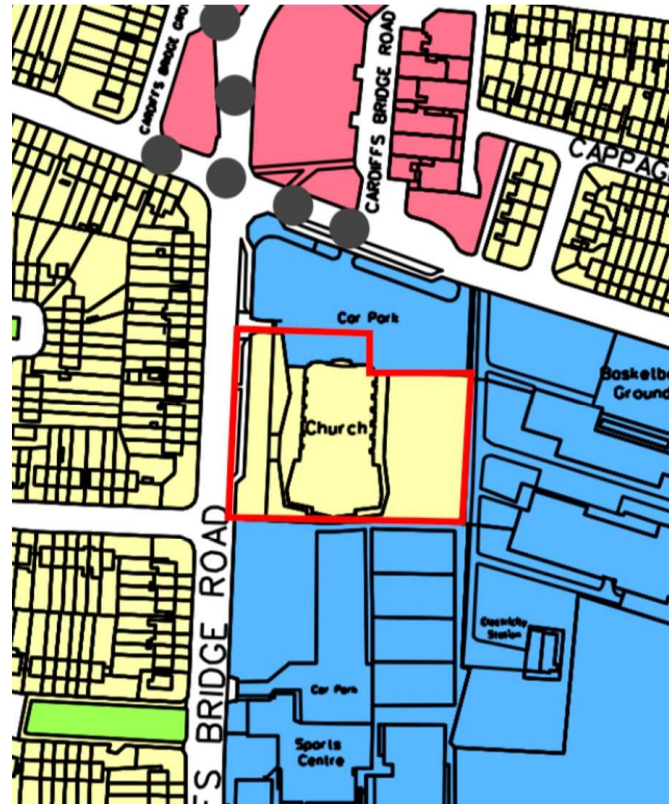
3.1 PLANNING AND ZONING

In addition to the SDRA designation as noted, the site area covers the land use zonings of Z1 Sustainable Residential Neighbourhoods (to protect, provide and improve residential amenities), and Z15 Community and Social Infrastructure (to protect and provide for community uses and social infrastructure).

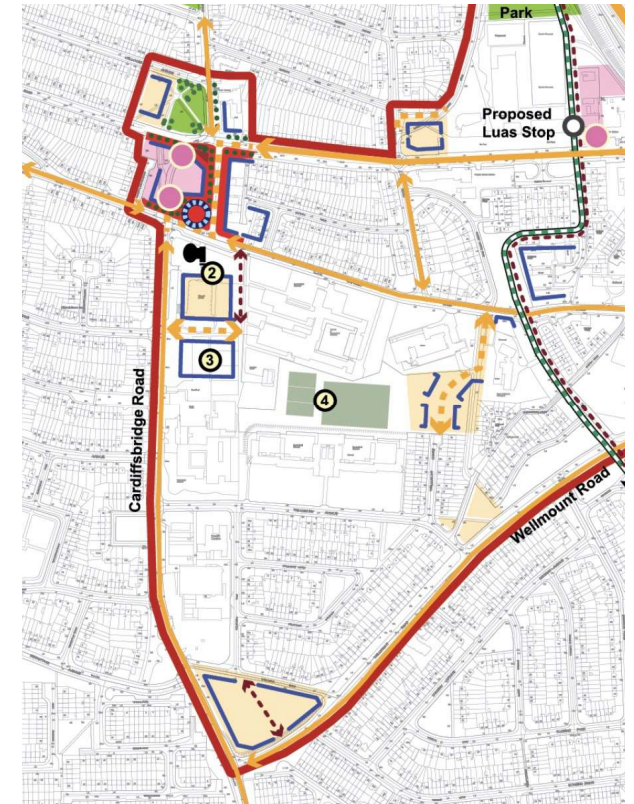
Furthermore, the Finglas Strategy, a non-statutory high-level study published by DCC in 2021, identifies particular objectives for the proposed lands. This provides an indicative masterplan of the proposed site and other adjoining sites. New developments in the village and environs should create enclosure and form active frontages with the streetscape. The development of a fine urban grain is necessary in order to enhance permeability. The built form is to limit the use of setbacks, in order to create a strong street edge and sense of enclosure. The bulk, scale and massing of buildings should respect and respond to the site-specific context, including any historic building stock or archaeological features. Enhanced pedestrian movement and accessibility underpin the urban design strategy.

The DCCDP indicates that the density of a SDRA should range from 100-250 uph. Finglas has also been designated as a Key Urban Village, therefore, the net density range is between 60-150 for this location.

The site is located within a regeneration area, therefore the indicative plot ratio is 1.5-3.0, with indicative site coverage at 50-60%. There is a public open space required of 10% within the site.



Above: Excerpt from DCC Development Plan Zoning Map
Right: Excerpt from DCC Development Plan SDRA3 Map



3.2 CONTEXT AND SETTING

The development proposals for this site will be informed by both the existing context, and the future possible development proposals arising from the SDRA.

The Finglas West community was developed from the 1950s onwards, in part to provide new housing for inner city residents. Built on former agricultural lands, Finglas West formed part of the suburban expansion of Dublin City. While there are several schools immediately adjacent to the subject site, the predominant building typology in Finglas West are mid-twentieth century 2-storey dwellings. These are typical of those built throughout Dublin at that time and are not particularly distinctive. As a result of this pattern of development, there are very few protected structures of architectural significance within the wider Finglas area.

The SDRA seeks to provide for more varied and intense mix of uses within the area. The SDRA requirements for a density in excess of 100uph will result in a significantly more dense development than that of adjacent housing (at c. 30uph). This will necessitate a proposed building of increased scale and density.

The proposed development site forms a ribbon of proposed new development along Cardiffsbridge Road. To the north, the design proposals for the new church are known (PA. Reg. Ref 3023/19), and the subject proposals can therefore respond to this future context. To the south, whilst the proposals are as yet undeveloped, the SDRA and Finglas Strategy offers sufficient guidance as to the scale and extent of possible development, to which the development of the subject site can respond.

With respect to the adjacent housing to the west, the scale and alignment of the former church on this site can offer clues as to an appropriate scale and setting. The former church was set back c. 30m from Cardiffsbridge Road, with a belt of mature trees further buffering the adjacent low-rise housing from the church. These trees have remained following the demolition of the church.



1. Visual Impression of Proposed New Church to North
2. Colaiste Íde to South (existing)
3. Surrounding Low Rise Housing (existing)

3.3 SITE BOUNDARIES AND ROADS CONTEXT

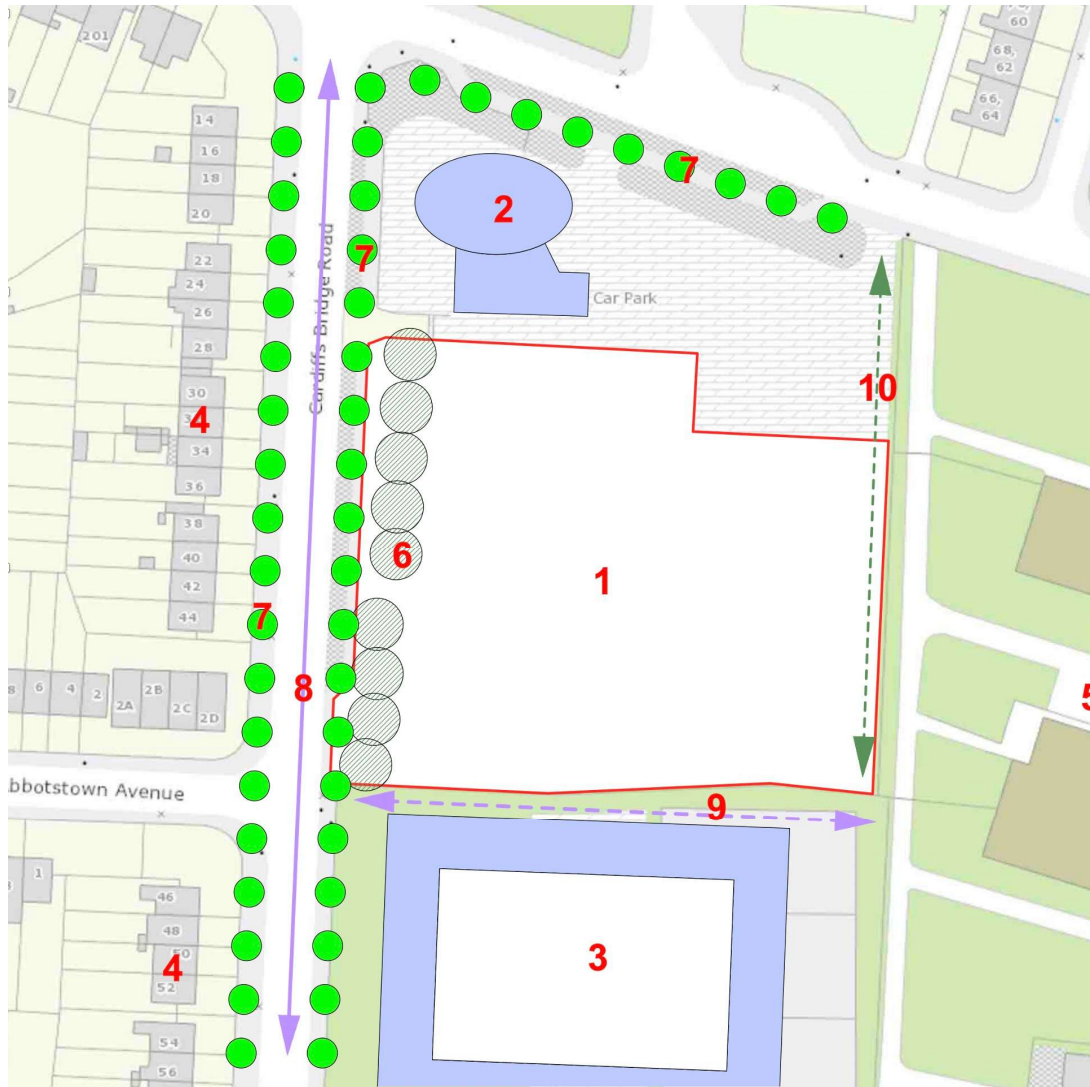
The site is effectively land-locked to the north, east and west, with site frontage onto Cardiffsbridge Road to the west. Vehicular access to the site is therefore from the west, with the best opportunity for access at the northwestern corner. The alignment of Abbottstown Avenue adjacent makes vehicular access to the southwestern corner more restrictive. Furthermore, the presence of existing bus stops along Cardiffsbridge road must be considered in terms of visibility splays and road safety requirements.

3.4 PARTICULAR SITE FEATURES

Much of the site is relatively flat, with level access into the site from Cardiffsbridge Road to northwest. However, as Cardiffsbridge falls by approx. 2m along the length of the western site boundary, this means that the site sits on a plateau above the adjacent road, with a need to provide for this change in level at the southwestern site corner.

There is an existing belt of mature trees, running parallel with, and set some 20m back from the edge of Cardiffsbridge Road. If retained, the trees serve to provide a transition between a proposed development on the subject site to the east of the tree line, and the existing dwellings to the west. Also, as the area within the root protection zone of any retained trees will not be suitable for any significant development, this offers the potential for terracing of levels from the upper plateau of the main site, stepping down to Cardiffsbridge Road to the southwest. This terraced area will ideally be used to provide for the required public open space.

A number of further trees are located to the opposite side of the south boundary, at the southwest of the site. Whilst these are outside the boundary, the canopy and root protection project within the site, and they therefore form a development constraint.



Above: Site analysis, legend as follows:

- | | |
|---|---|
| 1. Site of former church, now demolished. | 6. Existing mature trees |
| 2. Site of proposed replacement church | 7. Enhanced street trees |
| 3. Site of possible primary care centre | 8. Key Connection Street |
| 4. Existing dwellings (2-storey) | 9. Possible indicative connection |
| 5. Coláiste Eoin School | 10. Possible pedestrian/ cycle connection |

3.5 ORIENTATION AND OVERSHADOWING

The reasonably square plan form of the site, with generous setbacks to adjacent low-rise 2-storey properties, means that there is little to no overshadowing of the site from adjacent properties. This also ensures that the development has good potential access to daylight and sunlight.

These same setbacks minimise the potential of overshadowing of adjacent properties by the proposed development. The final proposals have been tested for sunlight and daylight impact, and the results are included as part of this planning application.

3.6 WAYLEAVES FOR SERVICES

Primary services and utilities are all located along Cardiffsbridge Road. There are no primary services within the proposed red line boundary, except for any services within the pavement along the road edge. The provision of new services within the site will need to take consideration of the root protection area of any existing trees that are to be retained.

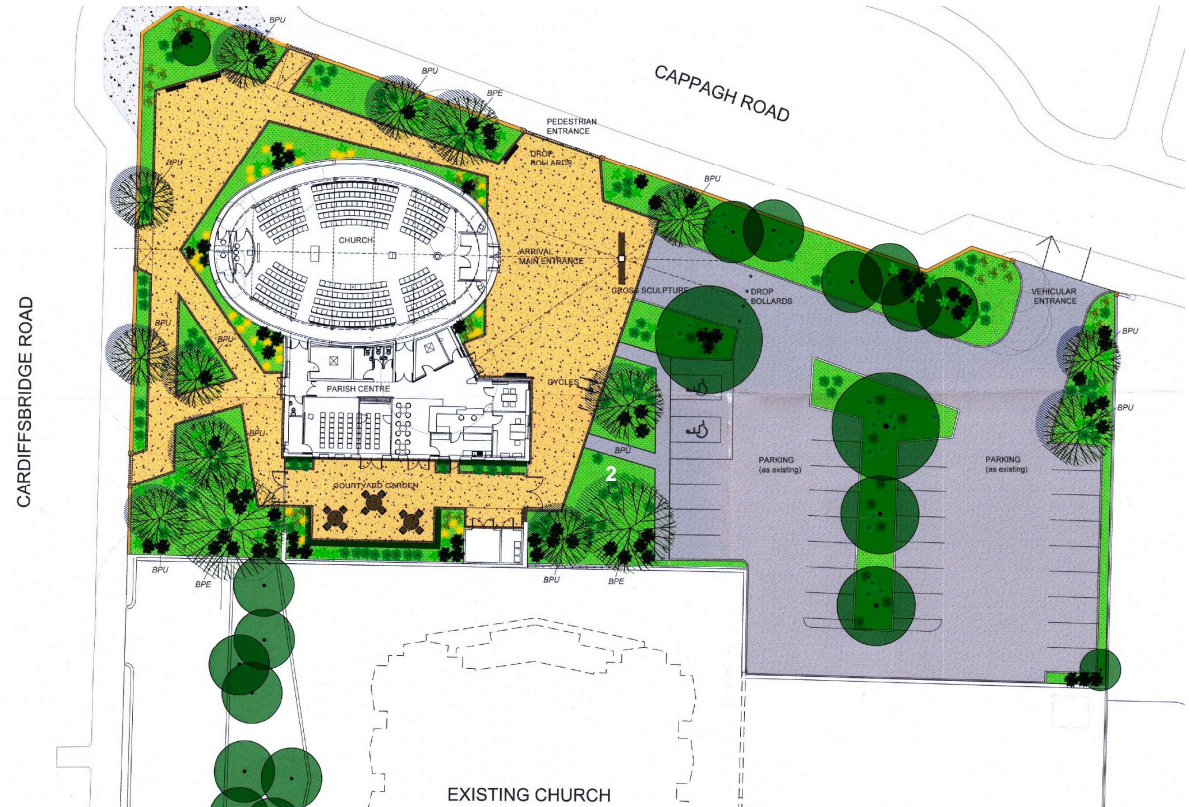
3.7 BOUNDARY DEVELOPMENT CONSTRAINTS

To the north of the site, a significant 3m high palisade fence boundary is proposed as part of the adjacent planning approval, with a potential pedestrian access to the subject development lands (PA. Reg. Ref 3023/19).

The existing east and south site boundaries consist of a low masonry plinth wall (of varying height, ranging from 0.3-0.9m high), with a metal palisade fence over (c. 1.6m - 1.8m high). A new boundary condition is proposed along the site frontage on Cardiffsbridge Road.



Right: View from Cardiffsbridge Road (prior to demolition of former Church), with existing trees in foreground
Below: Excerpt from planning application for new church to north (PA. Reg. Ref 3023/19).



4. Site Masterplan Approach

4.1 DEVELOPMENT CONSIDERATIONS

With regards to any requirement for the development of a masterplan for the subject site, the following are to be noted:

- The proposed development is not deemed to be of increased density, scale or height. Therefore, the requirement for the preparation of a masterplan as per Appendix 3 of the DCCDP does not apply.
- It is proposed that the full extent of the subject site will be developed in a single phase.

Therefore, a Site Masterplan is not required for the subject development.

5. Design Evolution/Alternatives Considered

5.1 PRELIMINARY SKETCH DESIGN STUDIES

For the preliminary sketch design studies, 3no. separate options have been explored, all of which are 5-stories high. A summary is as follows:

Site Strategy Option 1

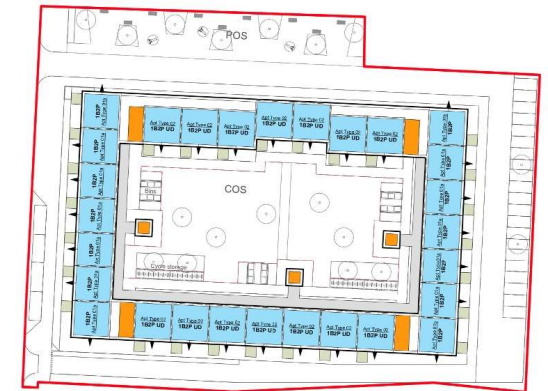
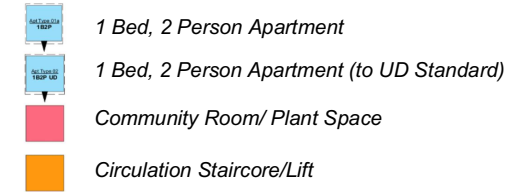
The proposal is for a one apartment deep perimeter block building, with an internal courtyard, and internal deck access. The deck access solution is a typical and popular model for Older Person's housing, as it offers a communal social environment to the centre of the scheme. To maximise development potential, the existing trees have been removed, allowing the development line to align closely with Cardiffsbridge Road, with a small setback. Potential for site permeability, including access for car parking and emergency vehicle (EAV) access has been allowed along the northern and eastern boundaries. Community rooms and plant have been allowed for at ground floor level. Remaining ground floor apartments are proposed as own door units, with private open space facing the courtyard. The public open space is proposed along the northern site boundary.

Pros:

- Proposed perimeter block with central communal courtyard, as favoured for Older Person's housing
- Potential to provide the greatest number of units.

Cons:

- Existing trees are not retained.
- 5-storey building directly facing Cardiffsbridge Road, immediately opposite 2-storey low rise housing.
- Parking located at the Eastern side has limited passive surveillance.



Left: Ground floor plan
Right: Typical upper floor plan

Site Strategy Option 2

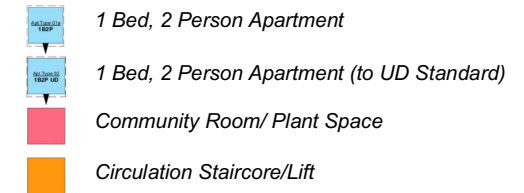
The proposal is of a similar concept to Option 1, with the exception that it is proposed to retain the existing trees on site and provide the public open space between the building and Cardiffsbridge Road. The road relationship and setting out is reasonably similar to that of the former church. Carparking has been provided to the northwestern corner of the site, with potential for future site permeability inside the eastern site boundary, and for fire tender access to the building perimeter. To make up for a shortfall of apartments relative to Option 1, a double loaded corridor is proposed for the part of the building facing the road, with apartments here facing both the road and the courtyard. Otherwise, the proposals for deck access, own door ground floor apartments, and communal facilities are as per Option 1.

Pros:

- Set back of building line facing Cardiffsbridge Road provides a massing similar to the former Church of the Annunciation and allows for the retention of the existing mature trees.

Cons:

- Lower number of units relative to Option 1.
- Double loaded corridor to the west end of the building with single aspect apartments in most instances.
- Communal Open Space below sqm per unit requirement.



Left: Ground floor plan
Right: Typical upper floor plan

Site Strategy Option 3

The proposal accommodates elements of Option 1 and 2. The one apartment deep perimeter block building, with an internal courtyard, and internal deck access from Option 1 is maintained. However, the existing trees have also been maintained, with a reduced setback from the proposed building to existing trees relative to Option 2. Otherwise, options for car parking, public open space, EAV access, ground floor apartments, communal amenity and plant integration are as per Option 2.

Pros:

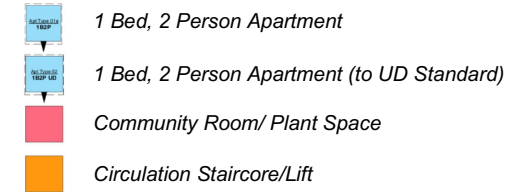
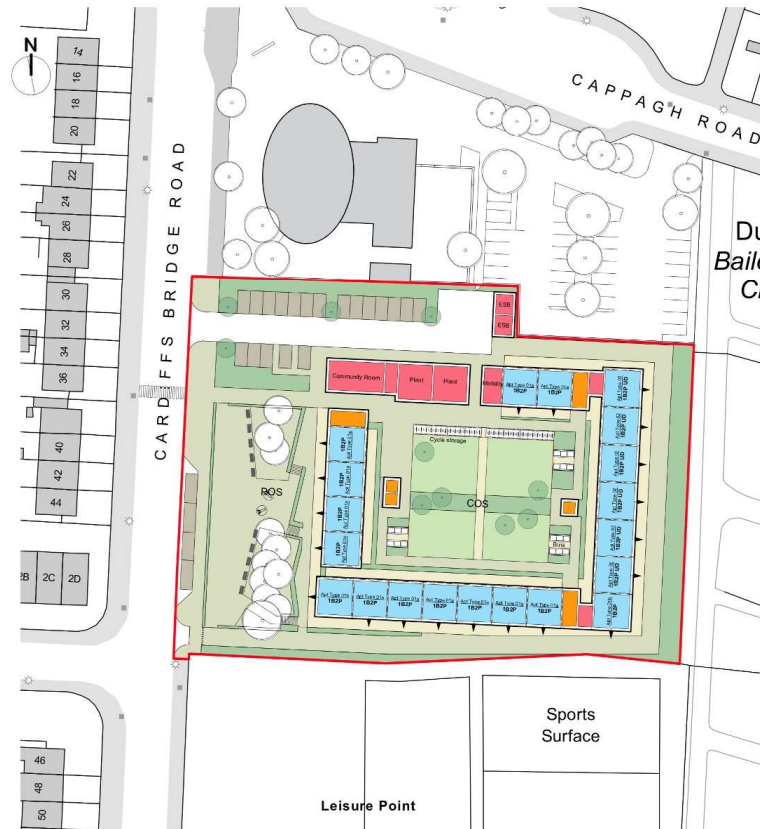
- Set back of building line facing Cardiffsbridge Road provides a massing similar to the former Church of the Annunciation and allows for the retention of the existing mature trees.
- Units are dual aspect in all instances.

Cons:

- Lower number of units relative to Option 1.

5.2 PREFERRED OPTION

The preferred option as developed is a combination of Option 2&3. The general building line of Option 3 has been maintained, with the double loaded corridor provision to the western part of the block, as per Option 2. This option allows for a larger communal open space (compliant within minimum area requirements) relative to Option 2. The provision of several single aspect apartments here is not a significant matter, as each enjoys either an east facing view onto the communal courtyard, or a west facing view over the public open space. The percentage of single aspect apartments is well in excess of minimum standards.



Left: Ground floor plan
Right: Typical upper floor plan

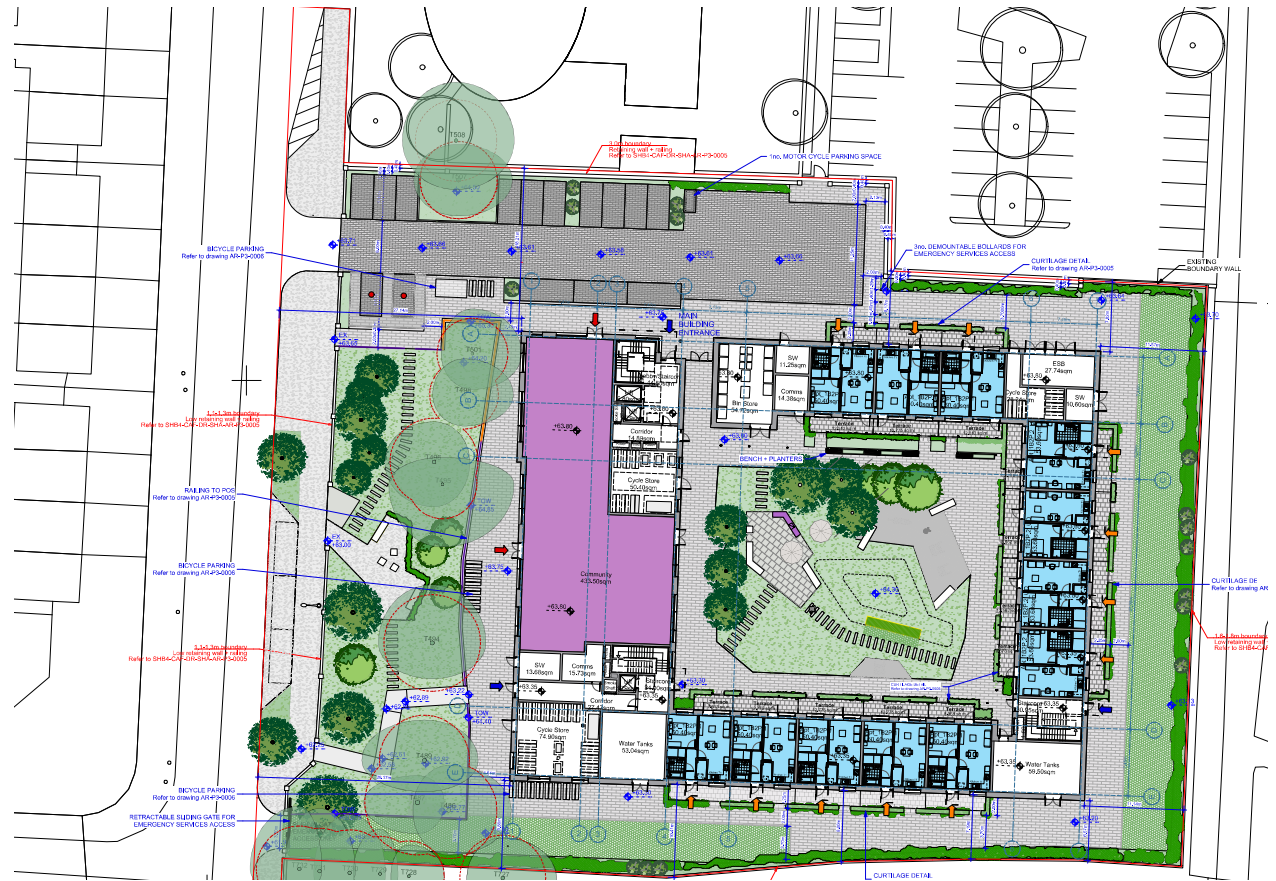
6. Building Layout and Design

6.1 SCHEME DESIGN

The proposal is for a residential scheme for Older Persons, based on housing need, with Community, Arts and Cultural facilities as per the SDRA zoning requirements. The Community space is located at ground floor level, overlooking the public open space, and addressing Cardiffsbridge Road. with residential apartments predominantly to upper levels. Both the POS and community spaces are the only aspects of the development that also serve the wider community, so it is therefore appropriate that these are most readily accessible to the wider public. This arrangement also ensures a suitable active street frontage overlooking the POS, at a location that would be less suitable for residential apartments.

Access to upper floor apartments is via 2 main stair cores to the northwest and southwest corners of the building. The primary core entrance is at the northwestern corner, immediately adjacent to the carpark, and the northern end of the POS, and next to the main entrance to the Community, Arts and Cultural space. The entrance here gives access to a stair core and 2 lifts, which then opens onto the deck access and internal corridor circulation at upper levels. Immediately adjacent to the core entrance is a gated entrance to the communal courtyard, which provides resident access to this communal space and the buildings support facilities, including the mobility, cycle, and waste storage.

A secondary core entrance is provided at the southwestern corner, with access to the core from the street facing west elevation. This core gives access to a stair and single lift, and an additional cycle store is accessible next to the core entrance. A third core is included at the southeastern corner of the building, but this provides for means of escape, and is not envisaged as a primary means of access to the building.



Above: Ground Floor Plan

At ground floor, own door apartments wrap most of the north, east and west sides of the building. Each apartment features a private curtilage to the street facing side, and a private terrace for amenity on the courtyard side. Otherwise, there are short breaks in the continuity of apartments at ground floor level to allow for necessary building plant and services to be located at plinth level.

Typically, at upper floors, apartments are accessed from the access deck that wraps around three sides of the communal courtyard. This ensures that all apartments at this location are dual aspect, with balconies generally on the street facing side of the building. The exception is the western element of the building, which features a double loaded central corridor, with apartment either facing east towards the courtyard, or west onto the POS.

Unlike the apartments to the east and south, those to the north have a balcony located between the access deck and the apartment. Access to these apartments is effectively via the balcony, albeit there is segregation between the private open space and access associated with each apartment. This ensures that all apartments maintain an east, south, or west facing private open space amenity.

In addition to plant at ground floor level, there is plant provision at roof level. The main plant provision is to the lower roof step along the southern edge of the building, at Level +3. The arrangement proposed ensures that adequate sunlight can still be maintained to the communal open space.

Generally, public, communal, and private realm are all very clearly defined within the proposed development. This has largely been achieved by using the building to clearly define the boundaries between each. Where this is not possible (such as where the private spaces of ground floor terraces meet the central communal space, buffer planting and fencing are proposed to define boundaries and ensure privacy is maintained.



Above: First to second floor plans



Above: Fourth floor plan

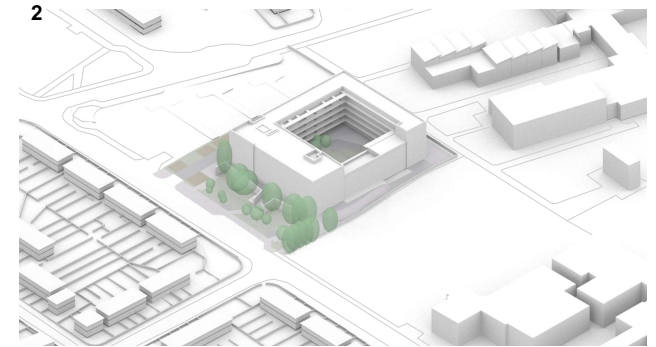
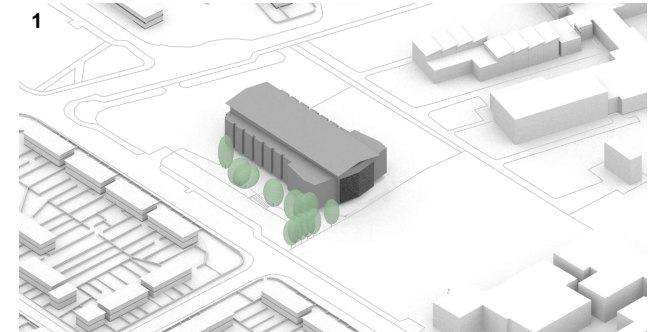
6.2 HEIGHT, SCALE AND MASSING

The SDRA requirements for a density in excess of 100uph will result in a significantly denser development than that of adjacent housing (at c. 30uph). This will in turn result in a proposed building of increased scale and density. This should be seen as an opportunity, as variety in building height is an important component in helping to achieve a sense of place, create an attractive built environment and protect existing residential amenity. When sufficient variety in building height and form is not achieved, in certain cases streets can become placeless and difficult to orientate.

Any design proposal for the subject site must be informed by, but not be dictated by the adjacent building context. In this case, the proposed development is on an infill site, straddling a community of 2-storey dwellings to the west, and schools and community buildings to the south and east. The height parameters of the neighbouring context must be understood but cannot determine a suitable height strategy for the proposed development site.

As noted elsewhere, architectural analysis of the former church on this site is a useful reference point in determining appropriate height. The proposed development carries a similar alignment to Cardiffsbridge Road, with the retention of existing mature trees serving as a buffer to adjacent housing. The new building is proposed at a similar height to the former church, which is justified due to the similar principles of setbacks and buffers to adjacent buildings. This translates to a 5-storey apartment building, with a step down in height to the south to ensure sufficient sunlight access to the communal courtyard.

Modest changes in building plane, parapet height, and finish materials all assist in bringing clarity to the building massing. Changes of material and parapet height are used to pick out the primary northwestern corner of the building, where the main core entrance and community room entrance are both located. Long facades have been broken up with changes of material and detailing at stairwells, or where there is otherwise a change in building height.



1. *Massing of Former Church*
2. *Massing of Proposed Apartment Building*
3. *Aerial View looking north-west Towards Cappagh Road*

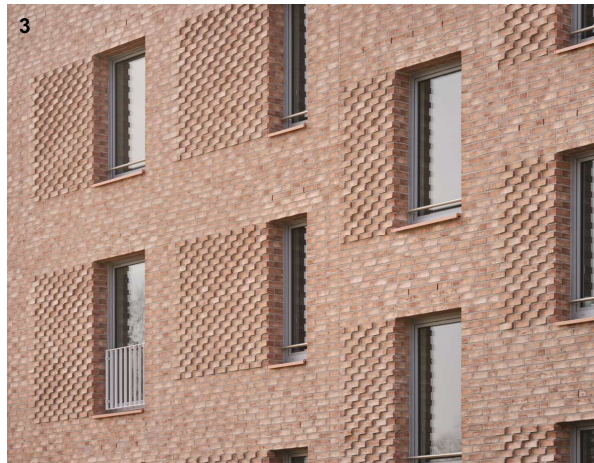
6.3 MATERIALS AND FINISHES

The palate of existing building materials in the Finglas West area is one of painted or pebble-dashed render, with few other alternatives. This is a material choice chosen for short term cost-effectiveness when built, but it does not always serve as an optimal solution in the long term. Render can suffer either because of insufficient maintenance, or due to varied and uncoordinated colour options from property to property.

As a response to this, the predominant finish material to proposed facades is of clay brick, in 2no. off-white/ buff-multi colours. This brick option has been selected as it is deemed to be sufficiently robust and durable for longevity, but with enough softness so as to appear sympathetic to the existing rendered finishes palate of the locality. In addition, the soft coloured brick treatments to the west facade allow the building to be subservient to the existing mature deciduous trees that are to be retained.

2no. separate brick colours have been chosen, to provide sufficient intelligibility and articulation to the design, with each colour used to break up the building massing. The materials chosen are of complementary colour palettes, with precedents for both brick shades being used successfully in other projects.

Further differentiation is proposed within the building composition using different brick bonding patterns. A rusticated pattern is typically proposed at ground floor or plinth level, to provide both additional robustness, but also to provide separate articulation to that of flush stretcher bond brick used to the levels above. This change in bond pattern is utilised as a subtle variation in texture adjacent to windows, to imply a larger opening, which assists with the compositional arrangement of the façade. When combined with an expressed parapet capping detail (see below), this provides for a distinctive top, middle and bottom to the building facade, in the classical architectural tradition.



Above: Precedent images illustrating the tone, texture and detailing of brickwork proposed, as follows:

1. Silchester Estate, London, Haworth Tompkins, with rusticated brick detailing at ground floor level
2. Eddington Lot 1, North-West Cambridge- WilkinsonEyre + Mole Architects

3. Buchholzer Grun Housing, Hanover, Germany Busch & Takasaki Architects with stepped brick contrast detail adjacent to window openings
4. Agar Grove Estate, Mae Architects

The main entrance cores are expressed in a bold statement of colour, to assist with orientation. Walls immediately adjacent to the entrances to common cores are also finished in colour and feature a generous canopy to help denote the importance of these entrances. These walls are to be finished in a glazed brick. Given the accessible location, this treatment gives a very robust and durable finish.

Balconies are to be finished with PPC vertical metal railings. A timber handrail is also included. Other façade finish materials, including windows and doors will be either aluminium or alu-clad, with a painted or PPC coating for longevity and to minimize maintenance. Windowsills and string courses are to be in light coloured reconstituted stone/concrete, or in an aluminium pressing offering a similar aesthetic.

Brick detailing is also used adjacent to windows in certain cases, to imply a large opening, which assists with the compositional arrangement of the facade. In such cases, the same brick material as adjacent walls is used, but a change in bond pattern is utilised as a subtle variation in texture.

Parapets are proposed as an expressed concrete detail, with a light grey coloured leading string course to match sills and/or string courses below, above which sits a deep recessed reconstituted stone/ concrete finish.

The canopies to main entrance doors will feature a flat roof, with alu-clad fascias to visible edges (including soffits), and with a membrane or metal capping to the upper surface. Flat roofs will be finished with a green roof build-up. In zones where plant is required, these areas will have a roof membrane finish.

To the street edge where indicated, plinth walls are to be finished in the darker buff-multi clay brick with off-white mortar, topped with galvanised mild steel railings. All boundary conditions are included in further detail in the proposed Boundary Wall Treatment Plan.



Above left: Proposed blue mineral paint finished render to selected building features
 Above middle-left: Proposed green mineral paint finished render to selected building features
 Above middle: Proposed grey buff multi clay brick with grey mortar
 Above middle-right: Proposed light coloured clay brick, with off-white mortar
 Above right: Proposed green/blue glazed brick, with grey mortar, to ground floor treatment adjacent to entrances



Above: West Building Face to Cardiffsbidge



Above: Northern Elevation

6.4 BALCONY DESIGN & FAÇADE LAYERING

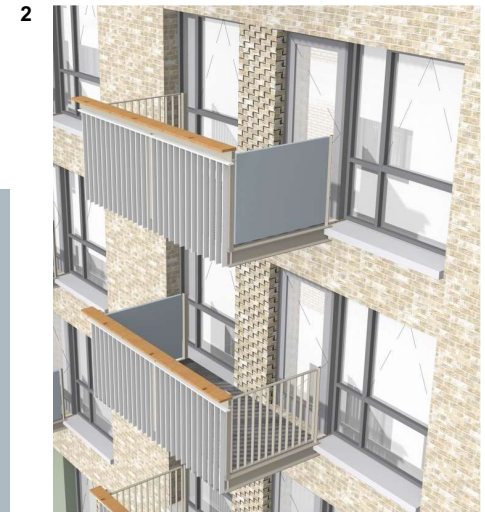
All private open space is provided to units via balconies to upper levels. Detailed consideration has been given to the forming of balcony, curtilage, and entry spaces throughout the development. The development requires balconies directly accessed from living areas at upper levels which results in a semi permeable treatment to be used. Perpendicular vertical steel fins allow the required daylight to penetrate to the rooms beyond while a single solid panel at one end of each balcony provides a moment of privacy and protection for the end users. Warm colours are introduced to soften all balconies by the single solid end panel and timber balustrade rail.

For west facing balconies overlooking the public open space, these will be most visible from Cardiffbridge Road. Typically for street facing balconies, consideration might be given to recessing the balcony to improve privacy. However, in this case, such an approach was deemed unnecessary, due to the following detail and location specific conditions:

- The apartments are set back significantly from the adjacent road.
- The apartments are screened by the adjacent retained mature trees.
- A recessed balcony at this location would be more detrimental to daylight and sunlight to the apartment than a projecting one, and access to both daylight and sunlight at this location is typically only marginally above compliance.
- Each balcony will feature 1no. solid side return, to improve the privacy and comfort of tenants using the balcony.
- The proposed balustrade treatment for all balconies utilises a series of vertical fins, that allow direct views out from the balcony and adjacent living space, but ensure that oblique views into the balcony are restricted, for improved privacy.

For north facing balconies, these face into the courtyard, and are described further below (within the body of Section 7.4). These balconies and courtyard deck access walkway are proposed with the introduction of planter boxes to be positioned at apartment windows and balconies fronting the deck access, providing for a defensible space.

For east and south facing balconies, these are located over quiet areas of perimeter site circulation. The proposed projecting balcony arrangement to these locations help to occupy the perimeter landscaped space, and their projecting form assist in providing occupants with 270degree views over the space below, improving passive surveillance. Both facades are not readily visible from surrounding streets and are therefore not subject to a loss of privacy from such sources. In addition, a similar arrangement of a single solid side return, and deep-set vertical fins is proposed as per the west facing balconies, to provide an optimal balance between occupant privacy and the need for passive surveillance.



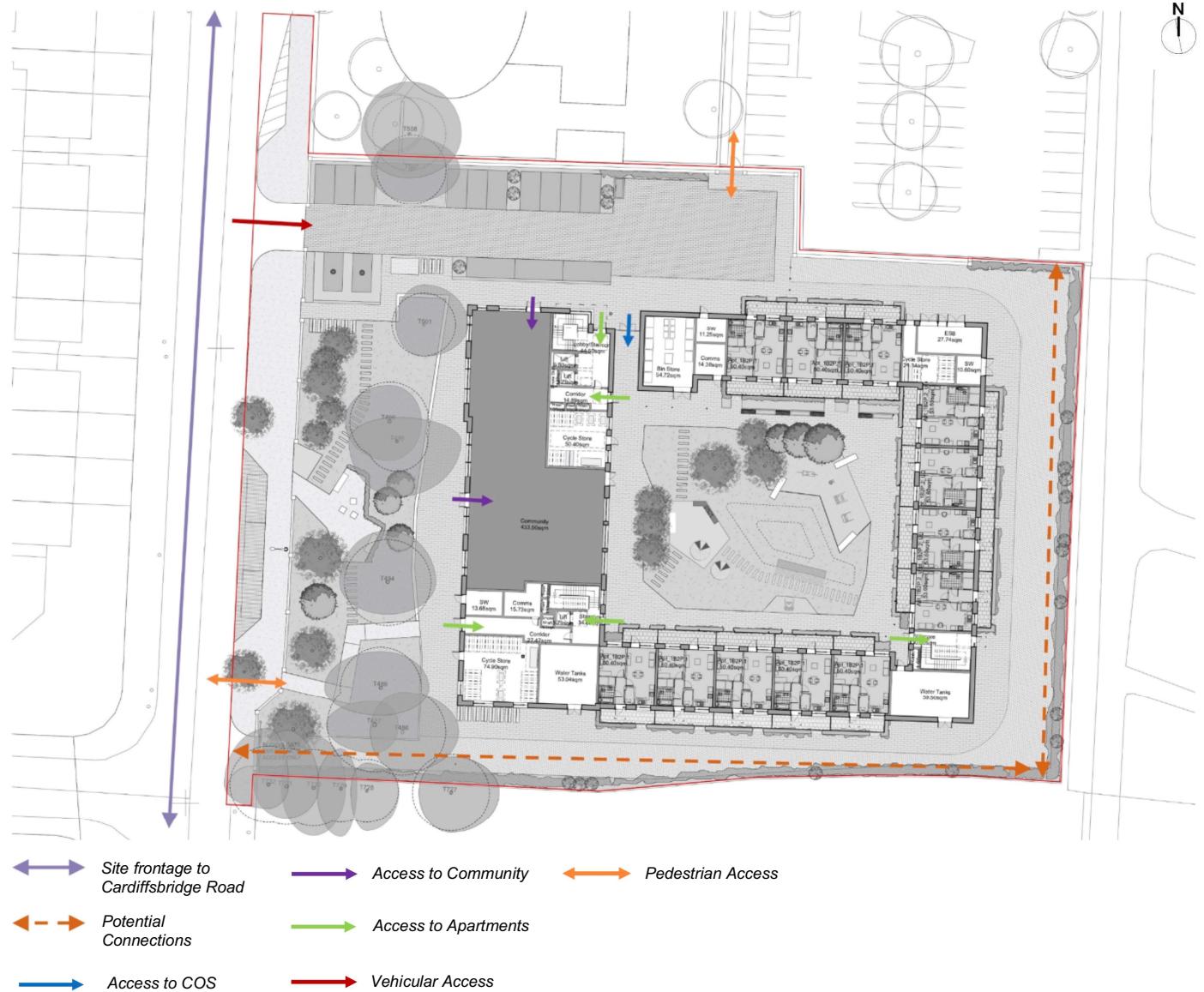
1. Proposed Typical Balcony Elevation
2. Proposed Typical Balcony 3D Aerial view
3. Aerial View looking north-east along inner deck access curtilage entry
4. Proposed blue-grey coloured fibre cement board to balcony/curtilage privacy screens (hexadecible #ADBAC2 to match or similar)

6.5 SITE CONNECTIVITY AND PERMEABILITY

The development is an infill site, with no requirement for vehicular permeability, and with minimal generation of vehicular traffic. At present, the site is also landlocked to other sites, and no through permeability is proposed at this stage.

However, the site layout reflects the aspirations of the Finglas Strategy, and the SDRA map for the wider Finglas area, which notes the potential for future permeability to the east and south of the proposed site, serving Fergal's Field southeast of the site. Whilst proposals for these adjacent lands are at an early stage of development, and it is not currently known whether the access objectives identified within the SDRA mapping will be required, the current design allows for their implementation in due course, if required. To the east, the proposed setback to the boundary allows for perimeter EAV access in the short term, but also for the provision of a wider access corridor here in due course if required. Similarly, to the south, the proposed EAV corridor may potentially be widened in due course to provide for common access to the subject development and to the adjacent Fergal's Field development, if required.

A pedestrian connection is proposed between the subject site and the adjacent church development to the north. Otherwise, there is a permeable site frontage along Cardiffsbridge Road, enabling general community access to the new POS.



7. Open Space

7.1 LANDSCAPE DESIGN STRATEGY

The development will include a public open space along Cardiffbridge Rd., which serves as a threshold to the scheme and provides opportunities for strategically located seating to take advantage of its exposure. This area is flanked on the side closer to the building by existing mature trees, which have been retained due to their ecological and visual values. The side adjacent to the street will also have a number of new semi-mature and multi-stem trees, allowing sightlines into the space to ensure adequate supervision and passive surveillance are achieved while providing a verdant space. This space will be delineated with a low wall and railing boundary along the public footpath, with openings to ensure circulation and a retaining wall behind the existing trees to provide a backdrop.

The public realm within the scheme is configured to cater to different types of mobility in and out of the scheme. Parking spaces and EV charging points are provided alongside bike racks and a dedicated motorbike space. Ease of circulation within the scheme is also a driving force in the design of the public realm, which provides front door access to units on the ground floor while ensuring a threshold to the units is formed by using native hedges to frame the space.

The central courtyard is designed to provide formal and informal recreation. This space has been designed to be predominantly a green space with some amenity pockets to ensure that future residents can engage in several activities and contribute to the overall communal feeling. A paved pocket within the lawn area with loose furniture and an integrated outdoor grill will provide the opportunity for residents to get together during summer days. The courtyard also provides further amenities, as mobility equipment has also been proposed in a pocket framed by hedging and semi-mature tree planting to ensure residents can also avail themselves of

outdoor exercise. Grow-Your-Own planters are also proposed to be included within the circulation route within the lawn area to establish the opportunity for residents to grow their own vegetables and engage in the communal garden.

Further details of all landscaping proposals can be found within the Landscape drawings and Landscape Report.



Above: Landscape Design

7.2 PUBLIC OPEN SPACE

A minimum provision of 10% public open space (POS) is required, as per the zoning objectives for the site. The starting point of the design process has been to identify the most suitable (POS) location, which we propose is at the western site boundary, along Cardiffbridge Road. This allows the POS to be accessible to both the proposed new resident, and the wider existing community. Its arrangement also allows good passive surveillance from both the existing and proposed dwellings and apartments, and passing traffic on Cardiffbridge Road that overlook the space. The POS also benefits from existing mature trees, in addition to the proposed new interventions.

See table below for POS demand and provision.

POS Provision	Ha	%
Site area	0.7136	100.0%
POS Requirement	0.07136	10.0%
POS Delivered	0.0935	13.1%

Above: POS Provision
 Right: Proposed Public Open Space



7.3 COMMUNAL OPEN SPACE

A single communal open space is provided within the internal courtyard, clearly defined by the 4 sides of the perimeter building. Deck access to upper-level apartments overlook the courtyard from upper levels. This helps to ensure that the communal courtyard is an engaging space, that all residents pass through or overlook in the course of a day. The proposed arrangement also ensures that the communal space is clearly defined and secure, with access only possible for residents or invited guests. Communal amenities, such as bin and cycle storage are accessible from the courtyard. A mix of uses are proposed within the communal open space, and further details can be found within the landscape proposals as included separately within this planning application.

The following table sets out the minimum requirements and actual provision of communal open space for the development.

COS Provision	Total No.	m2/apt	Total m2	%
1B2P Apartments	106	5	530	
2B3P Apartments	4	6	24	
Total Requirement			554	100.0%
Total Delivered			609	109.9%

Above: COS Provision
 Right: Proposed Communal Open Space



Proposed COS- 609m2

COS Area as per Daylight Report- 1015m2

7.4 PRIVATE OPEN SPACE

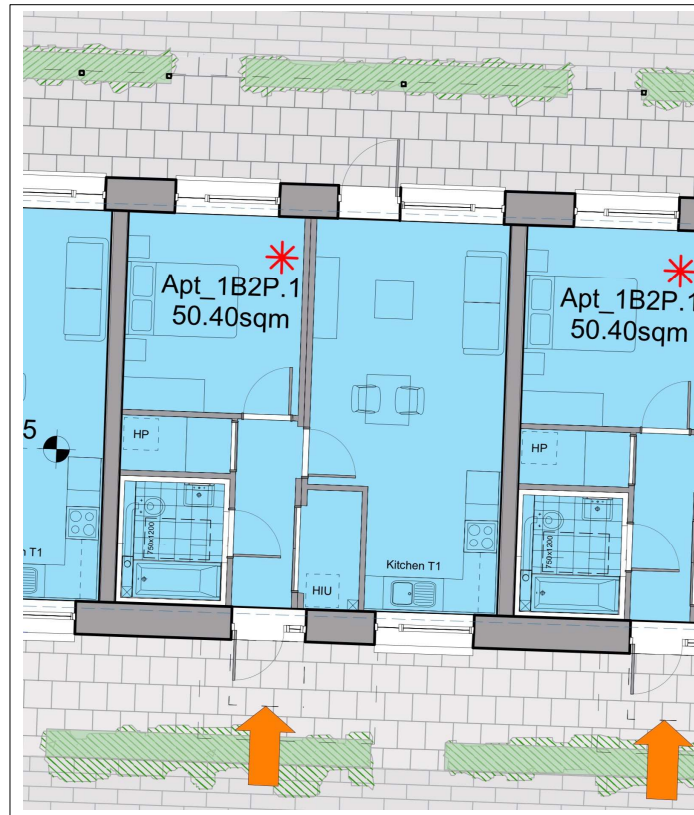
Private open space to apartments differs between ground and upper floors.

At ground level, ground floor perimeter apartments are accessed from the street, with private terraces onto the internal courtyard. Buffer planting and fencing is provided to ground floor terraces to ensure sufficient privacy and security for ground floor residents. Ground floor apartments also feature a private curtilage to the street frontage, which will be railed and gated to define the public/private interface. This area is not counted as part of the private open space for the residence.

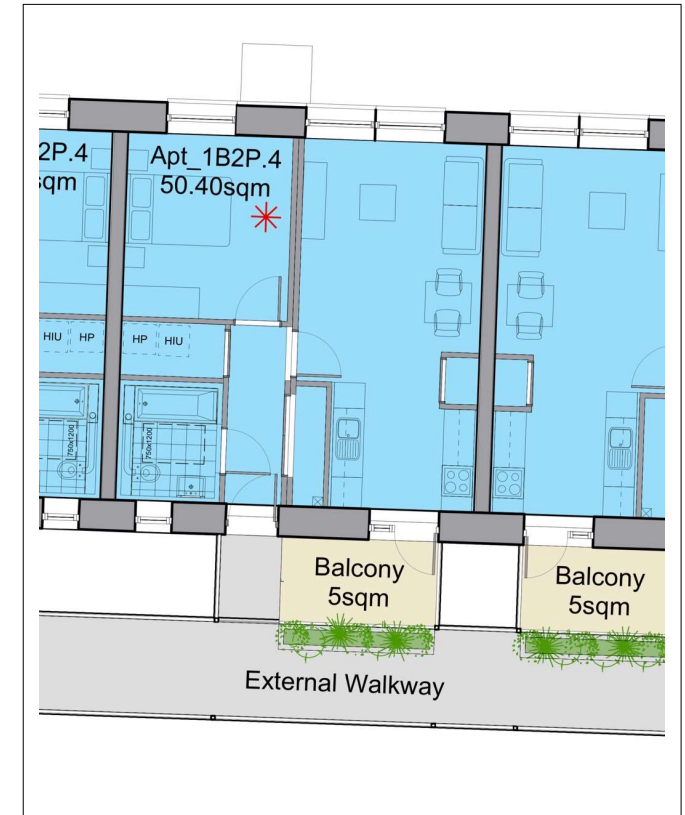
At upper floors, each apartment has a private balcony, generally on the outward looking perimeter of the building. Balconies are generally finished with a vertical railing, to offer visual permeability for views to the street below, and to the surroundings beyond. However, it is proposed that each balcony will feature 1no. solid side return, to improve the privacy and comfort of tenants using the balcony. Planter boxes of approx. 0.5W x 3.0L x 0.9H are proposed to sit in front of balconies and adjacent entry windows for additional defensive depth along the upper walkways and perimeter of the ground floor curtilage.

An exception to the position of upper floor private terraces is for apartments to the northern part of the building. In this scenario, the balconies are used to access the apartments, and are sited between the access deck and the apartment. The balconies have been increased in size to ensure that the private open space area requirements are met without any overlap of the area required to gain access to the apartment. Railings are used here to separately define the balcony from the adjacent access deck.

Each balcony or terrace is sized to meet or exceed the minimum area targets of 5m² for 1B2P, 6m² for 2B3P, 7m² for 2B4P, and 9m² for 3B5P apartments.



Above: Front and rear curtilage detail of typical ground floor apartment



Above: Balcony detail of first floor northern apartments

7.5 PUBLIC REALM CONTRIBUTION

The proposed development will revitalise a current brownfield site, and provide public access to the site again, which at present is inaccessible. The main public realm contribution will be the provision of the new public open space for the benefit of the wider community, as noted above.

In addition, the proposed development will bring some improvement to the streetscape along Cardiffbridge Road, in the form of new railings, tree planting, and improvements to pavements and carparking. The development also allows for the provision of greater permeability of the site in the longer term, as and if required for the development of Fergal's Field to the southeast.



Above: POS as Per Landscaping Proposal
Right: Drawing Legend



8. Residential Amenity

8.1 COMPLIANCE WITH INTERNAL DESIGN STANDARDS

All apartments have been designed to comply with the current DCC Development Plan (2022-2028), and with the design standards for new apartments-guidelines for planning authorities (2022).

As this is a social housing development for Older Persons, the proposed mix is based on housing need. As a result, the apartment mix is almost entirely 1 bed, 2 person apartments, with a small balance of 2 bed, 3 person apartments.

Proposed apartments are typically one of the following:

- Standard 1B2P apartment, with Gross Internal Floor Area (GIFA) = 50.4m² to 55.7m²
- Universal Design (UD) 1B2P apartment, with GIFA = 53.6m² to 55.6m²
- 2B3P Apartments, with GIFA = 70.2m²

As all 1B2P apartments exceed minimum area plus 10% (49.5m²), the minimum provision of 50% '+10%' apartments is easily achieved. A target minimum of 25% UD apartments has also been exceeded

The following table gives an overview of compliance with standards:

Res Amenity	Area (m ²)	UD Std.	UD %	+10% Area	%	Dual Aspect	Dual %	Total No.	Total %	Net area
Apt 1B2P.1	50.4	N/A		46	42%	18	39%	46	42%	2318
Apt 1B2P.2_UD	53.6	28	25%	28	25%	20	71%	28	25%	1501
Apt 1B2P.9_UD	55.6	8	7%	8	7%	8	100%	8	7%	445
Apt 1B2P.8	50.4	N/A		20	18%	20	100%	20	18%	1008
Apt 1B2P.7	55.7	N/A		4	4%	4	100%	4	4%	223
Apt 2B3P	70.2	N/A		4	4%	4	100%	4	4%	281
Summary statistics		36	33%	110	100%	74	67%	110	100%	5776

Above: Residential Amenity Compliance

8.2 DAYLIGHT AND SUNLIGHT

Daylight and sunlight modelling has been completed for the proposed development, and a report is included separately as part of this planning submission. A high level of compliance has been achieved, but a summary is included as follows:

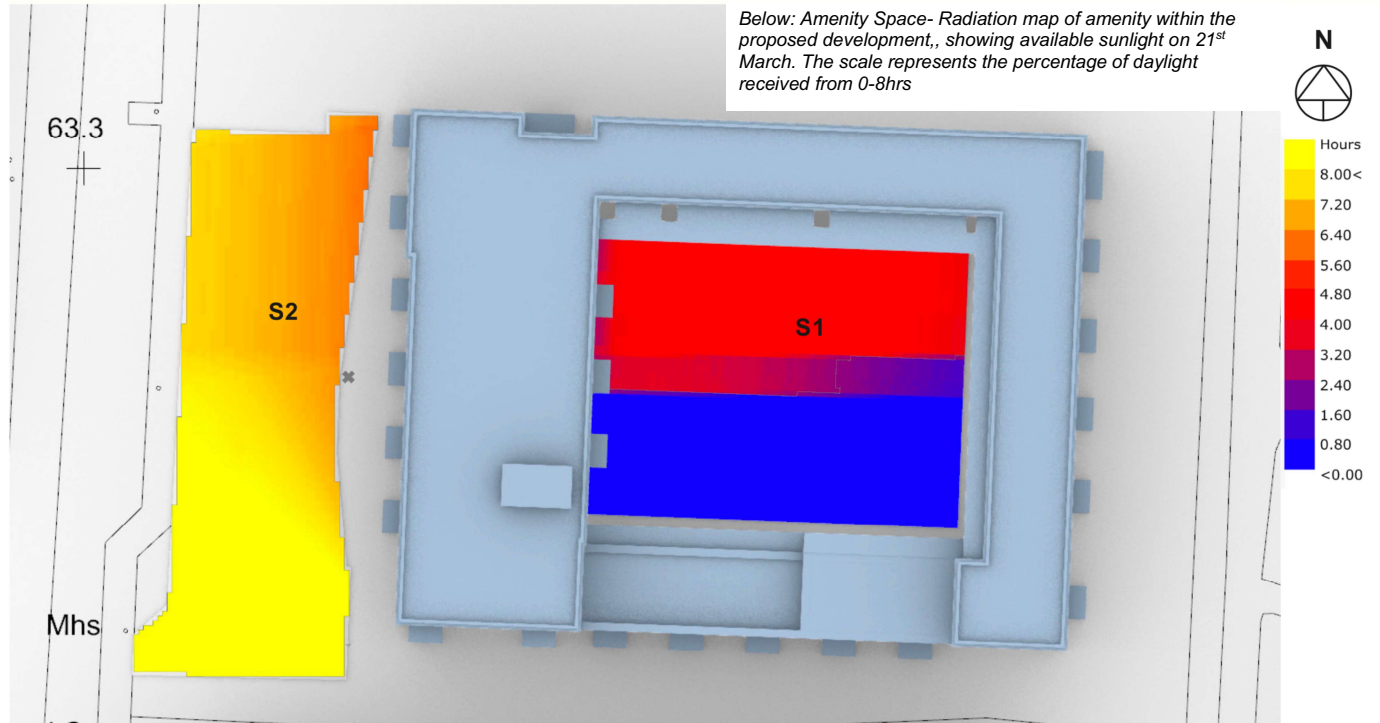
The public open space is largely unrestricted by the proposed development and achieves a high level of compliance. To ensure sufficient sunlight onto the communal open space, the proposed southern block has been reduced in height by 1-2 stories relative to the remainder of the building.

Daylight to apartments has been modelled to BSEN17037:2018+A1:2021 (UK Annex). Due to the generous setbacks to both adjacent buildings, and to opposing apartments across the proposed courtyard, minimum compliance with daylight requirements have been achieved for all apartments. Where compliance has proven more challenging are for the apartments on the western elevation, facing onto the public open space, in close proximity to existing mature deciduous trees. For these apartments, modelling has been conducted for both winter and summer scenarios.

The design achieves 100% daylight compliance with the above standard in winter. In summer, when trees are in full leaf, a number of the existing trees are to be removed or pruned back to ensure 100% compliance. An analysis of trees to be removed has been conducted between the architect, daylight consultant and arborist, to achieve an optimal balance of acceptable daylight levels and biodiversity retention. Poor tree specimens have been selected for removal first, and better-quality examples only where absolutely necessary.

The proposal arrived at is that the existing trees have been effectively thinned, to ensure that the overall outline and canopy remains, but with sufficient daylight penetration to adjacent apartments. A full analysis of the arboricultural impact, and compensatory biodiversity measures arising from the removal of trees has been included in the Arboriculture Report included elsewhere as part of this planning application.

All apartments have also been modelled for sunlight access and achieve a high level of compliance. Details are also included in the Daylight and Sunlight report.



Right: Calculation of Sun on the ground to public amenity spaces within the development

Sunlight on the Ground - Public & Communal Amenity				
Area ID	Use	Assessment plane area	Proposed: % Area receiving 2 hours sunlight on 21st March	Meets criteria of >50% area
S1	COS	1015 m2	52%	Yes
S2	POS	868 m2	100%	Yes

8.3 OVERLOOKING, OVERBEARING, OVERSHADOWING

It is noted that proposed development is of an increased scale and density relative to adjacent low-rise, 2-storey housing, which could give rise to the potential for overbearing. However, the set-back of the western edge of the proposed development to approximately align with the western edge of the former church, behind the line of the existing belt of mature trees, means that there is c. 50m between opposing elevations across Cardiffsbridge Road. Also, in arriving at an appropriate height for the proposed development, analysis of the former church concluded that a 5 storey apartment building may be suitable, as proposed here.

To the east, the existing Coláiste Eoin School is c. 35m away at the closest point. Given this generous setback, and also noting that the immediate facades of the adjacent school are predominantly blank gable ends, there are no overlooking or overbearing implications.

The generous setbacks to adjacent properties also ensure that there are no overshadowing implications. Daylight and sunlight modelling has been completed, which indicates that any impact on adjacent properties is within permissible levels. This report is included elsewhere as part of this planning application.



 Dimensions to Neighbours

9. Access, Car and Cycle Parking

9.1 COMPLIANCE WITH DMURS

In line with National Policy, the development objectives for the proposed site is to provide for higher-density infill development, in an urban location with good transport links. This helps to fulfil one of the primary objectives of DMURs, which is to encourage more sustainable travel, with pedestrians at the top of the user hierarchy, then cyclists, public transport and finally, private vehicles.

As the site is an infill development, there are no vehicular through routes. Vehicular access to the site is therefore for carparking and service vehicles only, and this is restricted to the north west corner of the site.

Most of the site therefore is restricted to pedestrians. Footways lead from the public pavement on Cardiffsbridge Road, through and around the proposed public open space to the entrance to the primary stair cores, serving upper floor apartments. A perimeter footway wraps the north, east and southern edges of the building, to provide access to ground floor apartments. Footways are minimum 1.8m wide, with good public lighting, with flush surface finishes, and at maximum falls of 1 in 20, to provide access for all.



9.2 CAR PARKING

The vehicular site entrance at the North west corner of the site leads to a carparking cul-de-sac, with standard car parking spaces and accessible parking spaces. A large turning head at the end of the cul-de-sac is sufficiently sized to facilitate a refuse truck. 4no. on street parking spaces have been maintained along the site frontage.

Carparking provision and ratios are as per the table included below.



Car Parking	Total No.	%
Standard parking	13	87%
Part M parking	2	13%
Delivery vehicles	0	
Motor cycle parking	0	
Total parking	15	100%
Total Apartments	110	
Parking Density	0.14	

 Car parking
 Off-site Parking

Left: Car Parking Provision
 Above: Car Parking Spaces Highlighted

9.3 CYCLE PARKING

For long term cycle parking, 3no. Cycle/Mobility stores have been provided, with a larger store associated with each of the main core entrances, and a third small store to the north-eastern corner of the building. The positioning of a store adjacent to each of the 2 primary core entrances is for the convenience of residents, as easy access will encourage greater use. In addition, increased numbers of smaller stores are preferred over a single larger store due to lesser ground floor plan impact, and improved security.

As the accommodation is for older residents, we have incorporated storage for mobility scooters within the cycle stores. The proposed strategy is that any given resident is only likely to require one or other of cycle storage or mobility storage at most, so should additional mobility storage be required in due course, it is reasonable to assume that this may be at the expense of cycle storage. Storage for 5no. mobility scooters has been provided.

Both short term and long-term cycle parking has been provided as per Table 1, Appendix 5, Volume 2 of the Dublin City Development Plan 2022 - 2028. Demand and supply is as per the table below. The layout and arrangement of the proposed Cycle stores is compliant with The National Cycle Manual (2023), in terms of the functional dimensions and quality of parking facilities and the type of access to and from the spaces. The National Cycle Manual also advises on minimum provision of cargo bike parking and EV cycle provision, and the demand and supply for both have also been provided in the table below.

Short term cycle parking for visitors is provided in small clusters either at the building perimeter, or within the public open space. The Community/Arts and Culture space will also generate some short-term visitor parking, with a very modest number of long-term spaces for staff. However, as the long-term requirements are particularly low, it is proposed that both long term and short-term parking for the

Community facility will be located within the public realm. Demand and supply calculations are as per the table below.



Above: Cycle Parking Spaces Highlighted

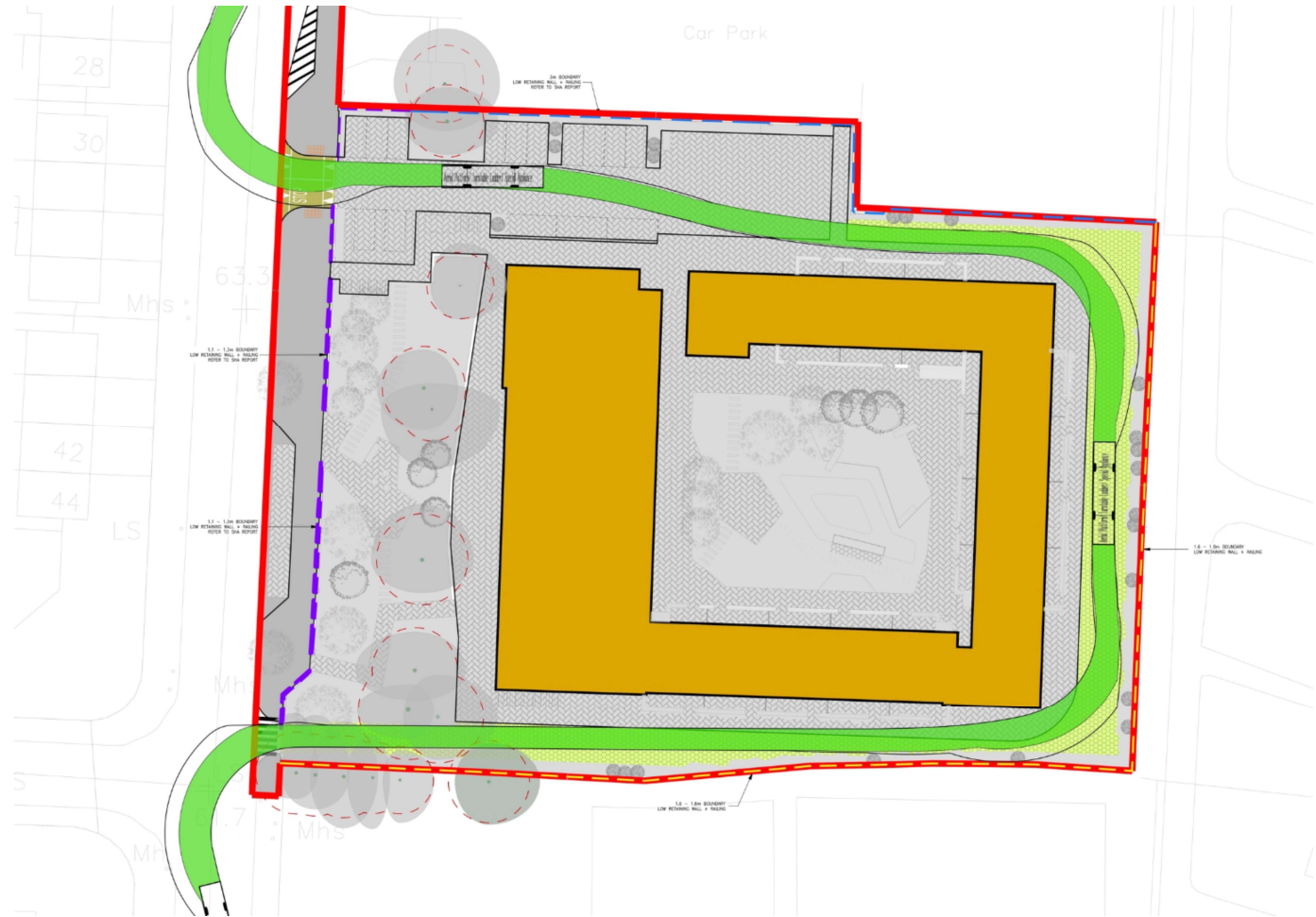
Cycle Parking	Total Apts	Load	Long term Required	Short term Required	of which adapted req.	Long term Delivered	Short term Delivered	of which adapted del.
<i>For below, load based on number of residents)</i>								
1B2P Apartments (Seniors)	106	212	42	21	2	45	29	2
2B3P Apartments (Seniors)	4	12	2	1	0	4	1	0
Housing staff (Seniors)		0	0		0			
<i>For below, load based on number of bedrooms)</i>								
1B2P Apartments (General)	0	0	0	0	0			
2B3P Apartments (General)	0	0	0	0	0			
3B5P Apartments (General)	0	0	0	0	0			
<i>For below, load based on total area in m2)</i>								
Community, Arts & Culture		434	1	4	0	1	4	1
Retail		0	0	0	0			
<i>For below, load based on total number of staff/children)</i>								
Creche		0	0	0	0			
Total numbers			46	27	2	50	34	3

Above: Cycle Parking Provision

Long stay bicycle parking
 Short stay bicycle parking

9.4 EAV STRATEGY

It is proposed that EAVs will have access to 75% of the outer building perimeter, with direct access to each of the stair cores, which is in excess of DCC Fire Department standards. The proposed EAV access point to the site is via the carpark to the north-western corner of the site, with EAV access continuing along the northern, eastern and southern site boundaries. This route has been auto track designed for a suitable high-reach fire tender, and details are included elsewhere as part of this submission. In order to prevent the potential for the EAV route to be utilised for general vehicular access, locked, removable bollards will be included both at the eastern end of the proposed carpark, and at the EAV egress point to Cardiffsbriidge Road at the site's south-western boundary.



Above: EAV Strategy Diagram

10. Urban Design Rationale/ Design Criteria

The design rationale outlined below identifies the key issues considered during the design process for the proposed mixed-use scheme on the site, in compliance with key indicators of quality urban design and placemaking set out in Section 4.4 of Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities 2024.

As there is significant overlap here with the Community Safety Strategy, that section should also be consulted here.

10.1. Sustainable and Efficient Movement

10.1.1 PERMEABLE AND LEGIBLE NETWORK OF STREETS AND SPACES WITHIN THE SITE

Will the plan or development proposal establish a highly permeable and legible network of streets and spaces within the site that optimises movement for sustainable modes of transport (walking, cycling and public transport)?

The development proposes high-quality urban infill on a key brownfield site. Whilst there is permeability proposed through what is currently a landlocked site, the SDRA notes that there may be a requirement for access and permeability to the east and south of the proposed site, to serve the future development of Fergal's Field. The current proposal allows for this possible eventuality.

The site avails of good public transport connectivity, with DublinBus stops on Cardiffsbridge Road immediately adjacent.

10.1.2 CONNECTIONS WITH AND BETWEEN ESTABLISHED COMMUNITIES, SERVICES AND OTHER USES

Have opportunities to improve connections with and between established communities been identified and responded to with particular regard to strategic connections between homes, shops, employment opportunities, public transport, local services and amenities?

The site fronts Cardiffsbridge Road, a primary thoroughfare serving Finglas West. to the north along Cardiffsbridge Road is a neighbourhood centre, with local shops and facilities (c. 0.2km away). A larger supermarket and local amenities are located c. 0.6km further south along the same road. The urban village centre of Finglas (East) is approximately 1km to the east.

Although the site is landlocked on three sides, a pedestrian link is proposed between the subject development and the proposed new church to the north (PA. Reg. Ref 3023/19 : Demolition of the existing Church of the Annunciation building and construction of a new church/parish pastoral centre building on a smaller site.)

10.1.3 STREETS DESIGNED IN ACCORDANCE WITH DMURS

Are streets designed (including the retrofitting of existing streets adjacent to or on-route to the site, where appropriate) in accordance with DMURS to calm traffic and enable the safe and comfortable movement of vulnerable users?

In line with National Policy, the development objective for the proposed site is to provide for higher-density infill development, in an

urban location with good transport links. This helps to fulfil one of the primary objectives of DMURs, which is to encourage more sustainable travel, with pedestrians at the top of the user hierarchy, then cyclists, public transport and finally, private vehicles

As the site is an infill development, there are no vehicular through routes. Vehicular access to the site is therefore for carparking and service vehicles only, and this is restricted to the northwest corner of the site.

Most of the site therefore is restricted to pedestrians. Footways lead from the public pavement on Cardiffsbridge Road, through and around the proposed public open space to the entrance to the primary stair cores, serving upper floor apartments. A perimeter footway wraps the north, east and southern edges of the building, to provide access to ground floor apartments. Footways are minimum 1.8m wide, with good public lighting, with flush surface finishes, and at maximum falls of 1 in 20, to provide access for all.

10.1.4 QUANTUM OF PARKING MINIMISED

Has the quantum of parking been minimised (in accordance with SPPR4 where relevant) and designed and located in a way that seeks to reduce the demand for private car use, promote sustainable modes of transport and ensure that the public realm is not dominated by parked vehicles?

As the DCCDP, the site is located within parking zone 2 due to its location along key transport routes. Based on the objective to deliver older persons housing at this site the maximum car parking standards are 1 per 2 dwellings (0.5 spaces/ dwelling). However, for

the proposed development, with an analysis of particular need and on account of close proximity to public transport, a car parking ration of 0.15 is proposed. Further clarification here is presented in the Mobility Management Plan that accompanies this planning application. Parking in this scheme is provided in a modest surface level carpark to the northwest corner of the site. The parking area benefits from a high degree of passive surveillance, both from the adjacent road and from the proposed building. Although the carpark area is modest, it features a combination of existing mature trees and proposed soft landscaping, all of which serve to minimise its visual impact. Pedestrian and cycle access to all residences is possible through the public open space, independent of the car park area.

Bicycle stores are in the form of secure indoor rooms with good lighting and secure access, accessed either from the secure communal courtyard, or by means of a well overlooked, access-controlled door on the building perimeter. Visitor bicycle parking in the public realm is well overlooked from apartments above.



Above: View Looking West

10.2. Mix of Land Uses (Vibrant Centres and Communities)

10.2.1 MIX AND INTENSITY OF LAND USES APPROPRIATE TO THE SITE

Is the mix and intensity of land uses appropriate to the site and its location and have land uses been distributed in a complementary manner that optimises access to public transport, amenities and local services via walking or cycling?

The primary brief for this site is derived from the DCCDP, and the SDRA mapping for Finglas West. This expressly identifies that the site is to be used for Older Persons, due to the known requirement for such accommodation within the locality. The DCCDP also indicates that the density of a SDRA should range from 100uph to 250 uph.

The subject proposal is therefore deemed appropriate, as it meets the requirements of the SDRA.

10.2.2 DIVERSE AND VARIED RANGE OF HOUSING TYPES:

Have a diverse and varied range of housing types been provided to meet local and projected needs (having regard to the Housing Need Demand Assessment), supplemented by an innovative range of housing typologies that support greater housing affordability and choice?

The proposed development is housing for Older Persons. Generally, such housing is for tenants that do not need a high level of support, and who can live independent lives. The proposed delivery of such is based on Housing Needs Demand Assessment of the wider Finglas area. The long-term intent is that the occupation of the proposed

development with Older Persons will free up currently underutilised family 2&3 bed homes within the wider locality.

However, as the building is a development of majority one-bed apartments, all residences are single level, with full level access (by means of lifts to upper floors). This ensures that an existing user who develops mobility issues will not be restricted from accessing areas of their own home.

Furthermore, in compliance with DCCDP, more than 25% of the apartments have been designed in accordance with Universal Design Principles.

The Community, Arts and Cultural space included in the scheme are intended to reflect current most viable uses, but these uses will be able to evolve and change over time.

Please refer to Section 11 (Accessibility) for further details.

10.2.3 SUPPORT THE REGENERATION AND REVITALISATION OF AN EXISTING CENTRE OR NEIGHBOURHOOD

Will the plan or development proposal supplement and/or support the regeneration and revitalisation of an existing centre or neighbourhood, including the adaptation and re-use of the existing building stock in order to reduce vacancy and dereliction (where applicable) and promote town centre living (where applicable)?

The subject development is regenerative for the wider community, in that it utilises a current brownfield site, and serves to provide housing led, in-demand facilities.

The development of the subject site effectively stimulates the development of the wider community, in that every new apartment

occupied has the potential to free up a currently underutilised family 2&3 bed homes within the wider locality. These homes will then be made available to families with housing need.

The subject development is also one project in a proposed ribbon of development along Cardiffsbridge Road, which will include a new church and a proposed primary care centre, all of which will serve to revitalise the community.

10.2.4 ENHANCEMENT OF THE PUBLIC REALM

Is the regeneration and revitalisation of an existing centre or neighbourhood supported by the enhancement of the public realm so as to create a more liveable environment, attract investment and encourage a greater number of visitors (where applicable)?

The proposed development will revitalise a current brownfield site, and provide public access to the site again, which at present is inaccessible. The main public realm contribution will be the provision of the new public open space for the benefit of the wider community. This is located at the western site boundary, along Cardiffsbridge Road, a location that allows the POS to be accessible to both the proposed new resident, and the wider existing community. The POS benefits from existing mature trees, in addition to the proposed new interventions.

In addition, the proposed development will bring some improvement to the streetscape along Cardiffsbridge Road, in the form of new railings, tree planting, and improvements to pavements and carparking. The development also allows for the provision of greater permeability of the site in the longer term, as and if required for the development of Fergal's Field to the southeast.



Above: View looking from north

10.3. Green and Blue Infrastructure (Open Space, Landscape and Heritage)

10.3.1 POSITIVELY RESPONDED TO NATURAL FEATURES & LANDSCAPE CHARACTER

Has the plan or development proposal positively responded to natural features and landscape character, with particular regard to biodiversity, vistas and landmarks and the setting of protected structures, conservation areas and historic landscapes?

The Finglas West community was developed from the 1950s onwards, in part to provide new housing for inner city residents. Built on former agricultural lands, Finglas West formed part of the suburban expansion of Dublin City. The predominant building typology in Finglas West are mid-twentieth century 2-storey dwellings. These are typical of those built throughout Dublin at that time and are not particularly distinctive. As a result of this pattern of development, there are very few protected structures of architectural significance within the wider Finglas area.

The proposed development site forms a ribbon of proposed new development along Cardiffsbridge Road, which serves to bring alternative uses and a new building scale. The main site feature is an existing belt of mature trees, running parallel with, and set some 20m back from the edge of Cardiffsbridge Road. To facilitate the proposed development, and to achieve acceptable level of daylight and sunlight provision, several of the existing trees are to be removed or pruned back. An analysis of trees to be removed has been conducted between the architect, daylight consultant and arborist, to achieve an optimal balance of acceptable daylight levels and biodiversity retention. Poor tree specimens have been selected for removal first, and better-quality examples only where necessary.

Otherwise, a strategy for biodiversity improvement is proposed, proposals for which have been developed by the wider design team,

with input from our consultant arborist, ecologist, and landscape architect. The subject development proposes a net biodiversity gain.

10.3.2 A COMPLEMENTARY AND INTERCONNECTED RANGE OF OPEN SPACES, CORRIDORS AND PLANTED/ LANDSCAPED AREAS

Have a complementary and interconnected range of open spaces, corridors and planted/ landscaped areas been provided, that create and conserve ecological links and promotes active travel and healthier lifestyles?

The development will include a public open space along Cardiffsbridge Rd., a central courtyard to provide formal and informal recreation, and general public realm access to the building. The proposals retain as many existing trees as possible, and supplement these with new trees and planting, and other measure to ensure a net bio-diversity gain.

Further details of all landscaping proposals can be found within the Landscape drawings and Landscape Report.

10.3.3 PUBLIC OPEN SPACES UNIVERSALLY ACCESSIBLE AND DESIGNED TO CATER FOR A RANGE OF ACTIVE AND PASSIVE RECREATIONAL USES

Are public open spaces universally accessible and designed to cater for a range of active and passive recreational uses (taking account of the function of other spaces within the network)?

The public open space is at the threshold of approach to the proposed building from Cardiffsbridge Road, and therefore is Part M accessible.

The space is designed as a passive recreational space, serving both the proposed senior residents and the wider community. It features both new and existing trees, meandering pathways through the space, and casual seating areas.

10.3.4 INTEGRATED NATURE-BASED SOLUTIONS FOR THE MANAGEMENT OF URBAN DRAINAGE

Does the plan or development proposal include integrated nature-based solutions for the management of urban drainage to promote biodiversity, urban greening, improved water quality and flood mitigation?

The design features extensive active SUDs measures, including tree pits, green and blue roofs, and permeable paving. Interception storage is proposed through a combination of the blue roofs and the permeable paving solution, and not by tanks or other means.



Above: View looking north west towards POS

10.4. Responsive Built Form

10.4.1 COHERENT AND LEGIBLE URBAN STRUCTURE IN TERMS OF BLOCK LAYOUTS AND BUILDING HEIGHTS

Does the layout, orientation and scale of development support the formation of a coherent and legible urban structure in terms of block layouts and building heights with particular regard to the location of gateways and landmarks, the hierarchy of streets and spaces and access to daylight and sunlight?

The SDRA requirements for a density in excess of 100uph will result in a significantly more dense development than that of adjacent housing (at c. 30uph). This will in turn result in a proposed building of increased scale and density. This should be seen as an opportunity, as variety in building height is an important component in helping to achieve a sense of place, create an attractive built environment and protect existing residential amenity. When sufficient variety in building height and form is not achieved, in certain cases streets can become placeless and difficult to orientate.

Any design proposal for the subject site must be informed by, but not be dictated by the adjacent building context. In this case, the proposed development is on an infill site, straddling a community of 2-storey dwellings to the west, and schools and community buildings to the south and east. The height parameters of the neighbouring context must be understood, but cannot determine a suitable height strategy for the proposed development site.

As noted elsewhere, architectural analysis of the former church on this site is a useful reference point in determining appropriate height. The proposed development carries a similar alignment to Cardiffsbridge Road, with the retention of existing mature trees serving as a buffer to adjacent housing. The new building is proposed at a similar height to the former church, which is justified due to the similar principles of setbacks and buffers to adjacent

buildings. This translates to a 5-storey apartment building, with a step down in height to the south to ensure sufficient sunlight access to the communal courtyard.

Modest changes in building plane, parapet height, and finish materials all assist in bringing clarity to the building massing. Changes of material and parapet height are used to pick out the primary north western corner of the building, where the main core entrance and community room entrance are both located. Long facades have been broken up with changes of material and detailing at stairwells, or where there is otherwise a change in building height.

10.4.2 BUILDINGS ADDRESS STREETS AND SPACES

Do buildings address streets and spaces in a manner that will ensure they clearly define public and private spaces, generate activity, maximise passive surveillance and provide an attractive and animated interface?

The development proposal activates a current brownfield street site along an existing street, providing access to a new enclosed public open space. Defined on one side by the existing street, and on the other by the proposed development, a new vibrant node of activity will be created. The proposed development will bring some improvement to the streetscape along Cardiffsbridge Road, in the form of new railings, tree planting, and improvements to pavements and carparking.

All publicly accessible spaces, including perimeter streets, and the public open space to the building frontage are overlooked by multiple apartment windows, patio doors and balconies, creating strong opportunities for passive surveillance. The relatively long and narrow proportions of the public space ensure that it is well overlooked, from

the road to the west, and from the proposed building to the east, in particular from upper floor apartments. This proposed location also ensures that the public open space is not overshadowed by buildings, with direct access to sunlight to ensure it is bright and attractive during the day, maximising the potential for it to be well used.

10.4.3 LAYOUT, SCALE AND DESIGN FEATURES OF NEW DEVELOPMENT RESPOND TO PREVAILING DEVELOPMENT PATTERNS (WHERE RELEVANT)

Does the layout, scale and design features of new development respond to prevailing development patterns (where relevant), integrate well within its context and provide appropriate transitions with adjacent buildings and established communities so as to safeguard their amenities to a reasonable extent?

The subject development site forms a ribbon of proposed new development along Cardiffsbridge Road. To the north, the design proposals for the new church are known (PA. Reg. Ref 3023/19), and the subject proposals can therefore respond to this future context. To the south, whilst the proposals are as yet undeveloped, the SDRA and Finglas Strategy offers sufficient guidance as to the scale and extent of possible development, to which the development of the subject site can respond. The subject development therefore responds to future development within the framework of SDRA policy.

As noted elsewhere, architectural analysis of the former church on this site is a useful reference point in determining appropriate height. The proposed development carries a similar alignment to Cardiffsbridge Road, with the retention of existing mature trees serving as a buffer to adjacent housing. The new building is

proposed at a similar height to the former church, which is justified due to the similar principles of setbacks and buffers to adjacent buildings. This translates to a 5-storey apartment building, with a step down in height to the south to ensure sufficient sunlight access to the communal courtyard.

A full analysis of daylight and sunlight impact has also been undertaken to determine the impact of the subject development on the surrounding buildings. There are no negative impacts, and full details are included elsewhere as part of this planning application.

10.4.4 COHERENT ARCHITECTURAL AND URBAN DESIGN STRATEGY

Has a coherent architectural and urban design strategy been presented that will ensure the development is sustainable, distinctive, complements the urban structure and promotes a strong sense of identity?

A coherent architectural design strategy has been delivered, which will bring benefits to the social sustainability of the Finglas West area. The completion of the subject development will deliver greater variety in residential typologies to the Finglas West area, which is currently dominated by 2&3 bed 2-storey family dwellings. This will allow residents to live in appropriate accommodation within their locality for longer, whilst freeing up underutilised 2&3 bed housing for families.

Architecturally, the development aims to be both distinctive and subservient. Within the wider context, the subject development will be distinctive in that, in addition to other adjacent development proposed under the SDRA, it will deliver an increased urban scale as a contrast to the uniform, low rise surroundings. This will help to achieve a sense of place, and aid orientation. At the scale of the

subject site, the proposed building is set back from the street edge. Appropriately, the public open space takes priority, and allows the subject building to sit back from the street edge, providing a more tranquil environment for senior residents.



Above: View Looking South West

11. Accessibility (UD Apartments and Seniors units)

GENERAL

Dublin City Council Development Plan (2022-2028) advises that a minimum of 50% of apartments are to exceed minimum area standards by 10%, and that in addition, 50% of apartments that are in excess of minimum size requirements are to be designed to be UD compliant. The UD standards noted are the requirements of the 'Universal Design Guidelines for Homes in Ireland' developed by the Centre for Excellence in Universal Design (National Disability Authority).

Based on the above requirement, the minimum provision of UD apartments would be 25%. The proposed development has 33% of apartments designed to UD standards. For the proposed development, the design seeks to allow for delivery by any or all Modern Methods on Construction (MMC), including modular volumetric construction. In order to allow for varied MMC approaches, it is proposed that 100% of apartments will be in excess of minimum size standards.

The delivery of 100% of apartments in excess of minimum area standards is a constructability consideration, and is not as a consequence of compliance with the DCCDP. Therefore, in order to comply with the DCCDP UD requirement, it is proposed that a proportion of all apartments (in this case, between 50% and 66%) will be designated as the '+10% area' apartments for the subject development, so as to ensure that at least 50% of apartments that are in excess of minimum size requirements are to be designed to be UD compliant

For all points of approach to individual apartments, universal access has been addressed as follows:

- General approach to building core, apartment entrance or ancillary facilities are in compliance with TGD Part M, with access designed
- As a gently sloping approach where required. This eliminates any requirement for a stepped approach.
- Accessible car parking spaces are located nearby the main entrance core.
- Both stair cores to the west of the building (i.e.. the only stair cores used to serve to access apartments above) feature stairs that have been designed to UD standards.
- A UD compliant lift has been allowed to the north west stair core
- All internal corridors, and also the access decks to the internal courtyard have been designed at 1.8m width, allowing 2 persons to pass easily, and for full TGDM compliant turning circles.

The Universal Design units consist of:

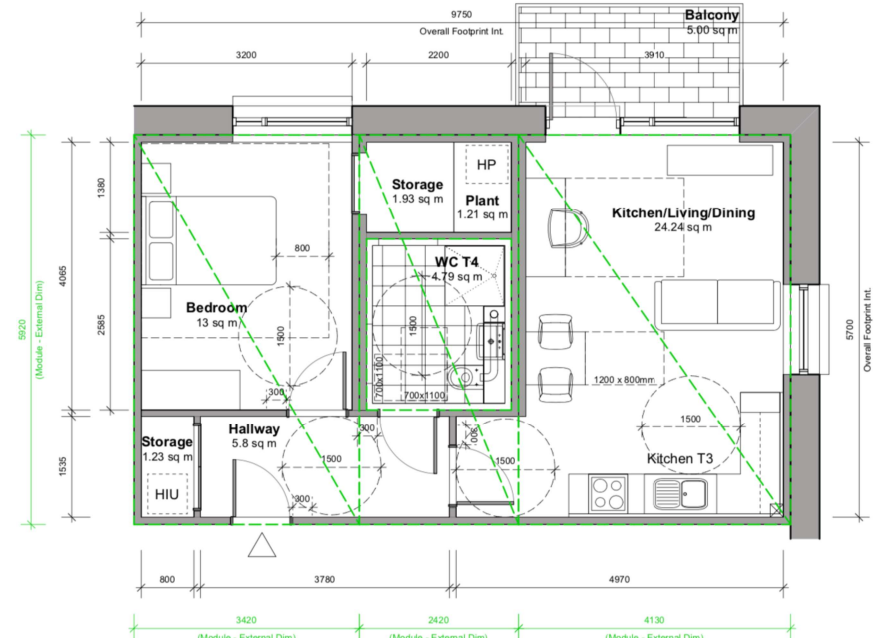
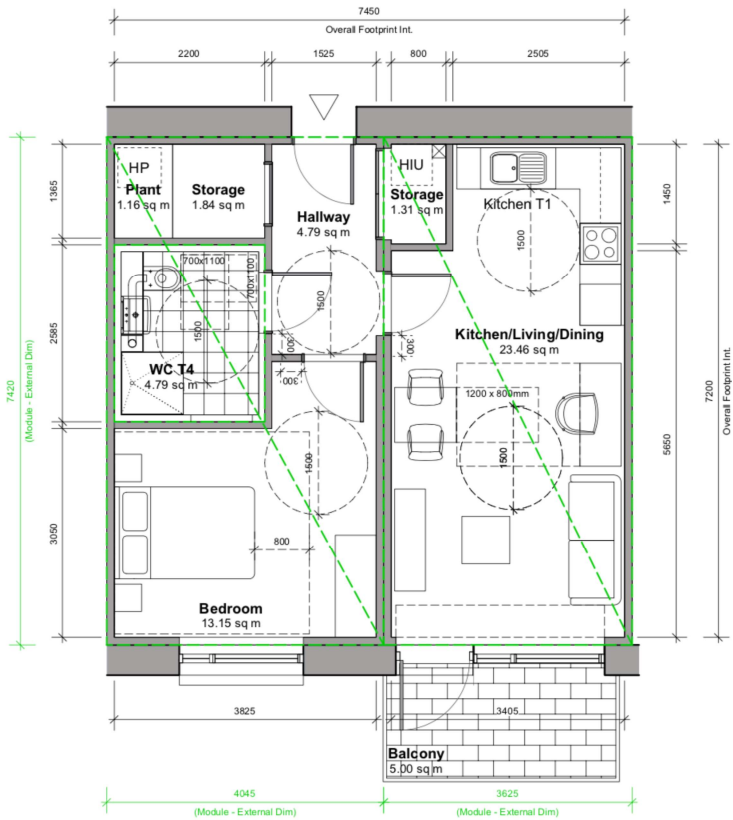
- Apartment Type 1B2P.2 (28no. 1 bed apartments)
- Apartment Type 1B2P.3 (8no. 1 bed apartments)

The criteria addressing the design of the internal unit layout are summarised as shown below:

Kitchen/ Dining/ Living Room

1. Large and flexible room with ample unobstructed space to access all areas for everyone with ease of movement through the kitchen
2. Minimum 800mm wide clear route between furniture and in front of windows and routes between doors
3. 1200mm clear space on three consecutive sides of a table

4. Kitchen is not a thoroughfare. Cooker / hob and sink are in the same run of worktop.
5. The kitchen space located next to the dining area to ease access for carrying food and crockery.
6. Large and accessible bathroom door opens outwards, with level access shower
7. Bathroom adjacent to the main bedroom with flexibility to provide direct access from the bedroom.
8. clear access space of 800mm on both sides and at the end of the double bed.
9. Provide a clear space for a turning circle of 1500mm
10. Doors open into rooms (such as living rooms, bedrooms and kitchens) with hinge-side of the door is adjacent to a return wall and approx. 300mm clear space on the leading edge of doors
12. Entrance door with a clear width of circa 1000mm; with 1200 mm x 1200 mm clear landing.
13. Level access to the front and rear doors.



1B2P-2 UD-Typical

RELEVANT AREA	PROPOSED UNIT		EQUIVALENT DEPT GUIDELINES		COMPARISON OF FLOOR AREA %
	ACTUAL WIDTH	ACTUAL AREA (SqM)	MIN WIDTH	MIN FLOOR AREA (SqM)	
BEDROOM 1	3.825	13.2	2.800	11.4	115.35%
AGGREGATE BEDROOM AREA		13.2		11.4	115.35%
AGGREGATE STORAGE AREA		3.2		3.0	106.67%
TOTAL LIVING/KITCHEN/DINING AREA		23.5		23.0	102.00%
GROSS INTERNAL AREA	48.85*	53.6		45.0	108.56%*
PRIVATE OPEN SPACE (P.O.S.)		5.0		5.0	100.00%

1B2P-3 UD-Corner

RELEVANT AREA	PROPOSED UNIT		EQUIVALENT DEPT GUIDELINES		COMPARISON OF FLOOR AREA %
	ACTUAL WIDTH	ACTUAL AREA (SqM)	MIN WIDTH	MIN FLOOR AREA (SqM)	
BEDROOM 1	3.200	13.0	2.800	11.4	114.04%
AGGREGATE BEDROOM AREA		13.0		11.4	114.04%
AGGREGATE STORAGE AREA		3.2		3.0	106.67%
TOTAL LIVING/KITCHEN/DINING AREA		24.2		23.0	105.39%
GROSS INTERNAL AREA	49.78*	55.6		45.0	110.62%*
PRIVATE OPEN SPACE (P.O.S.)		5.0		5.0	100.00%

12. Community Safety Strategy

GENERAL

This report addresses the requirements of the Dublin City Development Plan, 2022-2028, Chapter 15.4.5 - Safe and Secure Design. This requirement states:

".... All residential developments shall refer to Design for Safety and Security' guidance contained in the DEHLG 'Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities' (2007).

New developments and refurbishments should be designed to promote safety and security and avoid anti-social behaviour by:

- Maximising passive surveillance of streets, open spaces, play areas and surface parking.
- Avoiding the creation of blank facades, dark or secluded areas or enclosed public areas.

- Eliminating leftover pockets of land with no clear purpose.
- Providing adequate lighting.
- Providing a clear distinction between private and communal or public open space, including robust boundary treatment.
- Enabling residents to watch over the entrance to their home; recessed entrances should be avoided, and front doors should also be overlooked from other houses or from well-trafficked public areas.
- Locating back gardens next to other back gardens or secure private areas rather than onto roadways or other public areas.
- Ensuring that the layout and design of roads within residential areas encourages appropriate traffic volumes and speeds.
- Providing clear and direct routes through the area for pedestrians and cyclists with safe edge treatment, maintaining clear sight lines at eye level and clear visibility of the route ahead.
- Using materials in public areas which are sufficiently robust to discourage vandalism.
- Avoiding the planting of fast-growing shrubs and trees where they would obscure lighting or pedestrian routes; shrubs should be set back from the edge of paths.

- Consulting with An Garda Síochána crime prevention design advisor where appropriate; Dublin City Council will also have regard to the Guidelines on Joint Policing Committees as established under the Garda Síochána Act 2005 as amended (2014), in order to ensure safe and secure communities.

On housing developments over 100 units, the Council will require the submission of a Community Safety Strategy (see policy QHSNO12) which would set out the design features incorporated to address the above measures to ensure a high level of safety and security is maintained including, overlooking, passive surveillance, street lighting and clear accessible routes."

For the following sections, we have used the bullet points above as key headings.

12.1 MAXIMISING PASSIVE SURVEILLANCE OF STREETS, OPEN SPACES, PLAY AREAS AND SURFACE PARKING

All publicly accessible spaces, including perimeter streets, and the public open space to the building frontage are overlooked by multiple apartment windows, patio doors and balconies, creating strong opportunities for passive surveillance. The principal spaces are addressed separately as follows:

PUBLIC OPEN SPACE:

The public open space is located along the western site boundary, Between Cardiffsbridge Road and the proposed building. The relatively long and narrow proportions of the space ensure that it is well overlooked, from the road to the west, and from the proposed building to the east, from upper floor apartments. This proposed location also ensures that the space is not overshadowed by buildings, with direct access to sunlight to ensure it is bright and attractive during the day, maximising the potential for it to be well used.

CAR PARKING:

Located just north of the POS, this area benefits from the same passive surveillance of the POS from both the adjacent road and the proposed apartments.

PERIMETER STREETS:

A perimeter, pedestrian access street wraps the north, east and south edges of the building. This pedestrian street serves the development only and is not designed for through traffic. The street serves several own door apartments at ground floor level, each of which also features a kitchen window that overlooks the street. At upper levels, Living Room windows and/or balconies overlook the streets on all levels, providing passive surveillance.



Above: View Looking East from Abbotstown Avenue

12.2 AVOIDING THE CREATION OF BLANK FACADES, DARK OR SECLUDED AREAS OR ENCLOSED PUBLIC AREAS.

The building is an outward looking perimeter block, with a private internal courtyard, apartments facing the street on all levels. The building form is typically flush from plinth to roof level, with minimal projections or recesses that could create a dark space for someone to hide. The only projections of any note are canopies serving the 2no. main core entrances, both of which area areas that will be well lit, and highly trafficked. Vet modest canopies are also featured on ground floor own door apartments, but these are within private curtilage areas, and are therefore not in the public domain.

At building corners, apartments feature Kitchen/Living/Dining spaces to the corner, with windows both perpendicular facades. This serves to ensure that blank gables are eliminated.

12.3 ELIMINATING LEFTOVER POCKETS OF LAND WITH NO CLEAR PURPOSE.

The site benefits from being a relatively regular, rectilinear form, onto which a rectilinear building sits. This helps to ensure that every aspect of the proposed site has a defined purpose, and there are no leftover, or underdeveloped pockets of land.

12.4 PROVIDING ADEQUATE LIGHTING.

The detailed electrical design for this scheme will incorporate adequate lighting for all areas of the development, including to private balconies and terraces, the public open space, carparking, and the public realm generally. A separate submission on public lighting accompanies this planning application. Notwithstanding the detail included otherwise, lighting will be required to comply with both DCCs public lighting standards, and with Building Regulations TGD Part M for all approaches to the building.

12.5 PROVIDING A CLEAR DISTINCTION BETWEEN PRIVATE AND COMMUNAL OR PUBLIC OPEN SPACE, INCLUDING ROBUST BOUNDARY TREATMENT.

Generally, public, communal, and private realm are all very clearly defined within the proposed development. This has largely been achieved by using the building to clearly define the boundaries between each. The public open space is defined by the Cardiffsbridge Road, the proposed carparking, and the proposed building to the west, north and east respectively.

The communal open space is located within the central courtyard and is completely surrounded by the proposed building. Entry to the communal open space is gated, with access for residents only.

There are no private open spaces that address the public realm, with all either on upper stories, or located on the perimeter of the central courtyard. Private front curtilages to ground floor own door apartments are clearly defined by railings, gates, and planting.

12.6 ENABLING RESIDENTS TO WATCH OVER THE ENTRANCE TO THEIR HOME; RECESSED ENTRANCES SHOULD BE AVOIDED AND FRONT DOORS SHOULD ALSO BE OVERLOOKED FROM OTHER HOUSES OR FROM WELL-TRAFFICKED PUBLIC AREAS.

Recesses at entrances have been broadly eliminated, as noted above, with modest canopy projections only to the main entrance cores. Ground floor apartments feature own front doors, accessed from clearly defined private entrance curtilages. The front curtilage to ground floor apartments is also overlooked by a window from the kitchen in all cases, as well as from windows and balconies to levels above.

All upper floor apartments are accessed securely from within common corridors/ decks / stair & lift cores. Each apartment will be connected to the block entrances with video enabled access control. Stair core entrance doors face the public realm, will be well-lit and face well-trafficked public areas, which themselves are strongly overlooked from apartments and communal open spaces above.

12.7 LOCATING BACK GARDENS NEXT TO OTHER BACK GARDENS OR SECURE PRIVATE AREAS RATHER THAN ONTO ROADWAYS OR OTHER PUBLIC AREAS.

As this is an urban apartment scheme, there are no back gardens.

12.8 ENSURING THAT THE LAYOUT AND DESIGN OF ROADS WITHIN RESIDENTIAL AREAS ENCOURAGES APPROPRIATE TRAFFIC VOLUMES AND SPEEDS.

This is an urban infill scheme, with no through roads and minimal vehicular on-site traffic. The street network therefore lies outside the scope of this development. Any vehicular traffic on site is limited to the car-park area to the northwest corner of the site. Given the carpark's modest size, opportunities for speeding traffic is minimal.

Regardless of this, the carpark area has been designed to include street trees and planting, which will assist to perform a traffic calming function in the vicinity of the development.

12.9 PROVIDING CLEAR AND DIRECT ROUTES THROUGH THE AREA FOR PEDESTRIANS AND CYCLISTS WITH SAFE EDGE TREATMENT, MAINTAINING CLEAR SIGHT LINES AT EYE LEVEL AND CLEAR VISIBILITY OF THE ROUTE AHEAD.

As above, the street network lies outside the scope of the development. However, the urban design of the development has taken account of the pedestrian realm. These have been given safe edge treatment, clear sight lines and clear route visibility.

12.10 USING MATERIALS IN PUBLIC AREAS WHICH ARE SUFFICIENTLY ROBUST TO DISCOURAGE VANDALISM.

As the public realm will be the first point of public contact with the development, the landscaping design addresses this requirement through the careful specification of robust materials (including paving, street furniture and landscaping elements). This has been detailed elsewhere as part of this planning submission.

Where the proposed building adjoins public areas, at ground floor level, additional consideration has been given to this interface. Glazed bricks are to be used at core entrances, as they are both robust and easily cleaned. At ground floor level generally, a rusticated brick treatment is proposed for additional robustness. The ground floor non-residential areas will also feature robust curtain walling and infill panelling, that is easily maintained.

12.11 AVOIDING THE PLANTING OF FAST-GROWING SHRUBS AND TREES WHERE THEY WOULD OBSCURE LIGHTING OR PEDESTRIAN ROUTES; SHRUBS SHOULD BE SET BACK FROM THE EDGE OF PATHS.

The proposed development features several mature trees within the POS, creating a greater potential for uneven and inconsistent lighting levels. However, a public lighting design has been delivered that ensures sufficient lighting of the POS, carparking and perimeter pavements.

Otherwise, all soft landscaping has been selected with a preference for native species, that are robust, but require only regular maintenance. The planting strategy will include a combination of low-level planting, and trees with a lower canopy that is well above eye level. The planting proposals will not include anything of significance that straddles those parameters.

Both the public lighting and landscape designs have been fully coordinated and are included elsewhere as part of these proposals.

12.12 CONSULTING WITH AN GARDA SÍOCHÁNA CRIME PREVENTION DESIGN ADVISOR WHERE APPROPRIATE; DUBLIN CITY COUNCIL WILL ALSO HAVE REGARD TO THE GUIDELINES ON JOINT POLICING COMMITTEES AS ESTABLISHED UNDER THE GARDA SÍOCHÁNA ACT 2005 AS AMENDED (2014), IN ORDER TO ENSURE SAFE AND SECURE COMMUNITIES.

To date the development team have assessed the need for such consultation and have concluded that it is not appropriate given the nature, scale and location of the proposed development. Should such consultation be requested it will be facilitated.

However, the design has had regard to the principles of Crime Prevention through Environmental Design (CPTED), through consideration of territoriality and the creation of defensible space. In addition, the design here has benefitted from consultation that has recently been conducted with An Garda Síochána crime prevention unit for other developments in the immediate vicinity.