

Architectural Design Statement (ADS) for

Social Housing Bundle 4, Development at Stanley Street, Dublin 7

for Dublin City Council

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

September 2024

**SEÁN
HARRINGTON
ARCHITECTS**

www.SHA.ie

Seán Harrington Architects

3rd Floor

121/122 Capel Street

Dublin 1, Ireland

t. 01 873 3422

e info@sha.ie

Table of Contents

1.0 Introduction	3
2.0 Site location & description	4
2.1 Site location.....	4
2.2 Site Description	6
2.3 Brief.....	8
3.0 Context and Setting	9
3.1 Planning and Zoning	9
3.2 Site History, former and current usage	10
3.3 Historic Context in the immediate vicinity	12
3.4 Other surrounding context	13
3.5 Site Boundaries and Roads Context	14
3.6 Best Practice Urban Design Considerations	15
3.7 Particular Features/Vistas Visible from Site	17
3.8 Orientation and Overshadowing	17
3.10 Boundary development constraints	18
3.11 Other Development Constraints.....	19
3.12 Feasibility Study	20
4.0 Site Masterplan Approach	22
4.1 Development Considerations.....	22
5.0 Design Evolution/Alternatives Considered	23
5.1 Preliminary Sketch Design Studies	23
5.2 Preferred Option	25
6.0 Building Layout and Design	26
6.1 Appropriate Response to Archaeology	26
6.2 Appropriate Response to Architectural Heritage.....	27
6.3 Scheme Design.....	30
6.4 Height, Scale and Massing.....	33
6.5 Materials and Finishes.....	35
6.6 Site Connectivity and Permeability	39
7. Open Space	40
7.1 Landscape Design Strategy.....	40
7.2 Public Open Space	41
7.3 Communal Open Space.....	42
7.4 Private Open Space.....	43
7.5 Public Realm Contribution	45
8.0 Residential Amenity	46
8.1 Compliance with Internal Design Standards.....	46
8.2 Daylight and Sunlight	47

8.3 Overlooking, Overbearing , Overshadowing	48	13.9 Providing clear and direct routes through the area for pedestrians and cyclists	67
9. Access, Car and Cycle Parking	49	13.4 Providing adequate lighting	66
9.1 Compliance with DMURS	49	13.5 Providing a distinction between private and communal or public open space	66
9.2 Carparking.....	49	13.6 Enabling residents to watch over the entrance to their home	66
9.3 Cycle Parking	50	13.10 Using materials in public areas which are robust to discourage vandalism.....	67
9.4 EAV Strategy	51	13.11 Avoiding the planting of shrubs and trees where they would obscure lighting.....	67
10 Demolition Justification	52	13.12 Consulting with An Garda Síochána crime prevention design advisor	67
11 Urban Design Rationale/ Design Criteria	55		
11.1 Sustainable and Efficient Movement	55		
11.2 Mix of Land Uses (Vibrant Centres and Communities).....	57		
11.3 Green and Blue Infrastructure (Open Space, Landscape and Heritage).....	59		
11.4 Responsive Built Form	61		
12 Accessibility (UD Apartments and Seniors units)	63		
13 Community Safety Strategy	65		
13.1 Maximising passive surveillance of streets, open spaces, play areas and parking	65		
13.2 Avoiding the creation of blank facades, secluded areas or enclosed public areas.....	66		
13.3 Eliminating leftover pockets of land with no clear purpose	66		
13.7 Locating back gardens next to other back gardens or secure private areas.....	67		
13.8 Ensuring that design of roads encourages appropriate traffic volumes & speeds.....	67		

1.0 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 167 apartments and duplex units at a site c. 1.15 ha at the former Dublin City Fire Brigade Maintenance Depot and Dublin City Council Mechanical Division, Stanley Street, Grangegorman Lower, Dublin 7. Development at the site will consist of the following:

- The demolition and site clearance of the existing buildings, sheds, warehouses and garages.
- Retention and modification of the south and east elevation of an existing structure (facing onto Grangegorman Lower) to form part of apartment Block G at the southeast corner of the site.
- Construction of 167 no. apartment and duplex units across Blocks A-K (including frontage onto Grangegorman Lower).
- Blocks A – C consist of 71 no. apartment units (43 no. 1 bed and 28 no. 2 bed units) and ranges from 5 to 6 storeys.
- Blocks D-G consist of 84 no. apartment units (43 no. 1 bed units, 29 no. 2 bed units and 12 no. 3 bed units) and ranges from 4 to 5 storeys.
- Blocks H-K consist of 12 no. duplex units (6 no. 1 bed and 6 no. 3 bed units) and are 3 storeys.
- Provision of 270 long-stay and 101 short-stay bicycle parking spaces, 19 no. car parking spaces and 1 no. motorcycle parking space.
- Construction of a 277.54 sqm creche.
- Provision of 552 sqm of community, cultural and arts space located at ground floor level across Blocks B, E, F and G.
- 0.113 ha of public open space and 1350 sqm of communal open space
- Vehicular access is proposed from Grangegorman Lower and vehicular egress is proposed onto Stanley Street.
- Boundary treatments, public lighting, site drainage works, internal road surfacing and footpaths, ESB meter rooms, ESB substations, stores, bin and cycle storage, plant rooms, 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:

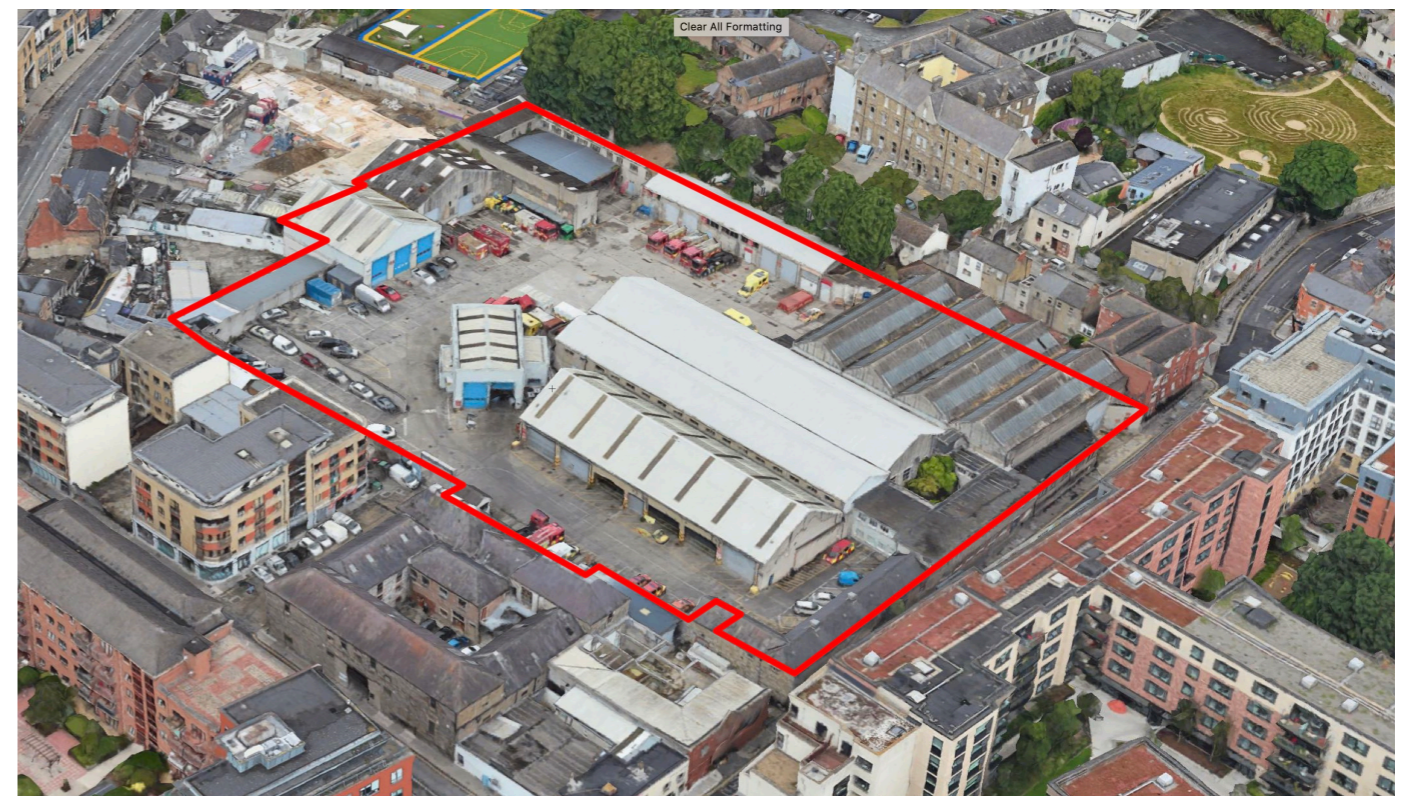
- As an Appendix, or within the body of this report (See Contents page):
 - Accessibility (UD Apartments and Seniors units)
 - Community Safety Strategy
- As a standalone document:
 - Housing Quality Assessment
 - Building Management/Lifecycle Report

2.0 Site location & description

2.1 Site location

The proposed development is on the site of the Dublin Fire Brigade Maintenance Depot and the Dublin City Council Mechanical Division, located off Stanley Street and Grangegorman Lower, Stoneybatter, c. 2km west of the GPO on O'Connell Street. The site is currently operational and features a number of buildings and structures in current use.

The site enjoys a generous frontage to Grangegorman Lower to the east. There is currently secondary vehicular and pedestrian access to this facade.



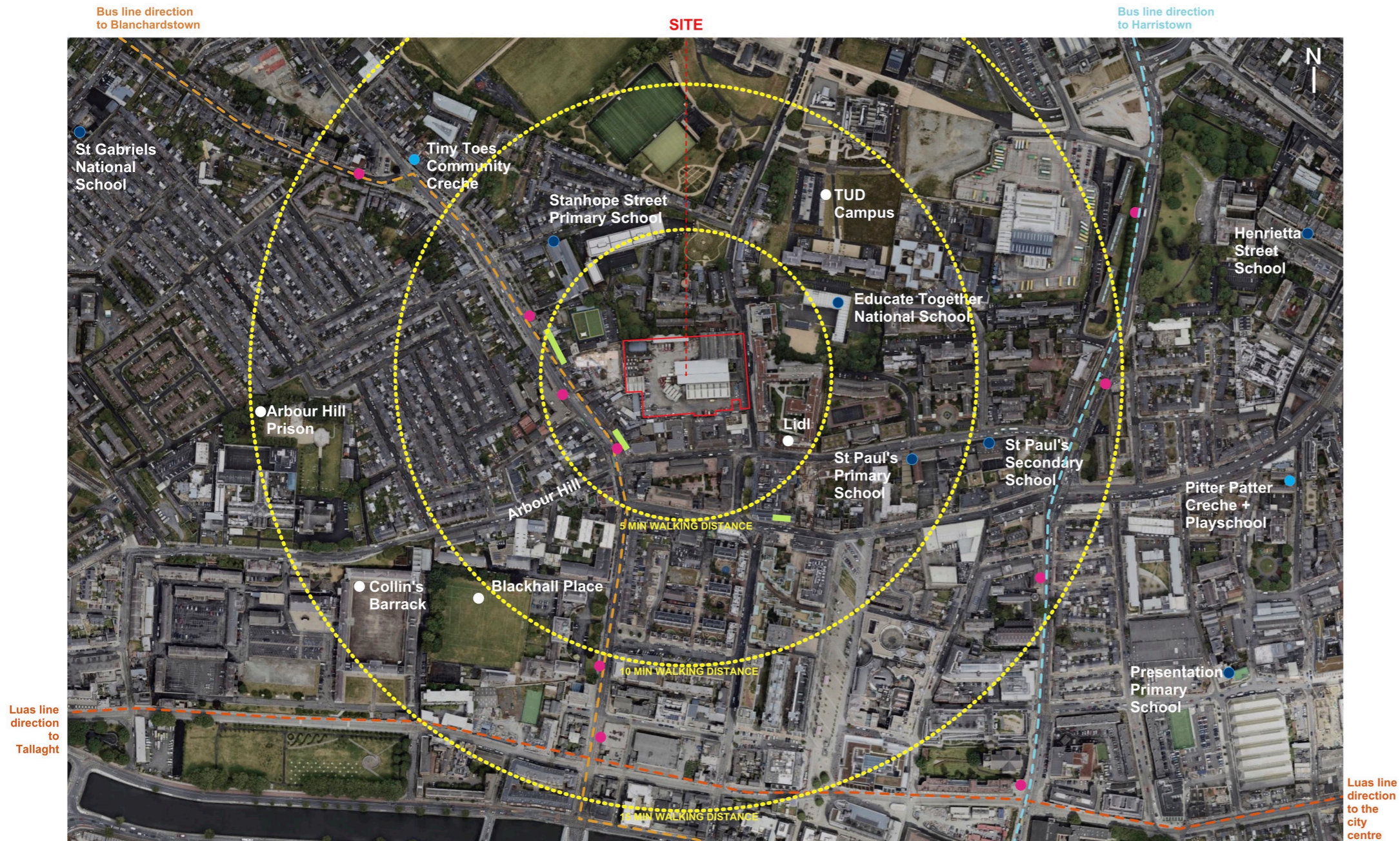
Left: Site location outlined in red

Above: Aerial view of site with proposed development outlined in red

The primary point of access to the site presently is from Stanley Street to the south. The site is gated at the termination of Stanley Street. Stable Lane continues westwards at the end of Stanley Street and runs parallel with approximately 40% of the site's southern boundary. However, this laneway has not been taken in charge, and has been gated by a third party. Otherwise, the southern boundary backs on to a number of properties accessed from Brunswick St North, including the 'Brunswick Court' apartment building and 'The Maltings' commercial premises

The site is in a central urban location, and is immediately accessible to Stoneybatter village (immediately due west), TU Dublin Grangegorman campus (c. 400m north), Smithfield Square (c. 400m southeast), Smithfield Luas stop (c. 550m southeast), and Phoenix Park (c. 1.5km west).

In addition to close access to the Red line Luas network at Smithfield, the site has good public transport links with a number of adjacent Dublin Bus routes. There is also a well-developed cycleway infrastructure, with close access to the Dublin Bikes cycle share scheme, amongst others.



Left: Map of the former Fire Brigade Maintenance Depot, Stanley Street, Grangegorman Lower, with wider urban context overlaid

2.2 Site Description

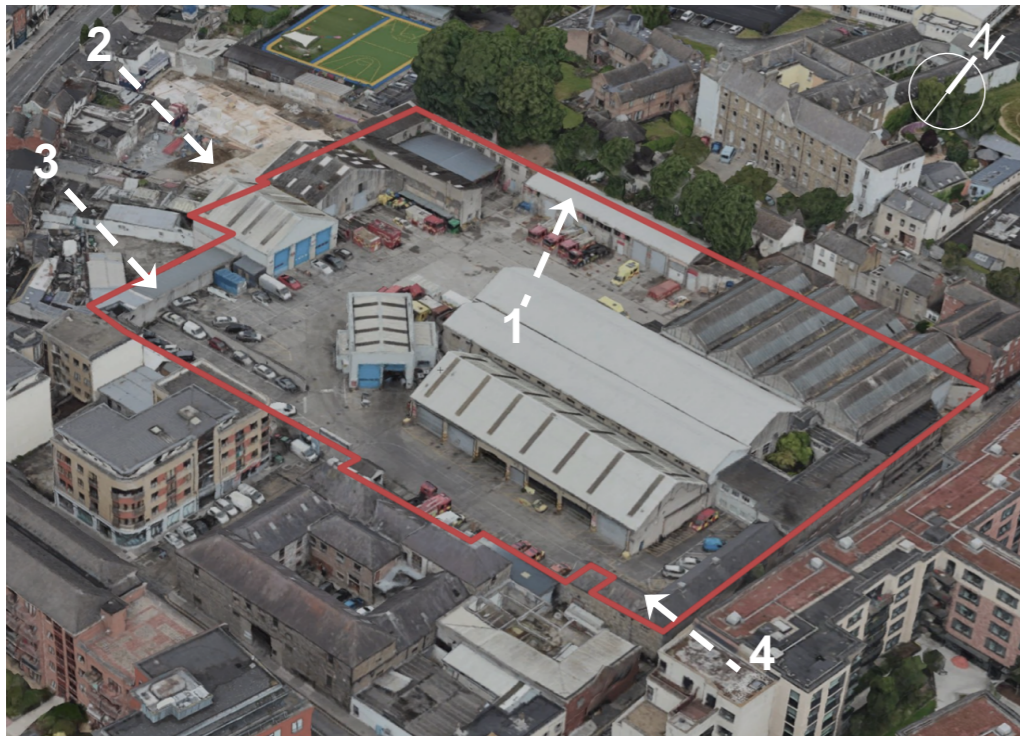
The subject site (c. 1.157 Ha) is broadly square in plan, measuring approx. 130m east to west, and approx. 90m north to south. Apart from the current Grangegorman Lower frontage, much of the site is not immediately obvious from the surrounding street network, due to the developed nature of the surrounding context.

The site is currently dominated by existing structures, and site boundaries are clearly defined, all of which are described in further detail below. Otherwise, the site is currently fully covered in concrete hardstanding, with the only exception being a small courtyard of c. 50m², which includes 3no. trees. The site falls from north to south, with a fall of circa 2m within the site. However, as the site is built up and retained at its southeast corner, there is a greater fall along the site's eastern boundary to Grangegorman Lower, of c. 3.2m.

Also of note are a number of mature trees, within the adjacent property along the northern site boundary. The root protection area of these trees fall within the site footprint.

As this is an infill site, the interface with existing boundaries and surrounding buildings requires careful consideration. However, the reasonably orthogonal shape of the site and generous site dimensions present opportunities to offset proposed structures from the site boundaries.





1. (Previous page) High level view towards site's northern boundary, with mature trees immediately north of site boundary on adjacent lands
2. (Previous page) High level view towards site from west, showing rear face of boundary walls formed by existing buildings.
3. View of typical boundary walls to south west corner from within site
4. Building on Grangegorman lower, east of site

2.3 Brief

The brief for the proposed development is for 167no. general needs apartments. The mix has been determined on the basis of Housing Needs Assessment, with circa 55% one bed apartments, circa 33% 2 bed apartments, and the remainder as three bed apartments.

All large-scale development above 10,000 sq. m. in total area must provide Community, Arts and Cultural facilities at a minimum of 5% net development area. Such facilities must be predominantly internal floorspace as part of the development (Objective CU025 of the Development Plan). This requirement is applicable for the proposed development.

Furthermore, as the brief provides for 75no. 2bed and 3 bed apartments, a childcare facility will need to be provided as per the Childcare Facilities Planning Guidelines (2001).

The brief as developed is shown in the following brief table.

Brief Statistics	UD Std.	UD %	+10% Area	%	Total No.	Total %
1B2P Apartments	37	22%	92	55%	92	55%
2B3P Apartments	0	0%	0	0%	2	1%
2B4P Apartments	8	5%	11	7%	55	33%
3B5P Apartments	0	0%	6	4%	18	11%
Total Apartments	45	27%	109	65%	167	100%
Net Internal Area (m2)					11039	
Community Space Req (m2)					552	
Community Space Del (m2)					552.45	5.00%
Creche Space Del (m2)					277.54	3%

Above: Proposed Project Brief

3.0 Context and Setting

3.1 Planning and Zoning

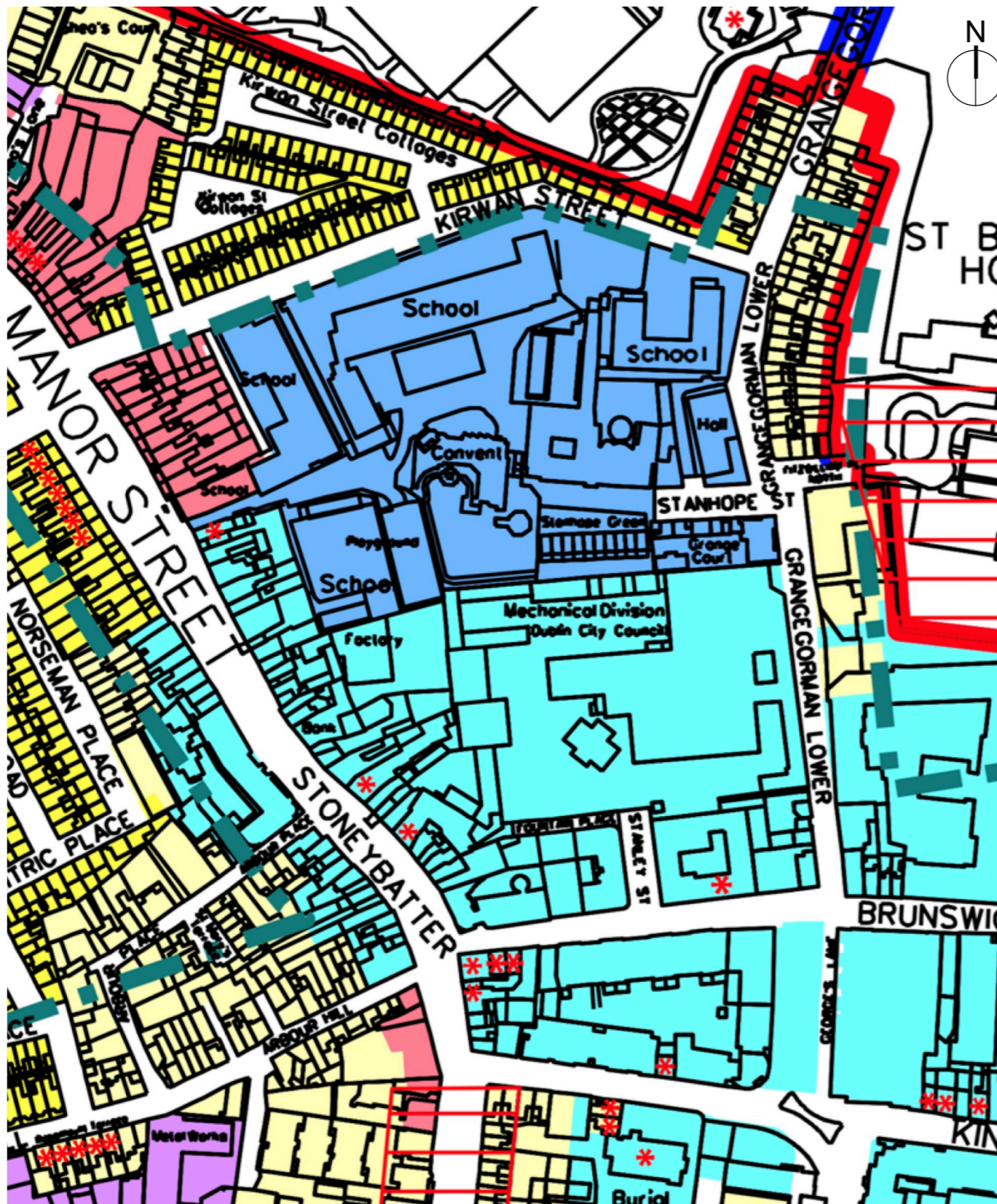
The site is zoned Z5: City Centre, with the land-use zoning objective 'to consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity.'

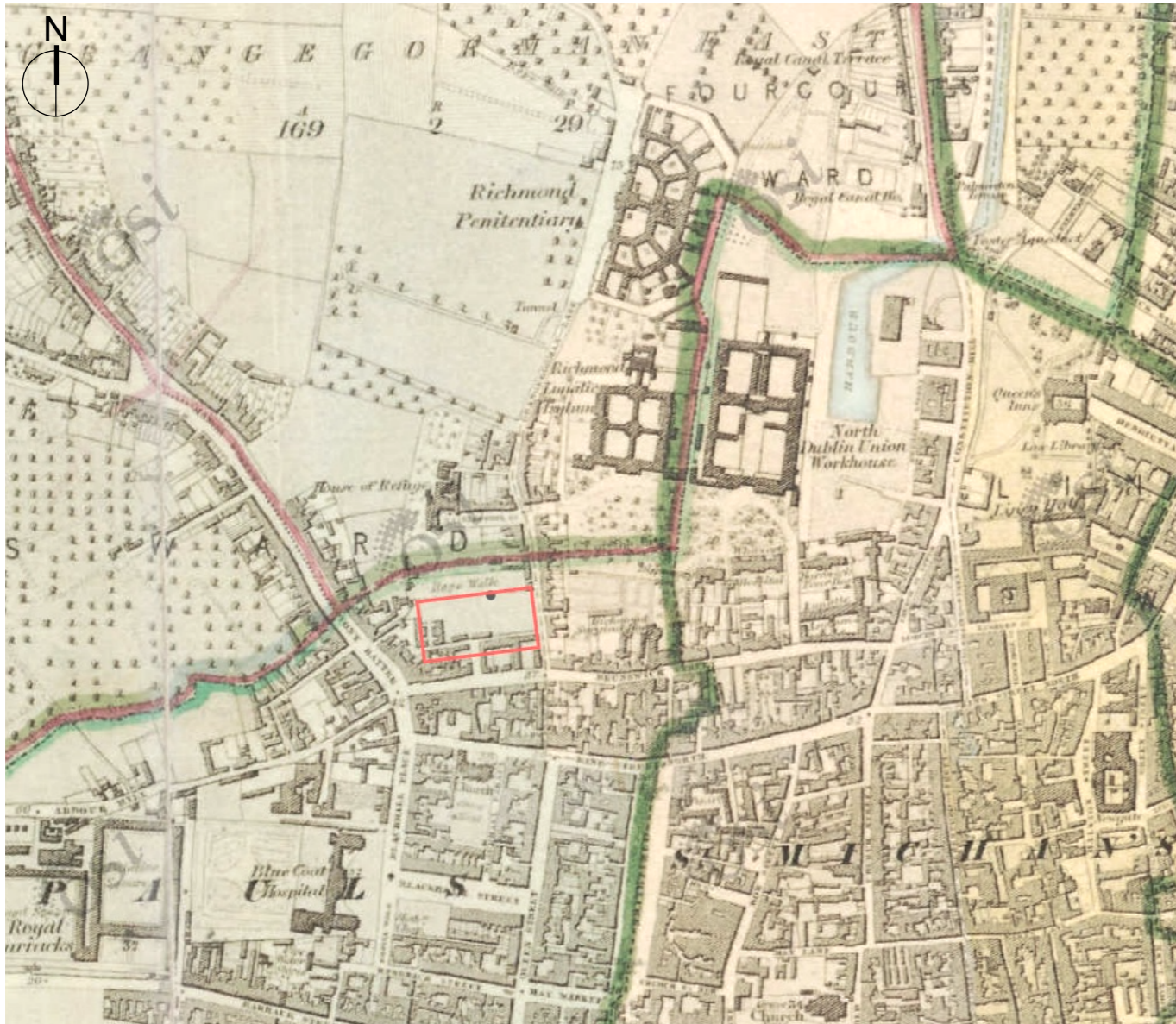
The CDP indicates density of a city centre and canal belt area should range between 100-250 uph. The site is located within a central area, therefore the indicative plot ratio is 2.5-3, with indicative site coverage of 60-90%.

The site is not within a flood zone, and there is no recent planning history in relation to the site.

The public open space requirement for residential developments shall be 10% of the overall site area as public open space. In schemes of 25 or more units, small play spaces of 85-100 sq. m. are considered suitable for toddlers and children up to the age of six, with suitable play equipment, seating for parents/guardians, and within sight of the apartment building. For larger schemes of 100 or more apartments, play areas of 200-400 sq. m for older children and young teenagers should also be provided in addition.

Left: Excerpt from DCC Development Plan Zoning Map





Above: Historic Map 1830-1840

3.2 Site History, former and current usage

The site has had a long history of both industrial and municipal use.

Ordnance Survey maps dating to the nineteenth century indicate that the northern portion of the site functioned as a 'Rope Walk', a long open space used in the manufacture of rope. The southern portion, accessed from Stanley Street, was a 'Scavenging Depot' where domestic refuse from the local area would have been sorted and dumped. Structures were limited within the site boundaries though a number of east-west running boundary walls are depicted separating the depot from the neighbouring rope walk.

The further industrialisation of the site is evident in the late nineteenth and early twentieth centuries. Ordnance Survey maps indicate the construction of a large depot building, incorporating a furnace, along the northern boundary of the scavenging depot and narrow ranges of buildings along the eastern and southern site boundaries. The range of buildings along the southern site boundary originally extended further to the west and a section of this wall is still extant along the south side of the carpark.

Presently the site features several buildings, of various vintage, which we number here for reference hereon. To the northeastern part of the site is a five-bay, two-storey vehicle storage workshop, built c. 1950 (Existing Building 01). Immediately south is a U-plan eight-bay, two-storey workshop building, also built c. 1950 (Existing Building 02). Whilst both are reasonable examples of mid-twentieth-century industrial building, they are not noted on the Record of Protected Structures.

To the southeast corner of the site is an L-plan depot building comprising six-bay single-storey elevation to east elevation (Grangegorman Lower) and three-bay single-storey elevation to south (Stanley Street) built c. 1875 (Existing Building 03). The building is constructed of limestone masonry walls to east and south elevations, and features a pitched roof, half-hipped to the southern end. Whilst this building is a good example of a late nineteenth-century industrial building, it is not noted on the Record of Protected Structures.

At the site's northwestern corner is a U-plan, 2-storey multi-bay building (Existing Building 04). The building is arranged with a mono-pitch roof, sloping inwards to a central courtyard, which has since been filled in with a more recent flat roof structure. The building would appear to be of similar vintage as the U-plan building fronting onto Grangegorman Lower (c. 1950).

Otherwise, the site features several pitched roof industrial buildings developed through the latter half of the twentieth century, including:

- 3 abutting single bay buildings spanning east to west to the centre of the site, immediately west of the U-shaped building on Grangegorman Lower (Existing Building 05).
- A smaller single bay building immediately west of the above, aligned northwest to south east, just inside the vehicular entrance from Stanley Street (Existing Building 06).

- A single bay building spanning east to west at the centre of the northern boundary (Existing Building 07)
- 2 abutting wide span buildings to the centre of the western boundary (Existing Building 08).

With the exception of Building 03 (detailed further below), none of the above buildings are notable, and nor are they recorded on the RPS. However, many of the above buildings are built up to, and currently define the site boundary extents. The definition of the remaining boundary will need to be considered with the demolition of many of the above structures.

Otherwise, the southern part of the west boundary is defined by an adjacent building outside of the site boundary, which backs on to the subject site. Along the southern site boundary, and west of the site entrance from Stanley Street, a late-twentieth century blockwork wall separates the subject site from Stable Lane to the south. To the east of the same vehicular entrance, the southern boundary is defined by 'The Maltings' building, a protected structure. Further detail is included below.



Right: High level view from south west

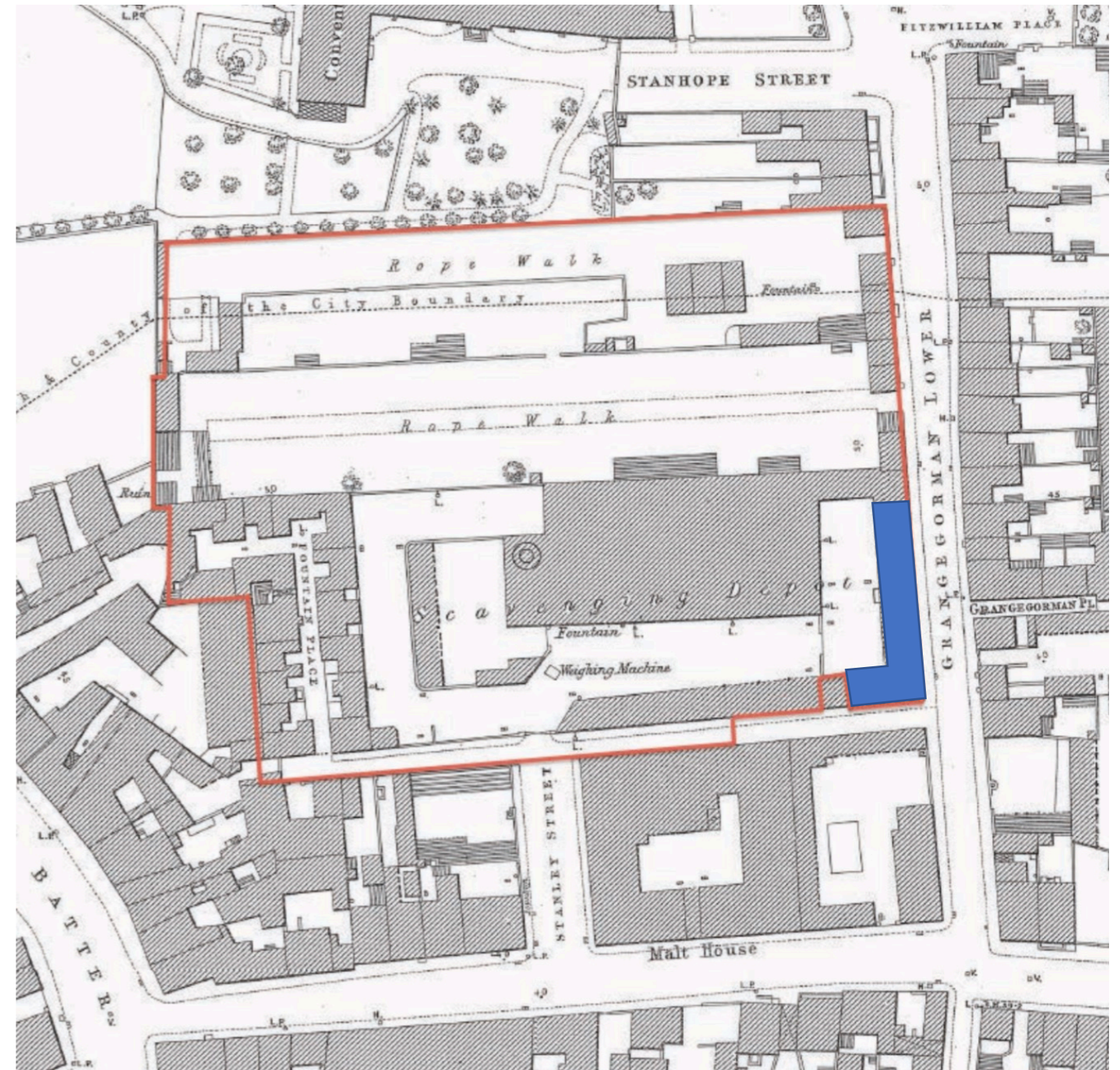
3.3 Historic Context in the immediate vicinity

An archaeological impact assessment has been completed by John Purcell Archaeological Consultancy, and is included under separate cover as part of this planning application. A review of the archaeological evidence for the area has shown that the site is in an area of archaeological potential. Remains associated with the 16th-17th century Grangegorman Manor (since demolished) may extend into the study area. As a result of this, archaeological testing is recommended. The site includes several features of industrial heritage listed in the Dublin City Industrial Heritage Record, these include the remain of a tram line and of a 19th century scavengers depot. The testing should reveal the extent of these remains and record any above ground remains of industrial heritage.

In addition, a Heritage Impact Assessment has been prepared by Thomas McGimsey, of MESH Architects, a Grade 1 Conservation practice, under separate cover as part of this planning application. The Heritage Impact Assessment notes that, in its current configuration, the depot consists of many structures of varying ages and uses, in varying states of repair. Almost all structures appear to date from the 1930s, through the second half of the 20th century, with some modifications and extensions from the early 21st century. Of these structures, none could be considered to have any particular architectural significance.

Of more significance is the earliest structure on the site, an L-shaped building in the south-east corner of the depot site, being a truncated survivor of the 1870s era Scavenging Depot. This is a relatively simple single storey structure. Despite only addressing the internal depot yard, the south and east elevations consist of good quality calp limestone coursed rubble masonry, forming a simple industrial composition. The report recommends that, in an area where so much of Dublin's historical industrial heritage has already been demolished, the portions of this structure visible from Grangegorman Lower provide a tactile link to the area's industrial past and require special consideration.

Other built features of some significance are two sections of old walls that currently form part of the western boundary to the overall site. These walls are of varying ages and materials and have remained in place despite the replacement of the large buildings they were part of, and they now are party structures and must remain in place. Whilst there are no protected structures within the subject site, the former maltings building at 32 Brunswick Street North, Dublin 7 (RPS Ref 994) shares the southern side boundary. This building, a six-bay two-storey, and is currently utilised as a printworks and yoga studio.



Above: 1882 Ordnance Survey map of site, showing extent of remaining 1870s building in blue (noted elsewhere in this report as Existing Building 03)



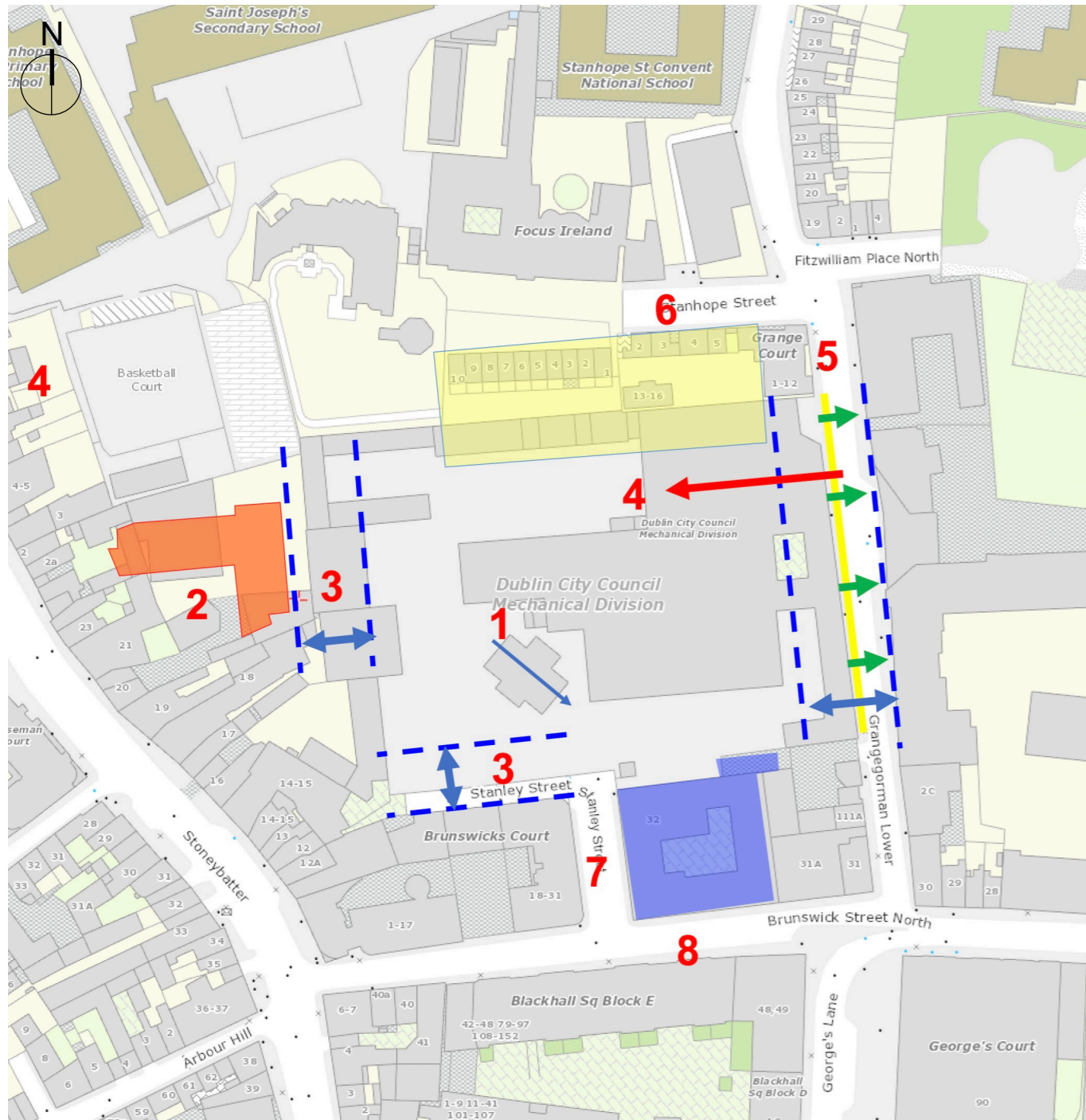
3.4 Other surrounding context

Other notable context within the immediate vicinity of the site is as follows:

- Immediately south of the site, west of Stanley Street is 'Brunswick Court', a c.2000s 5-storey apartment building with ground floor retail units fronting Stanley Street and Brunswick Street North
- Abutting the southwest corner of the site are various developments to the back lands of commercial properties on Manor Street, Stoneybatter, including those of the Glimmerman Pub. Part of those particular premises spill onto Stable Lane immediately south of the subject site
- West of the site within proximity of the site boundary is the recently constructed 6-storey high 'Stoneybatter Place' Student Accommodation
- Northwest of the site is a former convent at Stanhope Green, currently in use as sheltered housing and operated by Focus Ireland. As part of the complex, a terrace of 10no. late 20th century 2-storey dwellings abut the subject site boundary, the rear facade of which is c. 8m from the subject site boundary (referred to hereon as Stanhope Green housing).
- On Stanhope Street to the north east of the site are a terrace of yellow brick artisan 2-storey dwellings, typical of the Stoneybatter area (referred to hereon as Stanhope Street housing). The rear of these properties are c.12m from the subject site boundary
- At the corner of Stanhope Street and Grangegorman Lower is a late 20th century apartment development (Grange Court). The development is in 2 parts, with the first being a 3-storey development fronting both streets, and the second is a back lands development of 2 stories high, immediately adjacent to the subject site boundary, behind the Stanhope Street housing.
- To the east of the site fronting Grangegorman Lower is a recently constructed student housing development (Ardcairn House), a development of 5-6 stories in total, with ground floor retail facing the street.

At the southwest of the site, immediately east of 'The Maltings' is the back lands to a commercial premises on Grangegorman Lower. This adjacent rear yard gives access to an ESB substation, which is effectively built into the sub-structure of Existing Building 03. The ESB have a long lease of this structure from DCC, so the basic footprint of the substation is to remain undeveloped, and the final detail of the remaining structure above is to be agreed with ESB.

1. 40 Brunswick St North (Protected Structure)
2. The "Maltings" Building (Protected Structure)
3. Stanhope Street
4. Manor Street



Above: Site analysis, legend as follows:

1. Site slopes from north to south
2. New 5-storey student residence under construction here
3. Ensure sufficient privacy between windows
4. Possible vehicular access from Grangegorman Road
5. Street frontage and passive surveillance opportunities
6. Modify scale backing onto 2-storey terrace
7. Vehicular access from Brunswick St North
8. Protected structure, setting of this will be important

General Notes:

- Site is a former tram yard, civic waste dump and foundry
- Therefore very high potential for contamination
- Multiple existing buildings with asbestos

3.5 Site Boundaries and Roads Context

The existing boundaries are largely formed either by the existing buildings and structures within the subject site, or by properties on the opposite side of the site boundary. The only exception is a short section of wall between the site and Stable Lane, which is a late 20th century fairfaced blockwork wall, c 3-3.5m high, topped with protective mesh.

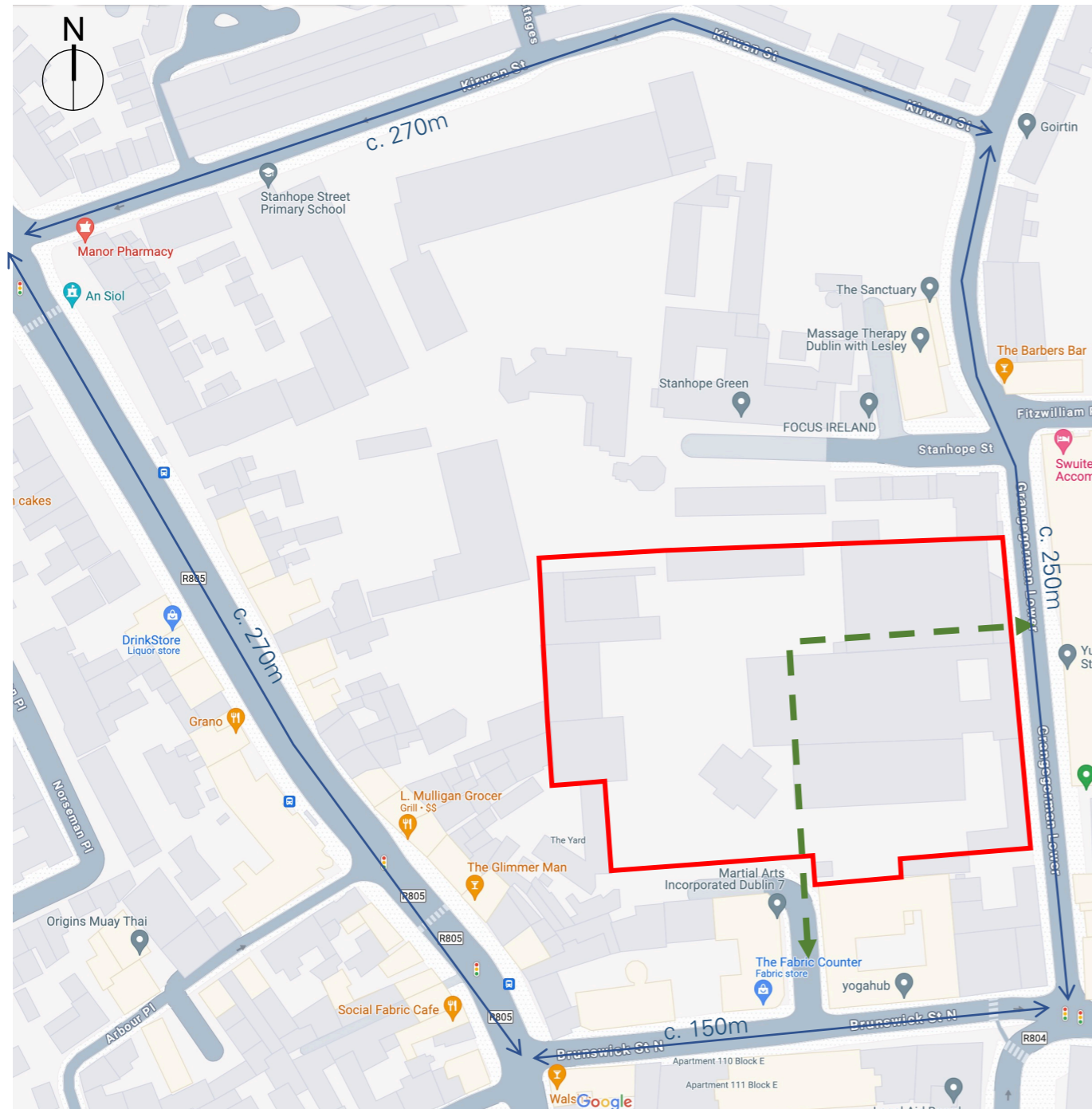
Continuing in a clockwise direction around the site, a similar wall construction defines the south west boundary, although it is abutted by a shed construction within the adjacent site. The remaining western boundary is defined by the rear walls of Existing Buildings 04 & 08. As noted at Section 3.3, parts of this boundary wall facing the Student resident immediately west of the subject site includes fragments of historical walls.

Continuing to the northern boundary, this is currently defined by the rear of Existing Buildings 04, 07 & 01, with the exception of a short gap of c.3m between Existing Buildings 07 & 01 which features a c. 4m high blockwork wall. Of note along this boundary is the 2-storey apartment building at Grange Court, which directly abuts Existing Building 01, and overlaps with the short section of wall between Existing Buildings 07 and 01.

The east boundary of the site fronts Grangegorman Lower, a quiet 2 lane street which leads to the TU Dublin Grangegorman campus further north. The boundary is currently defined by the frontages of Existing Buildings 01, 02 & 03. Building 03 continues along the south eastern corner of the site, defining the boundary with the adjacent commercial property.

The remaining section of the southern boundary is defined by the rear of the adjacent 'Maltings' building, a protected structure. The presentation of this building to the subject site is generally of 2-storey, pitched roof construction, with walls of limestone construction. A short section of the building steps down to single storey flat roof construction, at the interface with Existing Building 03.

Given the different vintages of the various existing buildings that form the site boundary, the construction is varying, ranging from rendered blockwork or concrete, part brick/random rubble, fairfaced block, and limestone.



Above: Existing city block defined by (north and clockwise), Kirwan Street, Grangegorman Lower, Brunswick Street North and Manor Street. Subject site outlined in red, with potential for site permeability indicated in green dash

3.6 Best Practice Urban Design Considerations

The subject site sits within a large city block, spanning from Kirwan Street to the north, to Brunswick Street North to the south, and east/west from Grangegorman Lower to Manor Street. This city block is typically 250-270m in width/ height at the widest points.

The Design Manual for Urban Roads and Streets (DMURS) gives guidance on the design of blocks within a street network. Greater permeability allows for more direct travel routes, in particular for sustainable travel by pedestrians and cyclists. DMURS advises the following (from DMURS, Section 3.3.2):

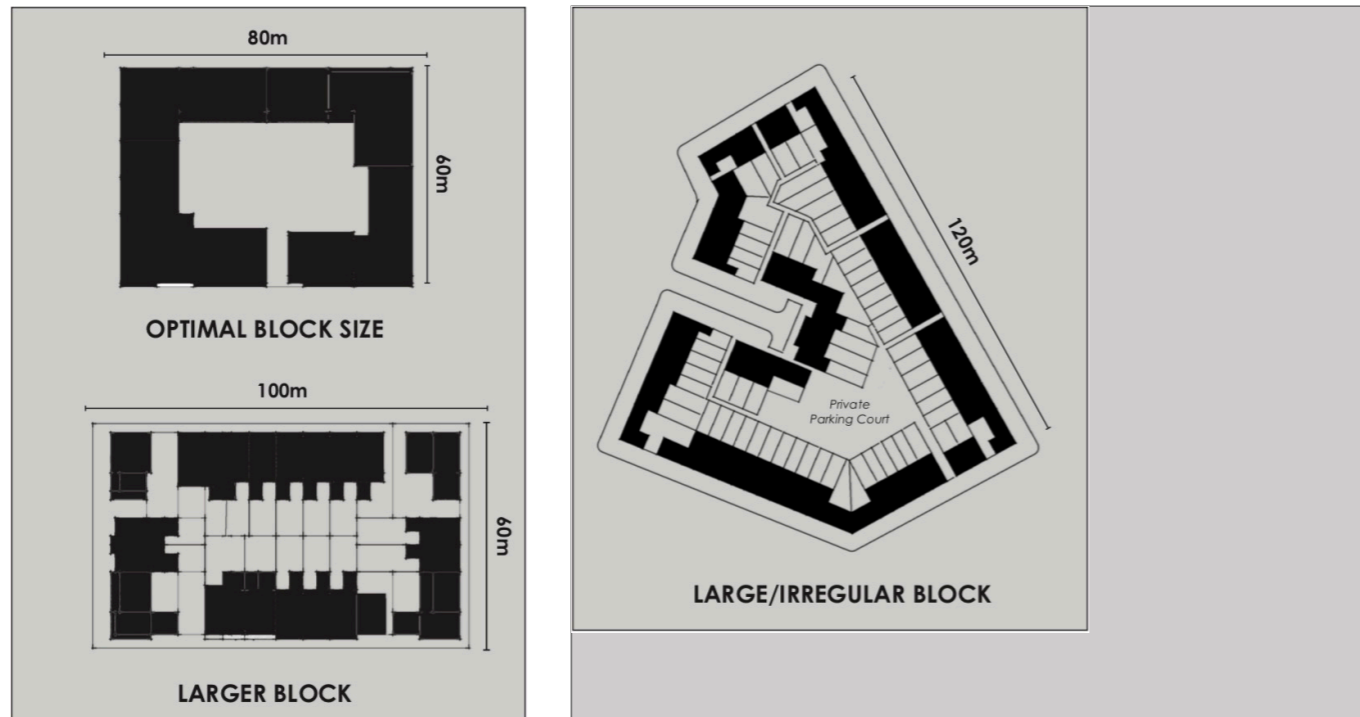
- A block dimension of 60-80m is optimal for pedestrian movement and will sustain a variety of building types. This range of dimensions should be considered for use within intensively developed areas, such as Centres, to maximise accessibility.
- A block dimension of up to 100m will enable a reasonable level of permeability for pedestrians and may also be used in Neighbourhoods and Suburbs.

The subject site sits at the south-eastern quadrant of the city block, with a connection to Brunswick Street North (via Stanley Street), and frontage to Grangegorman Lower. The site therefore can facilitate a permeable route connecting both streets. For Grangegorman Lower, this provides for permeability roughly midspan between Brunswick Street North (currently c. 240m), and similarly midspan along Brunswick Street North (currently c. 150m). Following best practice, it is proposed that a new street should be provided through the subject site, to improve permeability

The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities 2024 give further guidance on Best Practice urban design standards. The standards include a Design Checklist, giving key indicators of quality urban design and placemaking. Of the 16 assessment criteria, several of them have particular relevance in developing the feasibility/sketch design studies. Of particular interest here are Section 1 & 4. Here, we have used the relevant criteria to assess how the site works currently, and how the proposed scheme might serve to provide improvement.

1. Sustainable and Efficient Movement

(i) 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 current city block is relatively impermeable and with a new street connecting Grangegorman Lower and Stanley Street, this objective will be achieved

(ii) 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?

As above

4. Responsive Built Form

(ii) 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?

For the existing site, only Grangegorman Lower presents a facade to surrounding streets. This facade is a terrace of 3no workshop and maintenance buildings (Existing Buildings 01, 02 & 03). Existing Building 01 (built 1950s) is partially set back, to provide for a vehicle layby in front of it's main feature, a large double height vehicular access door. Otherwise, it steps towards the street line, and features a series of high-level windows with security grilles, with sill c.3-4m above the street. Existing Building 2 (built 1950s) is a two-storey workshop admin building, with shuttered windows on both levels. Lower windows are c.1.5-2.5m above street level, with a relatively high sill. Existing Building 03 (built c.1875) is a single storey structure, with the floor raised above the street by c.1.5-2.5m. It features several small windows, with sill height c. 2.5-4.5m above street level.



Top: Optimal block sizes, as illustrated in Design Manual for Urban Roads and Street (DMURS), Section 3.3.2

Above and right: Existing site frontage to Grangegorman Lower is impermeable. The combination of floor levels that are in some cases c.2.5m above street level, with small windows with a high sill height, means that passive surveillance of the street below is very poor.



In summary, the terraces of 3 existing buildings to Grangegorman Lower present a barricaded/ defensive frontage to the street, with no existing permeability, sparse points of entry, and little or no passive surveillance of the street. The variety in their construction is the only animation that is offered to the streetscape. Of the buildings fronting Grangegorman Lower, Building 03 has been noted as requiring special consideration. Therefore, with the retention of this structure, any measures to improve permeability or connection with the street should also be considered.

An analysis of the proposed scheme with reference to above guidelines is included at Section 12 of this report.



3.7 Particular Features/Vistas Visible from Site

As an urban infill site, the site is very much defined by the existing built context immediately adjacent. There are no notable views or vistas from site level, but opportunities for distant views or vistas may materialise at upper levels of any proposed development.

3.8 Orientation and Overshadowing

The site features an orthogonal plan layout, with a modest 2m fall from north to south. Adjacent structures to the south are modest in height relative to the overall site depth and range from 3-5 stories. This all assists in providing good access to sunlight and daylight from the south.

The adjacent Stoneybatter Place student accommodation to the west, at 6 stories high will have an overshadowing impact on the subject site. However, as this building is more so to the northwestern corner of the site, the impact should be modest.

To the east on Grangegorman Lower, the Ardcairn House student accommodation, a development of 5-6 stories, has a greater potential overshadowing impact. This is in part due to its positioning to the edge of what is a relatively narrow street, with c. 11-12m width between the site boundary of the subject site to the adjacent Ardcairn House. The overshadowing impact therefore relates to any proposed building that might form a new street edge on the eastern boundary.

3.9 Wayleaves for Services

Primary services and utilities are all located along the adjacent Stanley Street and Grangegorman Lower. There are no primary services within the proposed red line boundary, with the exception of any services within the pavement along the road edge.



View along Brunswick St North looking west, with entrance to Stanley Street (and subject site) to right
View along Stanley Street looking north, with entrance to subject site at line of existing blue gates

3.10 Boundary development constraints

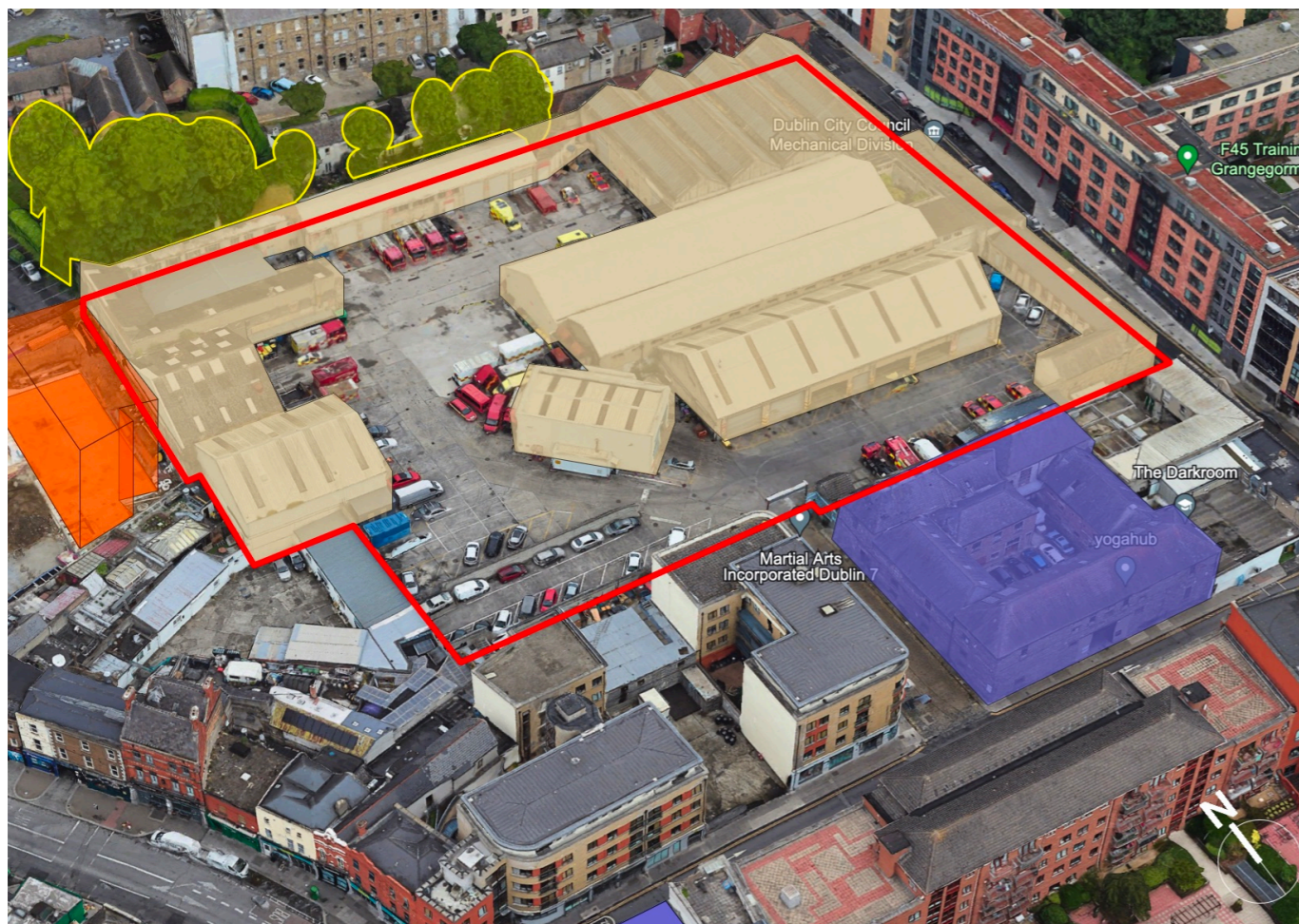
As an infill site, the proposed development will be inward looking, and will back onto the existing boundaries. The exception is the frontage to Grangegorman Lower, where an urban street facing frontage is to be formed.

Otherwise, the primary constraints imposed by the development boundary is the proximity of adjacent buildings and trees. The opposing Brunswick Court apartment development to the south overlooks the subject site and has a c. 5m offset from the site boundary. The adjacent Stoneybatter Place student housing is c. 3m from the western site boundary and overlooks the subject site. To the north, the various 2-storey terraced dwellings are c. 8-12m from the subject site boundary and feature south facing windows to upper and lower levels.






Of note along the northern boundary is the 2-storey apartment building at Grange Court, which directly abuts Existing Building 01, and overlaps with the short section of wall between Existing Buildings 07 and 01. 2no. small bathroom windows are evident to the rear of this adjacent property, but otherwise it is understood that there are no windows to the rear of the property facing the subject site. It is therefore accepted that, despite this building's proximity to the site boundary, it does not compromise the potential privacy of amenity within the proposed development, or vice versa.

Also along the northern boundary are several mature trees, within an adjacent property. The root protection area of these trees falls within the site footprint. A separate arboricultural assessment has been included as part of this planning application as a result.

The proximity of the adjacent Ardcairn House student housing on the opposite side of Grangegorman Lower is a potential development constraint, both in terms of the relative privacy of opposing elevations across a narrow street, and due to the impact of overshadowing on the quality of daylight and sunlight amenity to proposed street facing apartments within the subject development



Above: Aerial view of site from south west. Drawing legend below:

- | | | | |
|---|---|---|-------------------------------------|
|  | Site boundary extents |  | Existing buildings to be demolished |
|  | Protected Structure |  | Existing site trees (approximate) |
|  | New 5 storey student housing under construction | | |

3.11 Other Development Constraints

During the design process, the design team have conducted a number of consultations with both the local authority, and with the Department of Housing (DHLGH). These consultations have assisted in developing the brief, forming key development constraints. Matters arising include the following:

Meetings with DCC, 28/06/'23, 11/07/'23, 09/01/'24, and through pre-Part 8 Consultation:

- Comment from DCC Planning: A strong active street frontage to Grangegorman is to be developed.
- Comment from DCC Planning: The general approach for non-residential functions to street corners, and own doors to ground floor units with defensible curtilage spaces where possible was all welcomed. It was recognised that there were 2-3 units to the ground floor of Blocks A&B, with private terraces fronting the POS, but this was deemed acceptable in this limited circumstance due to the proposal for a planted buffer at these locations.
- Comment from DCC Traffic and Transport Department: Pavement width to Grangegorman Lower is too narrow and should be increased as part of development proposal, if possible.
- Comment from DCC Public Lighting Services: Public lighting to Grangegorman Lower and Stanley Street is to be improved.

Meetings with DHLGH, 30/06/'23, 23/01/'24:

- The proposals as developed, in terms of site layout, location of non-residential spaces, proposals for defensible ground floor space, passive surveillance, privacy of private open space, and activation of the street edge were all welcomed and encouraged.

Through the consultation process, comments arising have been taken on board and incorporated within development proposals, leading to the subject design proposal.

3.12 Feasibility Study

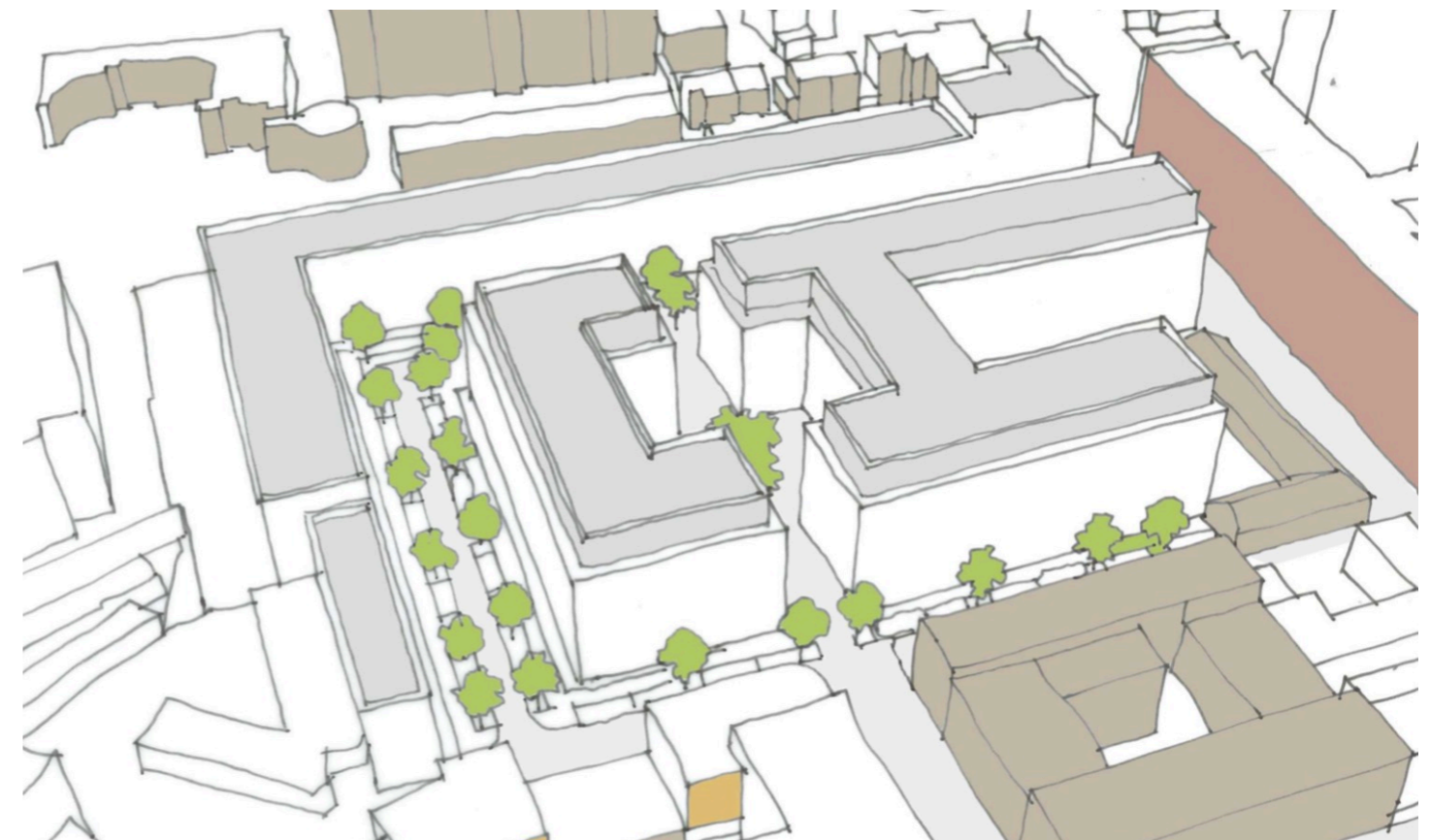
DCC City Architects Department prepared a Feasibility Study for the subject site in June 2019. The proposal follows the principle of a series of relatively shallow block forms, with many of the units arranged as duplexes. The proposal relies on forming a perimeter street network linking Stable Lane with Grangegorman Lower, with proposed buildings either side. A secondary route runs through a proposed public open space, arranged roughly on axis with Stanley Street.

The Feasibility Study notes that most existing structures on site are in poor condition and suggests that the existing single storey building at the SE corner of the site (Existing Building 03) has some architectural merits that may merit keeping as part of the development.

Communal open space is provided to the rear of proposed buildings along the western and northern boundary, and at the south-eastern corner of the site. It is proposed that buildings would be tallest within the centre of the site (6 stories), and would then step down to 5, 4 & 3 stories closer to the site boundary.

The Feasibility Study concluded that c.191no units could be developed on the subject site, at a site density of 169uph. However, this potential target was based on a different brief to that proposed for the subject development, in terms of mix, Universal Design Provision etc. In addition, the current DCC Development Plan 2022-2028 necessitates a greater provision of non-residential space, including Community Arts and Cultural spaces in comparison with the Development Plan in operation at the time of the Feasibility Study.

We have therefore prepared an updated interpretation of the 2019 Feasibility Study, based on the proposed accommodation brief and current Development Plan requirements. This delivers c.169no. units on the site, and details have been included on the following pages.



Top Right: Proposed sketch layout, from Feasibility Study prepared by DCC Architects Department, June 2019

Right: Proposed 3d massing study, from Feasibility Study prepared by DCC Architects Department, June 2019

Site Strategy Option 1 (based on DCC Feasibility Study, June 2019)

Pros:

- Wide mix of unit types
- Potential retention of existing building of note (Existing Building 03), although it is to be noted that this building is not on the Record of Protected Structures

Cons:

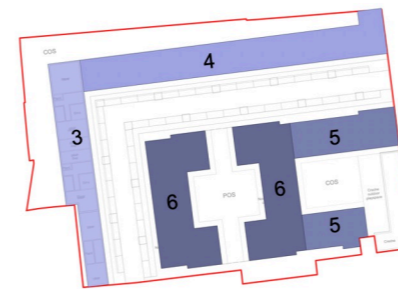
- Poor urban grain, non-alignment of POS with Stanley Street
- POS area is non-compliant, as it is below 10% site area
- POS is flanked by 6-storey buildings, and is likely to be significantly overshadowed
- Poor proportion to the COS of Block 1, and there is no COS directly accessible from Block 3
- Design relies on access from Stable Lane, which has not been taken in charge
- Poor core efficiency, and extensive external building envelope are likely to impact cost efficiency
- 6-storey buildings to centre of site likely to significantly overshadow 4-storey building to north
- 4-storey buildings to north of site likely to significantly overshadow properties to north of site boundary
- Sporadic, inconsistent height transition to building massing along Grangegorman Lower
- Under provision of active frontage and passive surveillance to Grangegorman Lower (limited to approx. 33% of site frontage), due to retention of Existing Building 03.
- Access to site has been suggested over lands that have not been taken in charge

In conclusion, whilst the above Feasibility Study gives some understanding of the site's development potential, there are too many issues arising with the study to enable the findings to be considered with any confidence. In addition, whilst Existing Building 03 has been retained as part of this proposal, further design would be required to determine how it might be sensitively integrated within the scheme, in terms of access, open space provision, scale etc.

The options for retaining existing buildings will be reviewed in the following Development Strategy



Above: Ground Floor Plan



Above: Height and Massing Study












Above: First Floor Plan



Above: Second Floor Plan

Drawing Legend

 1 Bed, 2 Person Apartment	 1B2P Duplex (over 3B5P duplex)	 Community Facilities
 2 Bed, 4 Person Apartment	 3B5P Duplex (1B2P duplex over)	 Creche
 3 Bed, 5 Person Apartment	 Plant space	 Circulation Staircore/Lift

4.0 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.

5.0 Design Evolution/Alternatives Considered

5.1 Preliminary Sketch Design Studies

In addition to the Feasibility presented at Section 3.12, 2no. further preliminary sketch design studies have been explored. A summary is as follows:

Site Strategy Option 1

With this option, it is proposed that all buildings on site will be demolished. A new L-shaped street links Stanley Street to Grangegorman Lower, serving to provide pedestrian, cycle, and vehicular access to the site. To the west of the new street, a linear urban park provides for the 10% POS requirement.

Proposed buildings are arranged either side of the new street, in parts. To the west, Block 1 & 2 is located west of the POS, backing on to the western site boundary, with communal open space immediately behind. Each of the 2 blocks features a central stair core, with between 5 and 9 apartments per core/floor. The proposed building height ranges from 4 to 6 stories.

Blocks 3-5 are arranged in a U-shape, fronting the proposed new street on 2 sides, and Grangegorman Lower on the third. This block backs onto the adjacent 'Maltings' protected structure, with a south facing communal open space formed behind the building line. Proposed building height ranges from 4-5 stories.

The remaining built form is to the north of the new street, with a series of 3-storey duplexes backing on to the northern boundary (Block 6). This serves as a transition in height to adjacent properties to the north, minimising overshadowing.

Pros:

- POS reasonably defined by proposed buildings, and well overlooked
- Rational street arrangement and public realm
- Strong urban form proposed to Grangegorman Lower

Cons:

- Slim proportion to the POS may not be ideal
- No retention of historic structures



Above: Ground Floor Plan












Above: Height and Massing Study



Above: Second Floor Plan

Drawing Legend

	1 Bed, 2 Person Apartment		1B2P Duplex (over 3B5P duplex)		Community Facilities
	2 Bed, 4 Person Apartment		3B5P Duplex (1B2P duplex over)		Creche
	3 Bed, 5 Person Apartment		Plant space		Circulation Staircore/Lift

Site Strategy Option 2

This option has similarities to Option 1, with the same street network proposed, and similar proposals for Blocks 3-6. The main change is that Block 2 has been reconfigured, to provide a public open space to the southwestern corner of the site. This has resulted in a proposed L-shaped building for Blocks 1&2, which faces both the new L-shaped street, and the proposed POS. The communal open space for this block has again been provided behind the building line.

Pros:

- POS clearly defined by proposed buildings, well overlooked
- Rational street arrangement and public realm
- Strong urban form proposed to Grangegorman Lower

Cons:

- Western edge to the POS is a boundary wall with no activation
- No retention of historic structures



Above: Ground Floor Plan












Above: Height and Massing Study



Above: Second Floor Plan

Drawing Legend

	1 Bed, 2 Person Apartment		1B2P Duplex (over 3B5P duplex)		Community Facilities
	2 Bed, 4 Person Apartment		3B5P Duplex (1B2P duplex over)		Creche
	3 Bed, 5 Person Apartment		Plant space		Circulation Staircore/Lift

Site Strategy Option 3

This option has similarities to Option 2, with the same street network proposed, and similar proposals for all Blocks. The main change is that Block 5 has been reconfigured, to allow for the retention of the east and west facades to the 1870s building to the south east of the site (existing Building 03)

Pros:

- POS clearly defined by proposed buildings, well overlooked
- Rational street arrangement and public realm
- Strong urban form proposed to Grangegorman Lower
- Retention of some existing historical structures,

Cons:

- Western edge to the POS is a boundary wall with no activation

5.2 Preferred Option

The Feasibility Study approach has been discounted as there are several challenges with the proposed design. Whilst there are similarities with between all options, Option 3 has been identified as the preferred solution due to the better definition of the proposed new central street, and the potential for a better quality public open space.

It is noted that whilst there is a reasonable extent of inactivated existing boundary wall within the proposed POS, it is otherwise well overlooked by Blocks 1-2 and 3-5. The visual impact of existing walls can also be addressed as part of the landscaping proposals.



Above: Ground Floor Plan – retention of existing structures to south-eastern corner of site, shown in dark blue












Above: Height and Massing Study



Above: Second Floor Plan

Drawing Legend

	1 Bed, 2 Person Apartment		1B2P Duplex (over 3B5P duplex)		Community Facilities
	2 Bed, 4 Person Apartment		3B5P Duplex (1B2P duplex over)		Creche
	3 Bed, 5 Person Apartment		Plant space		Circulation Staircore/Lift

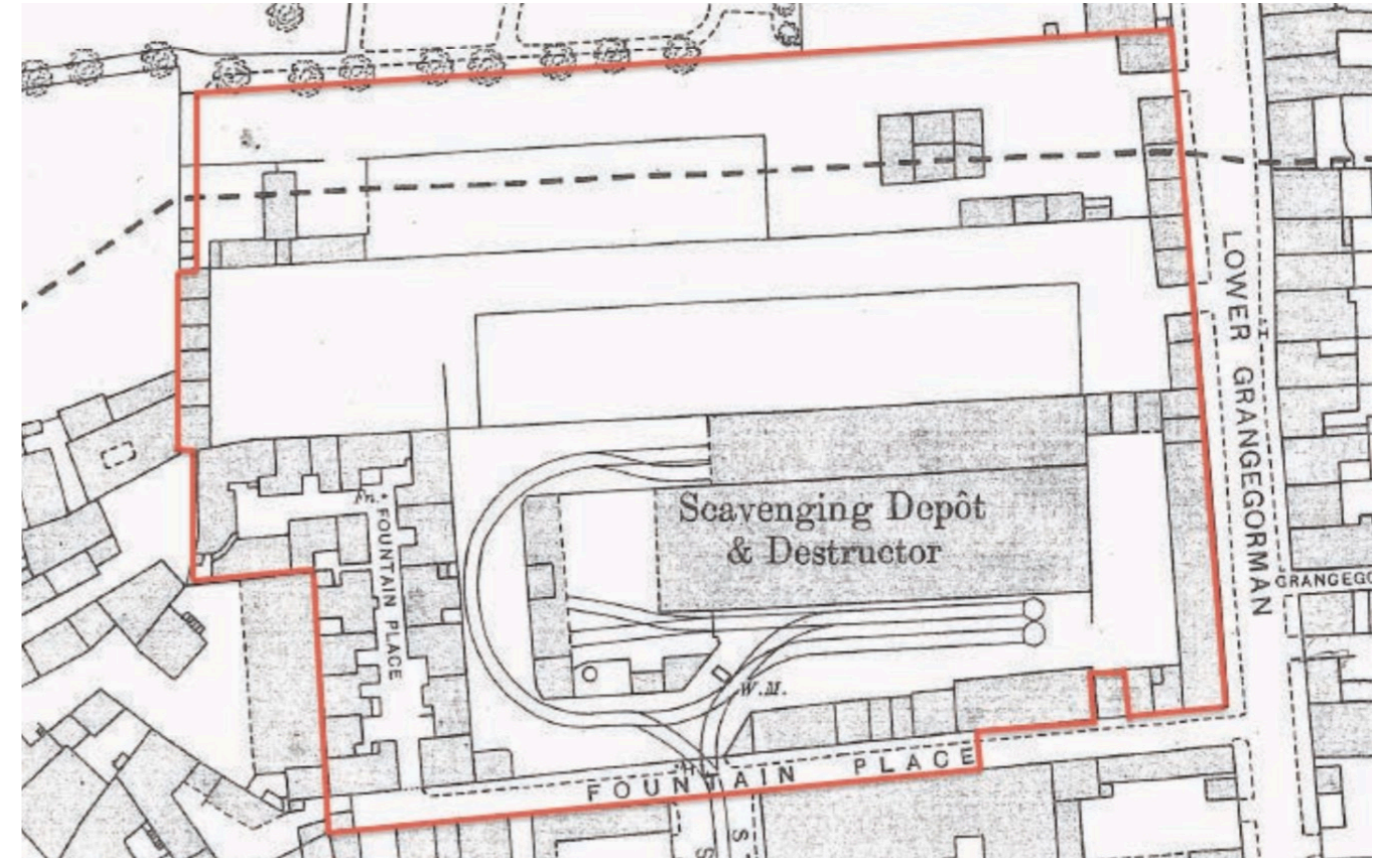
6.0 Building Layout and Design

6.1 Appropriate Response to Archaeology

As already established, the subject site is an area of archaeological potential, and includes features of industrial heritage listed in the Dublin City Industrial Heritage Record. In particular, the remains of a tram line, which served the 19th century scavengers depot forms part of the paving surface on the Stanley Street approach. This approach also includes historic granite cobbles. In addition, remains associated with the 16th-17th century Grangegorman Manor (since demolished) may extend into the study area. It is therefore proposed that further archaeological testing should be pursued, which may reveal the extent of these remains and record any above ground remains of industrial heritage.

The presence of possible archaeological history gives potential for possible features to be uncovered, which may then be included within the new development. This provides the potential to tie the new development to the site's past historical usage, and to ensure that the subject development is uniquely particular to its place. Whilst the potential of any finds is unknown, one potential find may be the uncovering of further tramways below the current concrete surface covering to the site. Their alignment is evidenced in early twentieth century editions of Ordnance Survey maps (from 1907, shown right).

It is proposed that this memory will be reflected in the landscaping proposal, with the location of former tram lines indicated within the pedestrian paving along the north south access, and within the POS. At present, it is proposed that this will be provided by means of contrasting paving setts, but should archaeological excavation uncover original tramways, then their inclusion in the paving might be considered, subject to condition and practicability.



Above right: OS Map, dating from 1907, showing tramways to Scavenging Depot, and on approach from Stanley St.

Right: Proposal to indicate former tramways in paving proposal, with:

1. Existing tramways on Stanley Street
2. Proposed 'memory' of former tramways in pedestrian paving.

Note: tramways have not been continued through the vehicular carriageways, as these may cause confusion to vehicular and pedestrian traffic

6.2 Appropriate Response to Architectural Heritage

As noted within Heritage Impact Assessment prepared as part of this planning application, the site and the immediate surroundings include buildings and features of some architectural significance. A suitable design response to these should be considered as part of the proposal. The main areas of note are as follows:

1870s L-shaped building fronting Grangegorman Lower (Existing Building 03)

The L-shaped building in the south-east corner of the depot site is the only survivor of the 1870s era Scavenging Depot. The Heritage Impact Assessment recommends that, in an area where so much of Dublin's historical industrial heritage has already been demolished, the portions of this structure visible from Grangegorman Lower provide a tactile link to the area's industrial past and require special consideration.

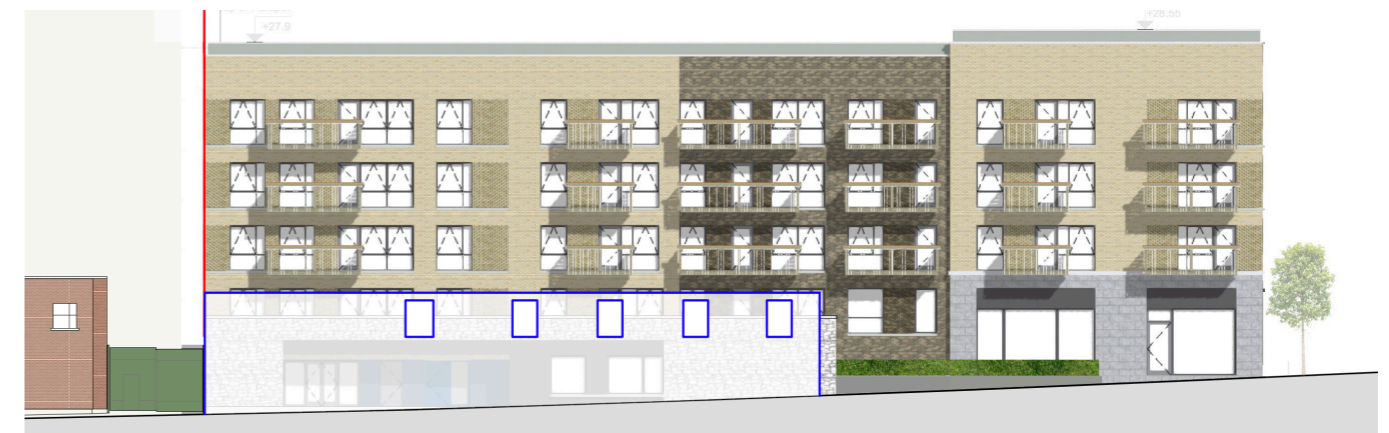
The potential to retain this building as part of the development proposal was analysed as part of the design process (shown right). The proposal shown here follows the basic concept as established for Site Option 02&03, and a truncated delivery of Blocks D-G. However, this proposal introduced a number of challenges to the project, including poor passive surveillance for c.35% of Grangegorman Lower; no clear use for existing Building 03 which is too small for a creche; no street access to Building Ex03, difficult for commercial viability; and relative massing of proposed buildings and Building Ex03 is challenging. However, the most significant challenge was one of viability, due to the loss of c. 20no. apartments.

In consultation with the consultant Conservation Architect, the retention of some of the existing building fabric to Building 03 was then considered. It was accepted that should a substantial portion of the L-shaped structure be retained on the site, a meaningful slice of the industrial heritage of the site would be preserved. The rubble stone masonry, and simple window openings on the east and south elevations to the L-shaped structure represent robust and good quality stone masonry, as typified by the industrial structures of 19th century Dublin. These elevations are important elements in the local streetscape and were deemed to be of most value for preservation within the redeveloped site.

The proposed development is to be set back c. 2-2.5m from the outer face of the existing wall to Grangegorman Lower, allowing for clear distinction between old and new structures. Recommendations for retaining the 2 facades recognised that further contemporary openings in the façades would be required, to



Above: Study option, showing the retention of Building 03 (in grey) with development of the remainder of the site as per Site Strategy Option 02&03. This proposal proved unviable for a number of reasons, in particular as it would result in the loss of c.20no. apartments, and would challenge the project's viability.



Above: Early development study for elevation to Grangegorman Lower, showing the existing openings and basic outline of the existing Building 03 in blue. Additional openings would be required within the façade to make the retention of the façade practicable.

ensure the practicable development of an adjacent contemporary building. However, the inclusion of additional openings at street level would also serve to better connect the existing building with the adjacent street level, and to better facilitate passive surveillance of the adjacent street from the building. All new openings are to be modest in scale, complimentary to those already formed, but in a contemporary language clearly distinct from the existing architectural heritage. Further direction on the final arrangement of these facades and the suitability of materials can be found at Section 6.5.

Fragments of 19th century depot within the existing party boundary walls

Most of the existing boundary to the site is formed by walls and buildings constructed throughout the 20th century and beyond. Whilst the 1870's building above is an exception, there are other remaining fragments of the 19th century Scavenging Depot serving as party walls to adjacent properties at the northwestern corner of the site, directly facing the adjacent student accommodation to the west.

Generally, the existing walls will either be retained as currently, or reduced in height as buildings on site are demolished. All historic fabric is to be left in place. The historic masonry and early 20th century in-situ concrete must be sensitively repaired during these works, and in consultation with the adjacent property owners.

Stanley Street

Stanley Street runs from Brunswick Street North, up to the gates of subject site. While only a few fragments of the Scavenging Depot remain in place, Stanley Street has retained not only its historic paving stones, but a well-preserved section of tram tracks that run the full length of the street. Stanley Street is not included in the Dublin Record of Protected Structures; however it was recorded by the NIAH, (Survey Reg. No. 50070207). The NIAH record indicates that the street was considered to have Regional significance, with Social and Technical areas of special interest.

No modifications are required to Stanley Street to accommodate the proposed development, other than some minor realignment to the public footpath and tidying of areas of previously re-laid paving stones, both at the north end of the street. This will include the realignment of the kerb line slightly for a projection of c.4.5m southwards beyond the site boundary to each side of Stanley Street. The kerb will align with the existing pavement further south, and taper inwards to align with proposed pavement lines within the subject site.



Above: Developed elevation study, showing retention of existing openings and the formation of new contemporary openings, in particular at street level.



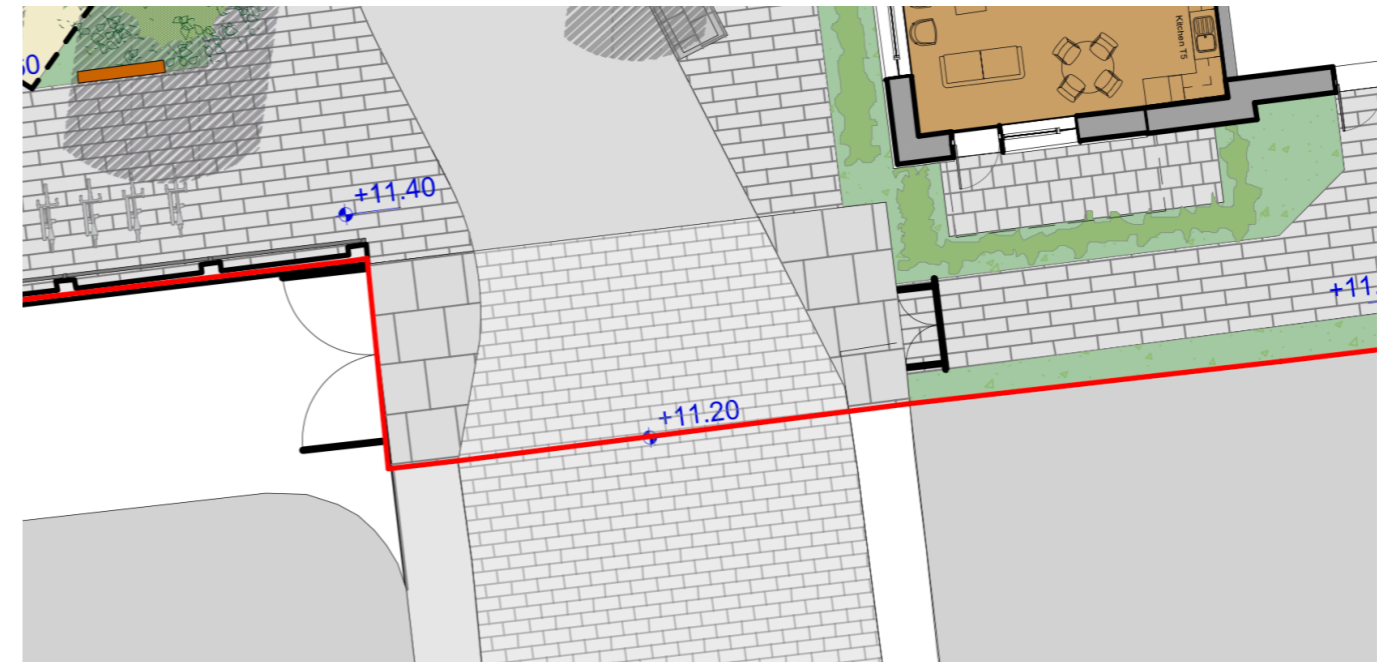
Above: Existing historic boundary wall, as viewed from neighbouring side, to be protected.

The existing condition is a mixture of protected cobbles, unsuitable as pedestrian access, and mismatched concrete infill. The proposal is to lift c.6-8m² of cobbles (and return to DCC storage for future re-use) and lay new paving sections compliant with DCC Conservation standards, in traditional granite. The historic tram tracks will be carefully protected during the construction of the proposed development along with the street's historic stone paving.

The Maltings

The former Malting House is a Protected Structure (RPS No. 994) standing on the junction of Stanley Street and Brunswick Street North, in the north inner city of Dublin. Whilst this structure directly abuts the subject site, it is not part of the site, nor was it ever connected to the historic activities that were carried out at the subject development site. However, it is one of the most significant historic structures remaining in place in that area of Dublin 7 and represents a rare link Dublin's long and highly significant brewing and distilling industries.

The proposed development has been designed to prevent any negative impacts on the setting of the former Malting House, or its physical integrity. The proposed development is to be sufficiently set back from the protected structure, and existing ground levels adjacent are to be maintained. The creation of an open space within the proposed development along the junction with the Malting House will also allow for greatly improved visibility of the north elevation of the Malting House when viewed from several different areas within the proposed development.



Above: Proposed modest realignment of the approach from Stanley Street, with paving to DCC Conservation standards. The existing tram tracks (not shown here) are to remain unaffected. Further direction with regards to the retention/ indication of tramways within the paving are included at Section 6.1



Above: View of the north façade of the Maltings from the subject site. The proposed development will respect this adjacent protected structure, and will provide a conservation gain in providing access for a greater audience to this visual amenity

6.3 Scheme Design

The proposal is for a general needs residential development, with Community, Arts and Cultural facilities as per the SDRA zoning requirements, and a childcare facility to serve proposed apartments for families. It is proposed that all structures on site will be demolished, except for the eastern and southern facades of existing Building 03 to the south-eastern corner of the site. Generally, existing boundary walls are to be retained, but some will be lowered for reasons of structural stability.

The site is served by a new access street, which aligns with Stanley Street to the south, continues northwards for approx. 2/3 of the site, and then heads east to connect with Grangegorman Lower. Proposed buildings are then arranged either side of this new street, in 3no. separate elements, with each building featuring several stair cores (or blocks).

The largest building (Blocks D-G) is arranged in a U-shape, and fronts the proposed new street on 2 sides, and Grangegorman Lower on the third. The frontage to Grangegorman Lower navigates a significant slope from north to south along this part of the site and provides for a -1-level entry to the building from the existing street, relative to the general entrance level for the remainder of the building on the level above. At this location, the façade of existing Building 03 is to be retained, and the entrance to this block will be provided via new openings at street level through the historic structure. This serves to provide a balance between the retention of historic structures, whilst providing better permeability to and passive surveillance of the street at this location.

Otherwise, the proposed Block D-G is set back from the retained structure and in turn from Grangegorman Lower. This block backs onto the adjacent 'Maltings' protected structure, with a south facing communal open space formed behind the building line. This proposed building ranges in height from 4-5 stories.



Left: Site Layout

The next building (Blocks A-C) sits to the west of the new central access street, on the northwestern corner of the site. This L shaped building backs onto the western and northern site boundaries and frames a large communal open space to the rear. The southern facade of this building also fronts onto and defines the proposed POS, located at the southwestern corner of the site. This building ranges in height from 5 to 7 stories.

The final buildings are a series of duplexes (Blocks H-K) to the north of the new street, backing onto the northern boundary, and turning to address Grangegorman Lower to the east. These blocks feature a 3B5P duplex to the lower 2 levels, with a 1B2P apartment to the top floor, resulting in a 3-storey building. The area to the rear of these blocks provides private open space for the ground floor duplexes.

Primary access to the stair core for each block is either from the new access street, or directly from Grangegorman Lower. For Blocks A-C & D-G, secondary access connects each stair core with the communal open space and communal amenities behind the building's street frontage. A lift is provided within each core to serve upper levels to these blocks. For Blocks H-K (duplexes), a controlled, covered, but otherwise external stair, accessible from the street, provides access to the second-floor apartments. A lift is not provided for these blocks.

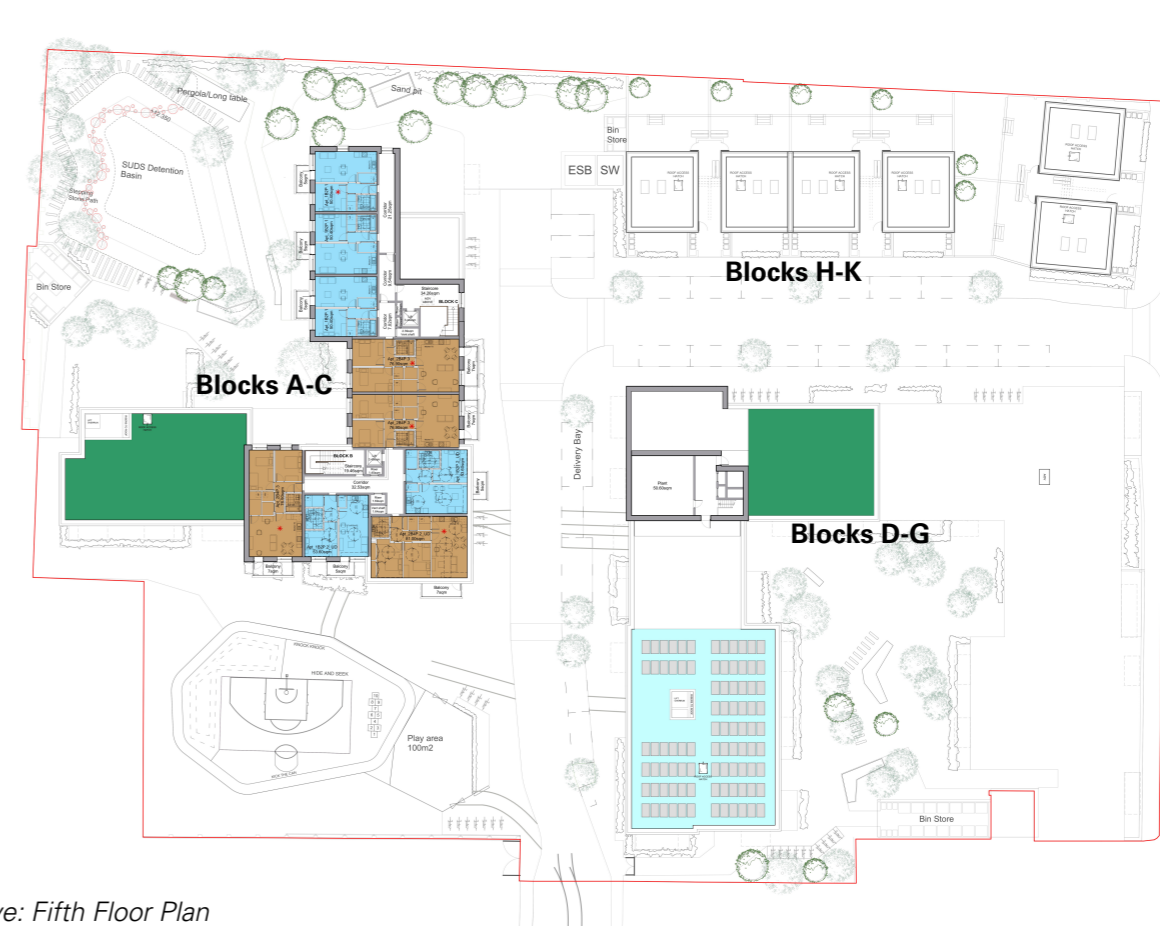
At upper levels for Blocks A-C & D-G, there are typically 5-6 apartments per floor per core, with 4no. per core per floor to Block A. Each core/floor typically features a mix of dual aspect apartments spanning the full block width, dual aspect corner apartments, and single aspect apartments either side of a double loaded central corridor. Private balconies to apartments address both the communal open space and proposed and existing streets. For proposed duplexes (Blocks H-K), ground floor duplexes are accessible by means of own front doors facing the street, with apartments at second floor accessible by means of the common stair, with 2 apartments per core.

The Community space is appropriately located at ground floor level at building corners to Blocks B, E & F, and to the -1 level of Block G, fronting Grangegorman Lower. This ensures that the Community space is readily accessible to the wider public, without compromising resident's amenity. It also ensures a suitably active street frontage, at locations that would be less suitable for residential apartments.

The proposed childcare facility is located to the ground floor of Block C. This location provides generous street frontage and occupies a ground floor location that would be less suitable for housing. In addition, it



Above: First to Third Floor Plans



Above: Fifth Floor Plan

adjoins open space suitable for use as a secure outdoor play area, for the exclusive use of the childcare facility.

Vehicular parking is provided along the new access street. Cycle parking is provided within the proposed building footprint at ground floor level, generally accessible from the communal courtyards to the rear of the buildings. Bin stores are provided within each communal courtyard (Blocks A-C & D-G), or to ground floor front curtilages for the duplexes (Blocks H-K).

In addition to plant at ground floor level, there is plant provision at roof level to the corners of Blocks B and E. The location of plant rooms here avails of steps in building height to provide an additional 'hidden floor', which serves to reduce the impact of rooftop plant.

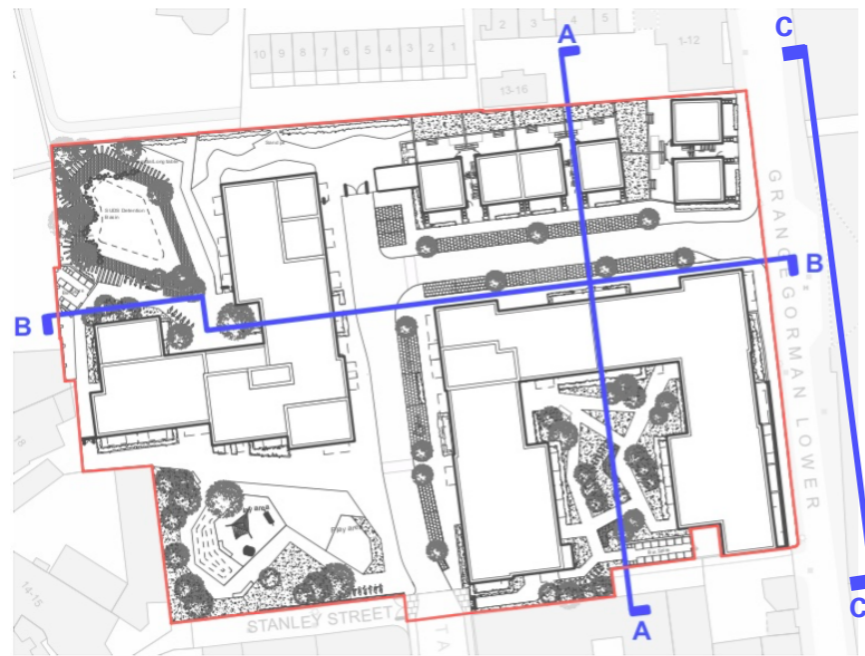
Generally, public, communal, and private realm are all very clearly defined within the proposed development. On the approach from the surrounding roads, this has largely been achieved by using the building to clearly define the boundaries between public and communal/private realms. Where this is not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

6.4 Height, Scale and Massing

As this site is an urban infill development, appropriate height scale and massing can only be determined with particular regard to existing context. The subject proposal also aims to have sufficient variety in building height as an important component in helping to achieve a sense of place and create an attractive built environment, all whilst protecting 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. The minimum density requirement of 100uph (determined by zoning requirements) must also be achieved. There are several key interfaces where the subject proposals have been carefully considered to provide a balanced response to height, scale, and massing, complying with the above criteria. These are as follows:

Grangegorman Lower facade (Blocks F&G apartments)

To the east of the site fronting Grangegorman Lower is a recently constructed student housing development (Ardcairn House), a development of 5-6 stories in total, with ground floor retail facing the street. Allowing this adjacent context to set a benchmark height and street relationship for the subject development would not be successful, due to the narrow width of the existing street (c. 12-13m), as this would result in an uncomfortable street width/ building height proportion of c.0.6. Instead, it is proposed to set the subject building back from the street edge, and lower the height relative to the adjacent building, to provide a more reasonable street width/ building height proportion of c.0.9-1.0. To maintain the existing building line to the southernmost section of the street frontage, the frontage to existing Building 03 will be retained, with building entrances at street level, and openings to apartment terraces above street level.



Above: Key Plan



Above: Section A-A



Above: Section B-B



Above: Section C-C

Building to northern boundary (Blocks H-K)

An existing terrace of 10no. late 20th century 2-storey dwellings abut the subject site boundary at Stanhope Green, the rear facade of which is c. 8m from the subject site boundary. To protect the residential amenity of adjacent residents, and to serve as a transition to the proposed 4-storey apartment building at Blocks E&F, a 3-storey duplex arrangement is proposed to the south of the northern boundary. This continues to the northern section of the Grangegorman Lower Street facade, providing a similar, complimentary scale to that of Grange Court to the north.

Building at Block B-C (on axis with new street on approach from east)

The proposed building as noted frames a long vista, with an opportunity for increased building height, to benefit visual interest and wayfinding. However, as this building is also in reasonable proximity to 2-storey dwellings at Stanhope Green to the north, it is proposed to step the building form within close proximity of the boundary, to protect adjacent residential amenity. Similar stepping is proposed to other parts of Blocks A-C, to benefit both the residential amenity of neighbours, and to ensure sufficient quality of sunlight access to the communal open space to the rear of the building.

Building Corners generally

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 principal corners of the building, to aid orientation, transition, and to mark where communal or non-residential amenities are 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.



Above: Concept stage proposal, showing high level view towards Grangegorman Lower from south east

6.5 Materials and Finishes

One of the predominant building materials within the immediate area are the yellow/buff 'Dolphin's Barn' brick used in the construction of the artisan 2-storey dwelling within Stoneybatter. As a contextual reference, it is proposed that the majority of the street facing facades will be constructed from brick of a similar colour palette.

2no. off-white/ buff-multi colours are proposed, one of which is of a darker tone than the other. These brick options have been selected as they are deemed to be sufficiently robust and durable for longevity, but with enough softness so as to appear sympathetic to the existing finishes palette of the locality. The use of 2no. separate colours have been chosen, to provide sufficient intelligibility and articulation to the design, with each colour used to break up the building massing.

Further differentiation is proposed within the building composition through the use of different brick bonding patterns for aspects of detail around windows and at plinth level. Brick detailing adjacent to windows in certain cases, to imply a larger opening, 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.

For all facades facing courtyards and communal areas, a pale white brick is proposed, to maximise brightness and reflectivity within these open spaces.

Generally, concrete sills and string courses are proposed, typically spanning both window openings and areas of special brick detail adjacent to openings. Where sills and string courses interface, they are to be consistent in size and profile, with a reasonable projection from the façade, and are to include a drip detail below, to protect brickwork from the potential for staining or streaking. Alternatively, an aluminium pressing may be used instead of concrete sills and string courses, offering a similar aesthetic.

An expressed parapet capping detail is proposed generally, to provide for a distinctive top to the building. This c.0.6m high feature includes a lower sill/stringcourse, with the upper capping element set back in plane relative to the brickwork below. The capping may be formed either with a deep single piece pre-cast concrete element, or with an upper capping and lower string course, with a flush wall element sandwiched between. For this second scenario, a matching light grey brick should be utilised for the wall infill between



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

1. G19 Housing, Warsaw, TZA Architects, with particular reference to the proposed balcony, with solid floor and single solid side panel detail, and otherwise a lightweight metal infill balustrade
2. Eddington Lot 1, North-West Cambridge- WilkinsonEyre + Mole Architects, with particular reference to brick tone
3. Buchholzer Grun Housing, Hanover, Germany Busch & Takasaki Architects with particular reference to angled brick contrast detail adjacent to window openings, as proposed on relevant elevations for the subject application
4. Agar Grove Estate, Mae Architects

upper and lower precast capping elements. Any overhangs to brickwork as part of the parapet capping are to include for a sufficient overhang and drip detail as per sills and string courses utilised elsewhere.

When the above expressed parapet capping is combined with a recessed ground floor treatment at the core entrance, this ensures a distinctive top, middle and bottom to the building facade, in the classical architectural tradition. Ground floor corners, generally utilised as Community/ Arts and Cultural facilities, will be finished in a contemporary stone cladding.

The existing stone walls to Building 03 are to be retained, with stonework cleaned and repointed. New openings at street level are to be formed with board-marked concrete 'goal-post' supports, with a similar concrete capping detail included. 2no. new window openings at the upper level are to be finished in Corten steel, to contrast with the adjacent historical brick formed openings.

Doors to main entrance cores and detail walls adjacent are expressed in a bold statement of colour, to assist with orientation. However for any street facing secondary doors to service areas, plant spaces or meter rooms in particular, such doors should be in a colour and tone that is close to the adjacent brickwork, to reduce their visual impact. Core entrances to street facing facades and secondary entrances to the courtyard feature a canopy to help denote the entrances. Detail walls adjacent to entrances are to be finished in a glazed brick. Given the accessible location, this treatment gives a very robust and durable finish.

Below: Proposed materials and finishes to new build elements, as follows:

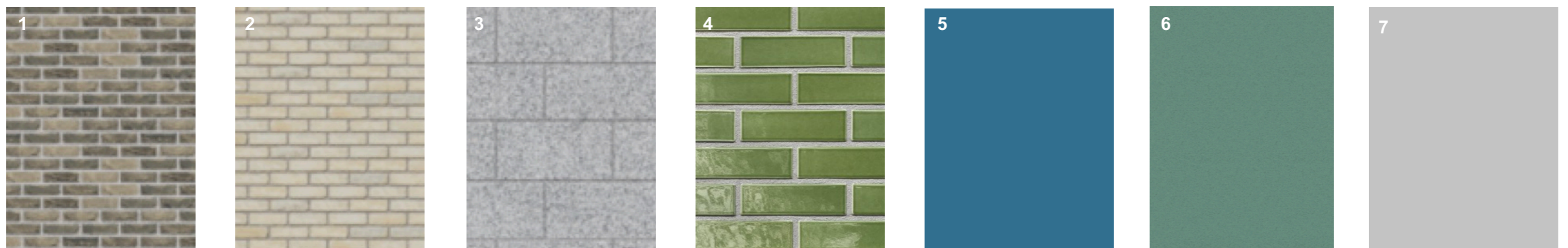
1. Proposed grey buff multi clay brick with grey mortar
2. Proposed light buff multi clay brick with grey mortar
3. Proposed granite cladding
4. Proposed green/blue glazed brick, with grey mortar, to ground floor treatment at creche
5. Proposed blue door/wall colour to identify main entrances to each core
6. Proposed green solid panel to balcony end panels, included intermittently
7. Proposed light grey paint/PPC finish to balcony structure and railings



Above: Block A-C Eastern facade



Above: Block D-G Western facade



Balconies are to be finished with PPC vertical metal railings. A timber handrail is also included. Generally, 1no. balcony end panel is to feature a solid infill panel, finished in a co-ordinated colour. In certain circumstances, an additional extended opaque glazed screen is included to a height of 1.8m, to provide privacy between adjacent balconies. Further detail on balcony and privacy treatments can be found at Section 7.4.

Other facade 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.

Balconies may be detailed with eaves drop drainage, unless this provides a nuisance to entrance doors below. Where eaves drop drainage is not possible, stacked rainwater goods may instead be utilised for balcony drainage, with the RWP discreetly located, and finished in a colour that is similar to and sympathetic to adjacent brickwork.

All canopies 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 typically. In zones where plant is required, these areas will have a roof membrane finish. Generally, roofs proposed are blue roofs, which will feature a minimum number of roof outlets to control and manage rainwater outfall and maximise storage potential. These outlets will typically either be centrally within the roof, with drainage ducted internally through the building. Otherwise, rainwater outlets are to be addressed towards rear or courtyard facing elevations, with rainwater goods finished in a colour that is similar to and sympathetic to adjacent brickwork. SVPs will similarly be ducted through the building, and will not be seen on external facades.

All boundary conditions are included in further detail in the proposed Boundary Wall Treatment Plan.

For Existing Building 03, the existing ashlar stone finish to the east and western elevations are to be retained. These areas will need to be repointed in a lime mortar, sympathetic to the original stonework. New treatments here include corten steel framed liners to new contemporary openings, and board marked concrete to both the capping (with shadow gap detail) and to the street level openings. As the inner face of these existing stone walls were never designed to be exposed, it is anticipated that their construction will be mismatched and sporadic in nature, and will not be appropriate for use as an expressed finish.

Therefore, it is proposed to finish the inner faces of these walls in a lime render with lime wash or breathable paint finish, in a light colour, which will also aid daylight reflectance.



Above: Opaque glazed screen providing privacy between adjacent balconies

Right: Image of façade to be retained facing Grangegorman, with details as follows

1. Ring beam parapet capping in board marked concrete
2. Contemporary openings at upper level to similar size and proportion as adjacent but framed in Corten steel liner. Red colour of steel is a contemporary interpretation of red brick reveals to existing openings.
3. Glazed infill panels proposed as balustrade to upper-level terraces
4. Double height voids behind existing building line bring additional light to lower levels
5. Reinforced concrete 'goal post' frame to new openings at lower level, with board marked finish. Proposed openings at this level assist in providing permeability at the street frontage, and additional passive surveillance of the street from the building.
6. Shadow gap between proposed concrete capping and existing stone wall



Right: Image of façade to be retained facing Grangegorman, with details as follows

1. Precedent of stone wall, with contemporary concrete capping and concrete lintel supports to openings
2. Detail of proposed board-marked concrete finish where specified
3. Precedent detail of proposed window reveal liners to contemporary openings at upper level
4. Precedent detail of proposed Corten steel finish to contemporary window reveal liners, shown against stone backdrop
5. Modelled image of proposed wall treatment showing stone to be retained, contemporary openings framed in Corten steel, and capping beam in board marked concrete, with shadow gap detail at connection with stonework below.



6.6 Site Connectivity and Permeability

Under its most recent use, the subject site was effectively a back lands site, with a single point of access to the south, and with access granted by permission only. The subject development aims to have much improved permeability, with a new vehicular and pedestrian street linking Stanley Street and Grangegorman Lower. It is intended that vehicular access will only enter the site at the east and exit at Stanley Street to the south. Pedestrian permeability will be unrestricted.



Above: Level -1

Above: Level 0

7. Open Space

7.1 Landscape Design Strategy

The development will include a public open space facing Stanley St., which serves as a threshold to the scheme, providing opportunities for strategically located seating to take advantage of its exposure and offering a generous active recreational space and play area. The play areas are located within a central soft enclave, which also doubles as a functional space, allowing fire tender access as it comprises a polymeric rubber surface.

The scheme is configured along a main boulevard from Stanley Street to Grangegorman Lower, ensuring ease of circulation and creating a visually attractive environment with mature trees lining the boulevard, featuring a 2-meter clear stem to allow unobstructed sight lines.

Furthermore, ample amenity opportunities are found within the two courtyards forming part of the scheme. The northern courtyard strikes a balance between utilitarian and aesthetic features, offering a large detention basin carefully integrated into the courtyard with circular stepping stones across, making the level difference a playful feature.

In the eastern courtyard, Grow-Your-Own planters are proposed along the main circulation route within the lawn area to provide residents with the opportunity to grow their own vegetables and engage in communal activity. A combination of semi-mature and multi-stem trees is proposed as the planting palette for the eastern courtyard.

Permeable build-ups and materials are proposed as finishes throughout the public realm of the scheme.



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. This is proposed at the southwestern site boundary, fronted by 2 proposed apartment buildings on 2 sides (north and east), and overlooked by existing apartment to the south on a third side. This allows the POS to be accessible to both the proposed new residents and the wider existing community. Its arrangement also allows good passive surveillance from both the existing and proposed dwellings and apartments and passing traffic along the proposed vehicular and pedestrian access street to the centre of the site.

The POS has been designed to provide for fire tender access to the frontage of Blocks A&B.

See table below for POS demand and provision.

POS Provision	Ha	%
Site area	1.123	100.0%
POS Requirement	0.112	10.0%
POS Delivered	0.113	10.0%

Above: POS Provision
 Left: Proposed Public Open Space



Above: Proposed Communal Open Space
 Right: COS Provision

7.3 Communal Open Space

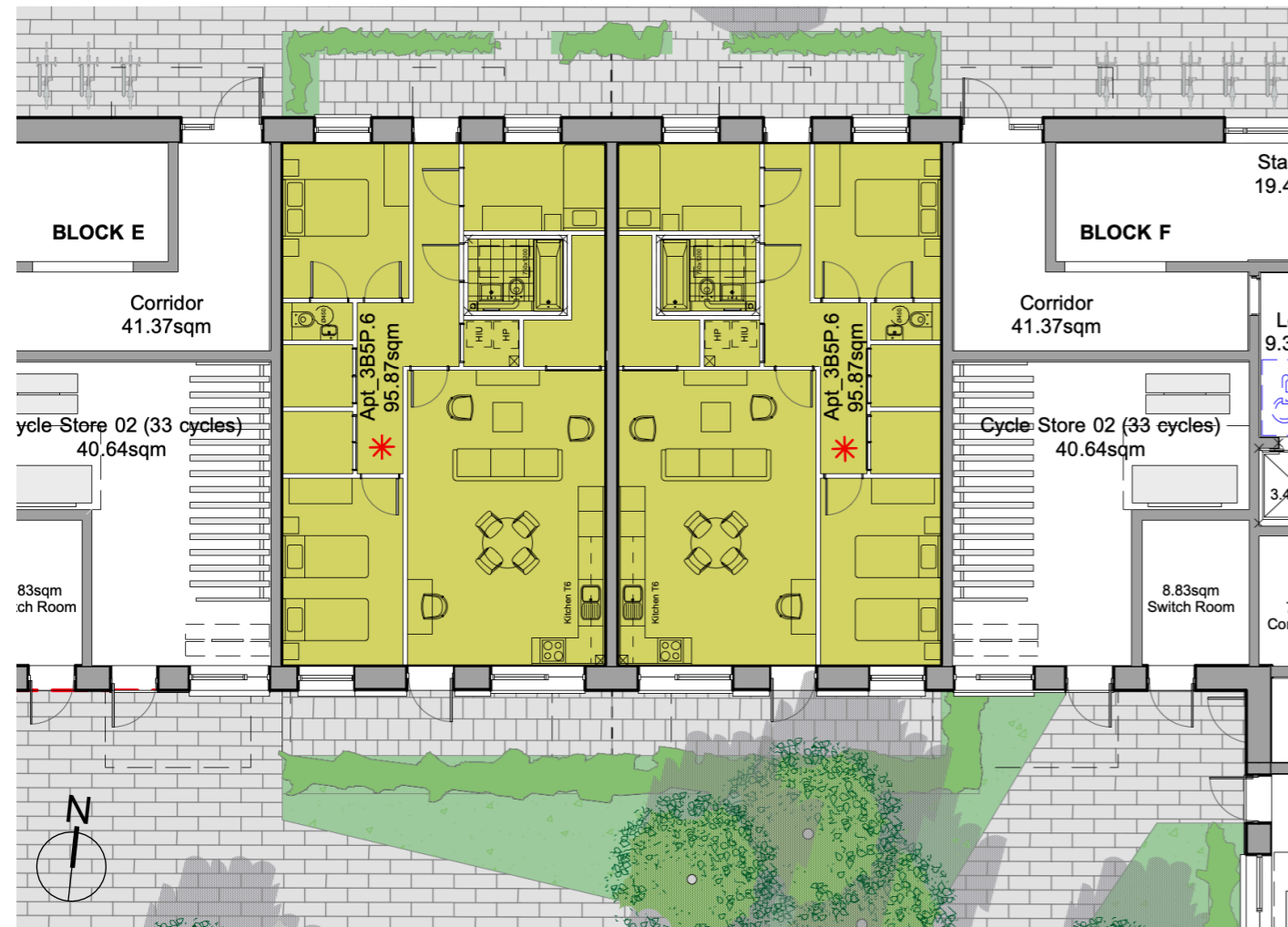
A large communal open space is provided to the rear of each of Blocks A-C and D-G. In each case, the communal open space is partially defined by the rear facades of the proposed apartment buildings, with remaining sides by the proposed site boundary. To Blocks A-C, the current boundary condition is formed by existing buildings, which are to be partially demolished, with a minimum 2.4m high wall retained to define the site boundary. For Blocks D-G, the existing adjacent building to the south will define the remaining side of the communal open space.

Both COS areas are generous in size and are well overlooked by balconies from upper-level apartments. Both COS areas also offer direct access to cycle stores, bin stores and communal amenities for all residents, which helps to ensure that the communal courtyard is an engaging space, that all residents pass through or overlook over the course of a day.

The proposed arrangement also ensures that the communal space is clearly defined. Access is controlled, either via the communal stair cores, or via a controlled gated access to one corner of each COS. The COS to Blocks A-C is located adjacent to an external play area for the childcare facility, with a high railing and planting buffer between each space for security and privacy. However, a gateway is proposed from the external play space into the adjacent COS for means of escape purposes.

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	92	5	460	
2B3P Apartments	2	6	12	
2B4P Apartments	55	7	385	
3B5P Apartments	18	9	162	
Total Requirement			1019	100.0%
Total Delivered			1350	132.5%



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

7.4 Private Open Space

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

At ground level, apartments are arranged in various ways to ensure that private amenity is maintained. Several apartments are accessed from the street, with private terraces onto the inner communal open space. Such 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.

The remaining ground floor apartments are accessed from the stair core, and these generally have a ground floor terrace facing the communal space. Buffer planting and fencing is provided to ground floor terraces to ensure sufficient privacy and security for ground floor residents. The exception are 3 south facing apartments to the ground floors of Blocks A&B, which feature a private terrace facing the POS. These terraces feature additional and more significant buffer planting, for improved privacy.

Private terraces to 2no. apartments to Block F&G, at level 0, are located behind the existing retained façade. These are generous in size in both cases, and benefit from existing and proposed window openings within the retained façade, to offer views onto the street below.

At upper floors, all private open space is provided to units via balconies. Detailed consideration has been given to the forming of balcony, curtilage, and entry spaces throughout the development, and a projecting balcony detail has been proposed here. This has been deemed to be the optimum solution to allow for cost and programme effective modular construction as a delivery option for this project. However, as projecting balconies are typically more prominent on the building façade, particular attention has been given here to both their visual treatment, and to maximise the effective privacy of residents using the balconies.

The positioning of all private balconies to apartments address both the communal open space and proposed and existing streets, ensuring sufficient passive surveillance over the surrounding public realm. Balconies are generally finished with a vertical railing, to offer visual permeability for views to the street below, whilst ensuring that oblique views into the balcony are restricted, for improved privacy. However, it is also proposed that each balcony will feature 1no. solid side return, to improve the privacy and comfort of tenants using the balcony. Generally, this balcony design has been proposed as the optimal solution as it

provides for robustness, passive surveillance, privacy, and distinctiveness (through colour treatment of end panels).

At ground floor level in isolated locations, additional privacy has been deemed necessary between private terraces and adjacent public areas (typically at the approach to a staircore entrance), or between adjacent terraces. In these scenarios, an additional screen is proposed to aid privacy, constructed from opaque glazing, to a minimum height of 1.8m above finished level, and to the depth of the terrace.

To upper levels, where there is also privacy concerns between adjacent balconies in isolated cases, a similar opaque glazed screen is proposed to aid privacy. Finally at select locations, vertical aluminium fins have been included to windows at internal building corners, to ensure that overlooking is not possible between adjacent bedroom windows at 90 degrees to each other. All of the above scenarios are noted on the drawings as included with this application.

For duplexes at Blocks H-K, the lower 2-storey 3-bed accommodation all feature a private self-contained rear garden/terrace. 1bed apartments at second floor over are provided with south or east facing balconies, as per Blocks A-C and D-G.

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.

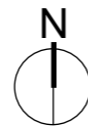


7.5 Public Realm Contribution

The proposed development will revitalise a current landlocked and relatively inaccessible depot site and provide public access to the site again. 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 Grangegorman Lower, in the form of new railings, shrub planting, and improvements to pavements. The development also allows for the provision of greater permeability between Grangegorman Lower and Brunswick Street North, via Stanley Street and the new central access street within the site.

Above: POS as Per Landscaping Proposal



8.0 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 general needs social housing development, the proposed mix is based on housing need. As a result, the apartment mix provides for a combination of 1 bed, 2 person apartments (55%), 2 bed, 4 person apartments (33%), and 3 bed, 5 person apartments (11%).

The minimum quantum of '+10%' apartments is easily achieved. This is because all 1B2P apartments (55% of total) exceed minimum area plus 10% (49.5m²), in addition to several the 2B apartments (6% of total), and some of the 3B5P apartments (4% of total). 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	% Aspect	Dual Dual %	Total No.	Total %	Net area
1B2P.1	50.4	N/A		49	29%	5 3%	49	29%	2470
1B2P.2_UD	53.6	37	22%	37	22%	11 7%	37	22%	1983
Dpx_1B2P	59.8	N/A		6	4%	6 4%	6	4%	359
2B3P.2	69.3	N/A		0	0%	1 1%	1	1%	69
2B3P.3	74.6	N/A		1	1%	1 1%	1	1%	75
2B4P.1	76.7	N/A		0		12 7%	12	7%	920
2B4P.2_UD	81.0	8	5%	8	5%	8 5%	8	5%	648
2B4P.3	76.9	N/A		0		32 19%	32	19%	2461
2B4P.8	80.9	N/A		3	2%	0	3	2%	243
3B5P.2	95.9	N/A		0		10 6%	10	6%	959
3B5P.6	95.9	N/A		0		2 1%	2	1%	192
Dpx_3B5P	110.2	N/A		6	4%	6 4%	6	4%	661
Summary statistics		45	27%	110	66%	94 56%	167	100%	11039

Above: Residential Amenity Compliance

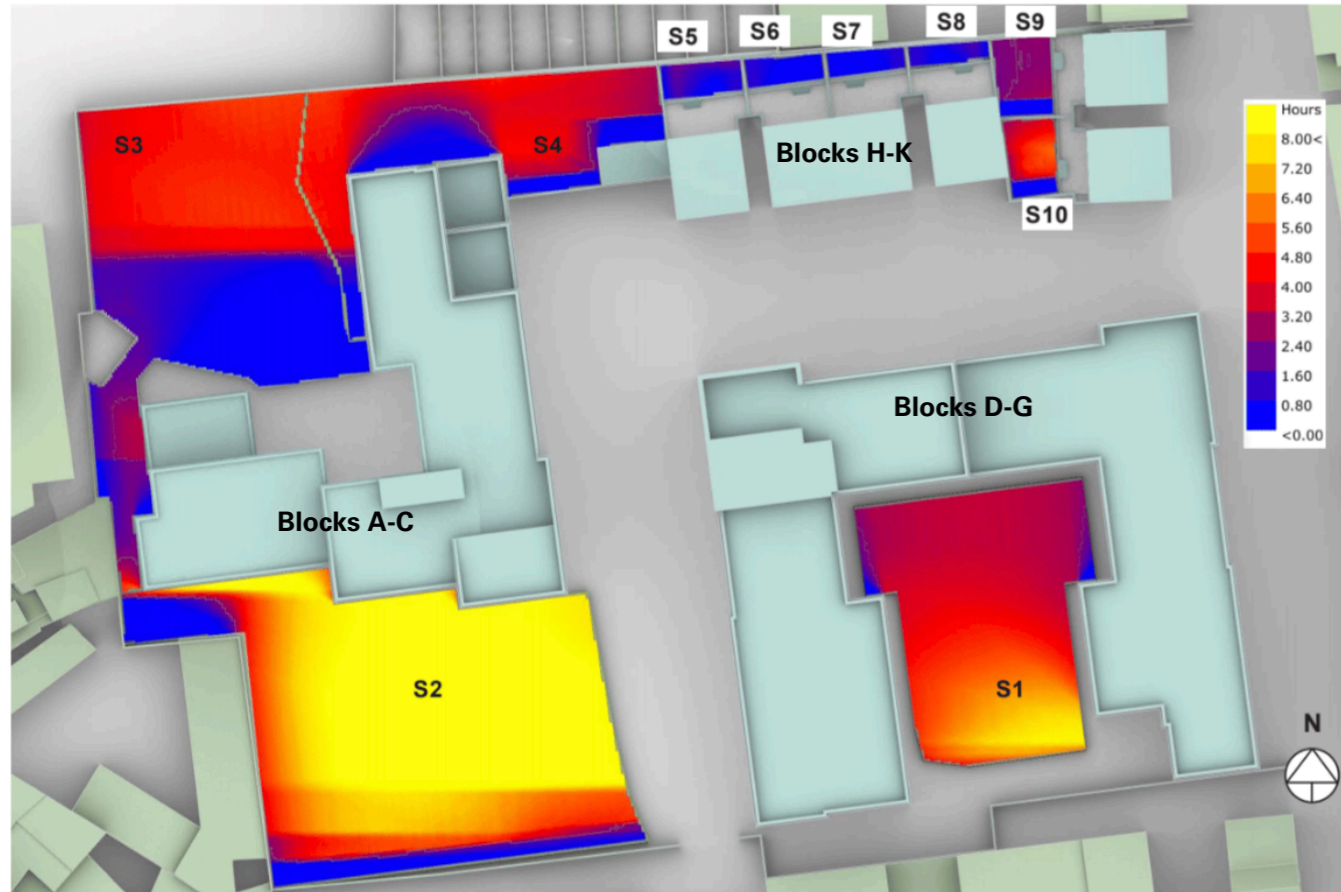


Figure 13: Public & Private Open Space - Radiation map of amenity area, showing available sunlight on 21st March. The scale represents the percentage of daylight received from 0 - 8 hrs.

Sunlight on the Ground - Communal Amenity			
		Proposed: % Area receiving 2 hours sunlight on 21st March	Meets criteria of >50% area
S1	Communal Open Space	97.3	Y
S2	Public Open Space	91.8	Y
S3	Communal Open Space	51.1	Y
S4	Creche	68.6	Y
S5	Duplex amenity	0	N
S6	Duplex amenity	0	N
S7	Duplex amenity	0	N
S8	Duplex amenity	0	N
S9	Duplex amenity	50.0	Y
S10	Duplex amenity	79.8	Y

Above: Radiation map of amenity within the proposed development, showing available sunlight on 21st March. The scale represents the percentage of daylight received from 0-8hrs

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. 100% compliance has been achieved, but a summary is included as follows:

Both the public open space and communal open space to Blocks D-G are largely unrestricted by the proposed development and achieve minimum compliance (92% for the POS, and 97% to the south-eastern COS area). The communal open space to Blocks A-C is partially overshadowed by the proposed development, particularly to the south. To address this matter, the southern flank of the proposed development, and in particular to Block A, has been reduced in height. As a result, this communal open space achieves 51% compliance.

The outdoor play space to the proposed childcare facility is also partly overshadowed by Block C to the south. However, as the play space extends to both the east and west of this block, the impact of overshadowing has been mitigated to ensure minimum compliance (68%).

Daylight to apartments has been modelled to BSEN17037:2018+A1:2021 (UK Annex). Due to the proposed building arrangement, and the lack of overshadowing by other structures, or by aspects of the subject development on itself, each of the measured areas achieve the maximum target of 100%.

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 most apartments.

All apartments have also been modelled for sunlight access, and achieve a high level of compliance, with 77% of apartments meeting the criteria. Details are also included in the Daylight and Sunlight report.

8.3 Overlooking, Overbearing , Overshadowing

The impact of overbearing and overshadowing of the building on itself (i.e., between separate blocks or opposing facades within the subject development) has been addressed above in the analysis of Height, Scale and Massing, and of Daylight and Sunlight. In terms of overlooking, a minimum offset of 18m is proposed between opposing elevations to ensure sufficient privacy.

To analyse the impact of overlooking, overbearing, and overshadowing of the subject development on neighbouring properties, each of the 4 neighbouring axes have been reviewed in turn:

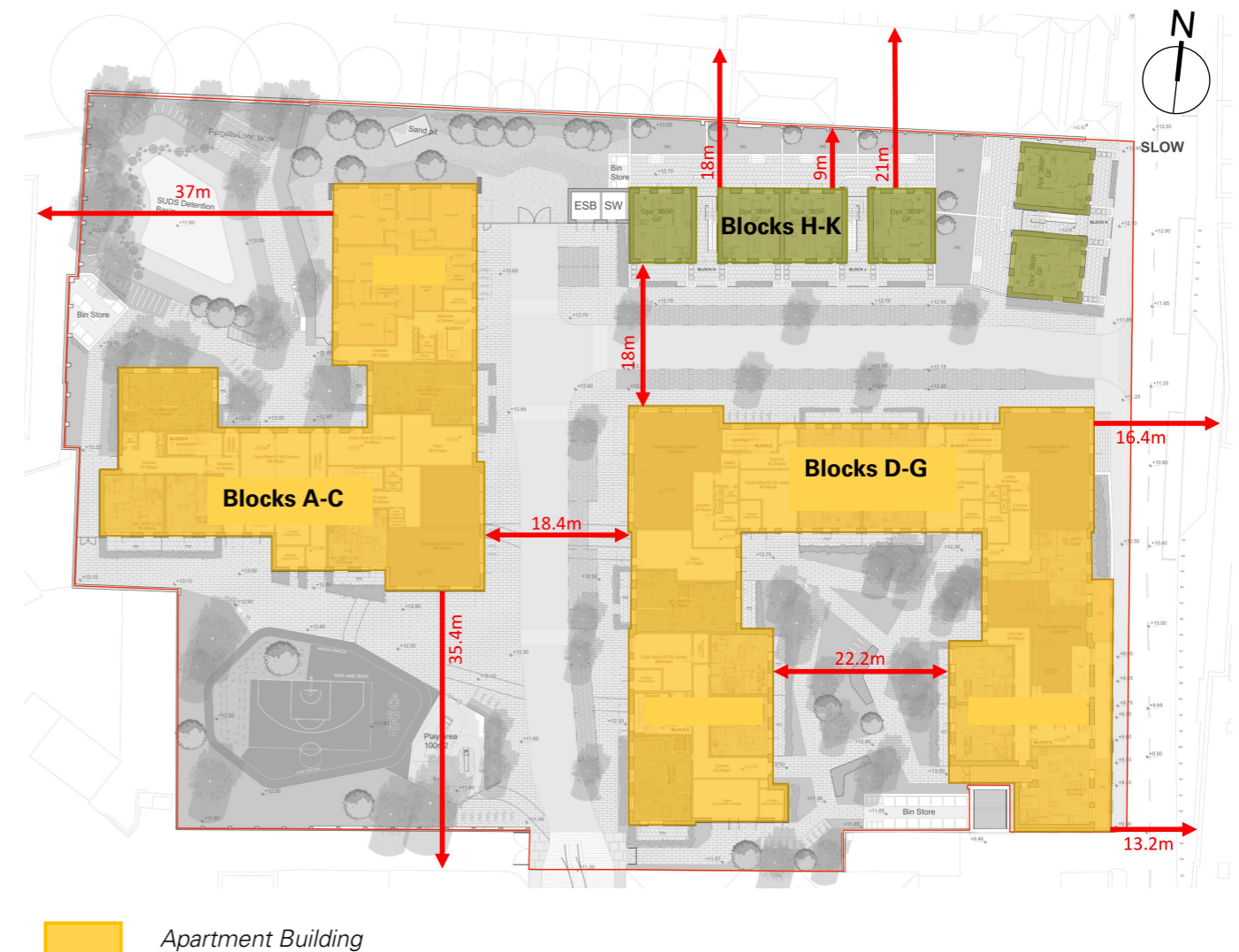
East elevation to Grangegorman Lower: As noted above, the proposed building line to Grangegorman Lower has been set back relative to the existing building line and to the adjacent opposing facade. This serves to reduce the impact of overlooking and overshadowing of the opposing facade to the Ardcairn House student accommodation. Careful consideration of new openings in the existing retained façade have been analysed with daylight modelling software. As a result, full compliance has been achieved.

South elevation: The subject development is located fully north of the existing buildings to the south, and therefore does not impose any overshadowing impact. The southern end of proposed Block G terminates at the site boundary and is of a greater height than the existing commercial building immediately south. However, this interface benefits from an interruption of the building form on Grangegorman Lower, with a vehicular entrance serving the adjacent development helping to disconnect it from the subject development. In a similar way, to the south of Block D, a pedestrian entrance to the communal open space serves to disconnect the subject development from the Maltings Building immediately south. This enables this facade to feature balconies and windows with a southerly aspect, which serves to animate the facade, without impacting the privacy of the adjacent property to the south. In both cases, the change in relative scale of adjacent buildings is modest.

West Elevation: The west elevation of Block A is located in close proximity to the western site boundary, and to the Stoneybatter Place student accommodation opposite. To address potential overlooking concerns, windows to residential units directly opposing the adjacent student housing building will feature opaque glazing. In addition, the building height and massing of the subject development at this location has

been reduced relative to adjacent proposals to ensure that there is no negative sunlight or daylight impact. As a result, full compliance has been achieved.

North Elevation: The tallest element of the proposed development is proposed at Blocks B&C, the northern facade of which is in reasonable proximity to 2-storey dwellings at Stanhope Green to the north. To address potential overlooking concerns, windows to residential units directly opposing the adjacent boundary will also feature opaque glazing. In addition, the proposal to step the building form within proximity of the boundary serves to protect adjacent residential amenity to adjacent dwellings at Stanhope Green, and full compliance has been achieved.



9. Access, Car and Cycle Parking

9.1 Compliance with DMURS

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.

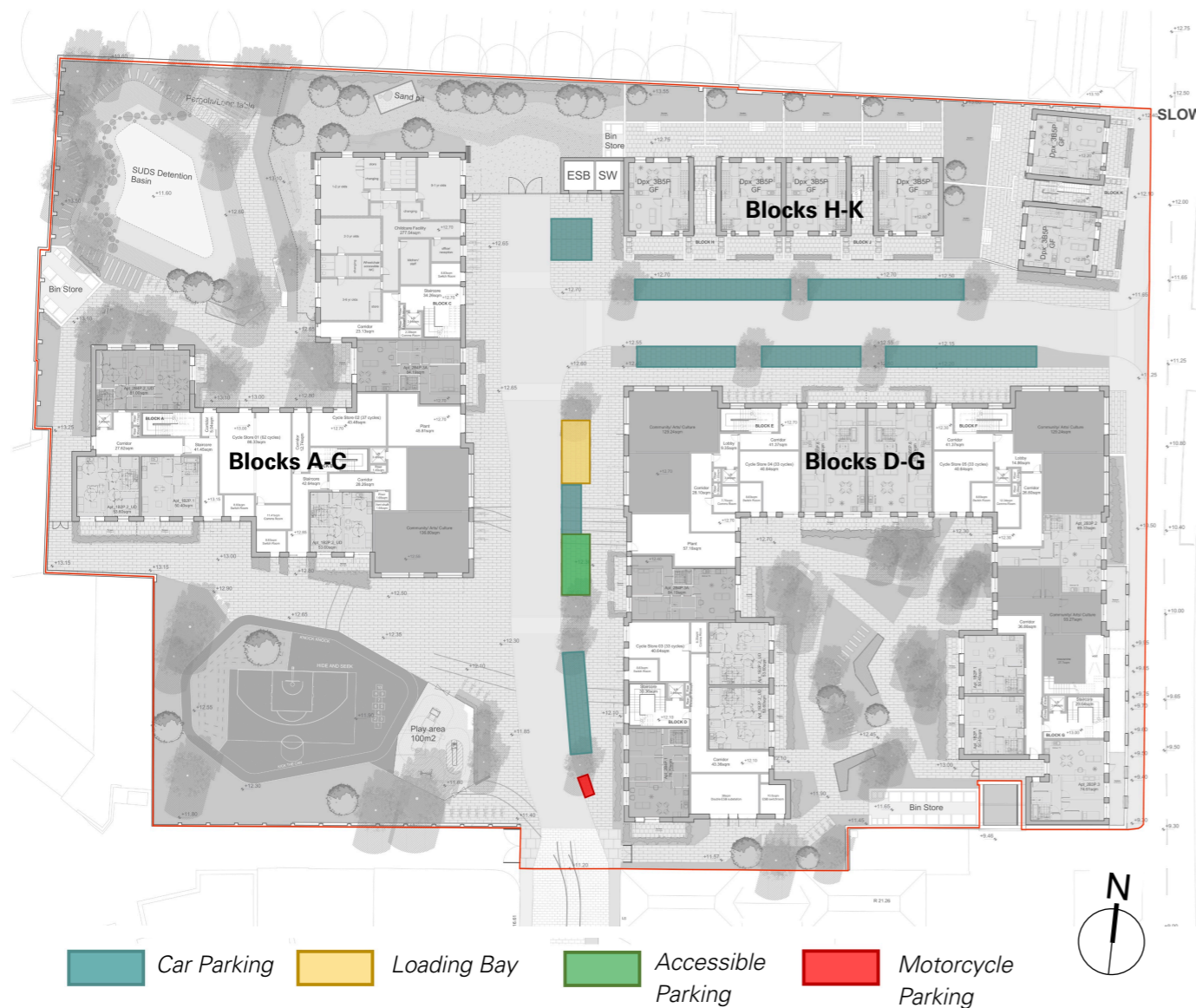
Vehicular site access is proposed from Grangegorman Lower along the new internal street in a one-way loop, with site egress at Stanley Street. This proposed street also provide cyclists and pedestrian access to the development, in addition to providing EAV access.

Primary access to all apartments is directly off the footpath along the proposed new internal street, from the proposed POS, or off Grangegorman Lower. Access opens directly to the stairwell of each of the apartment blocks, or to the front curtilage of those apartments or duplexes that feature own door access. All 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 Carparking

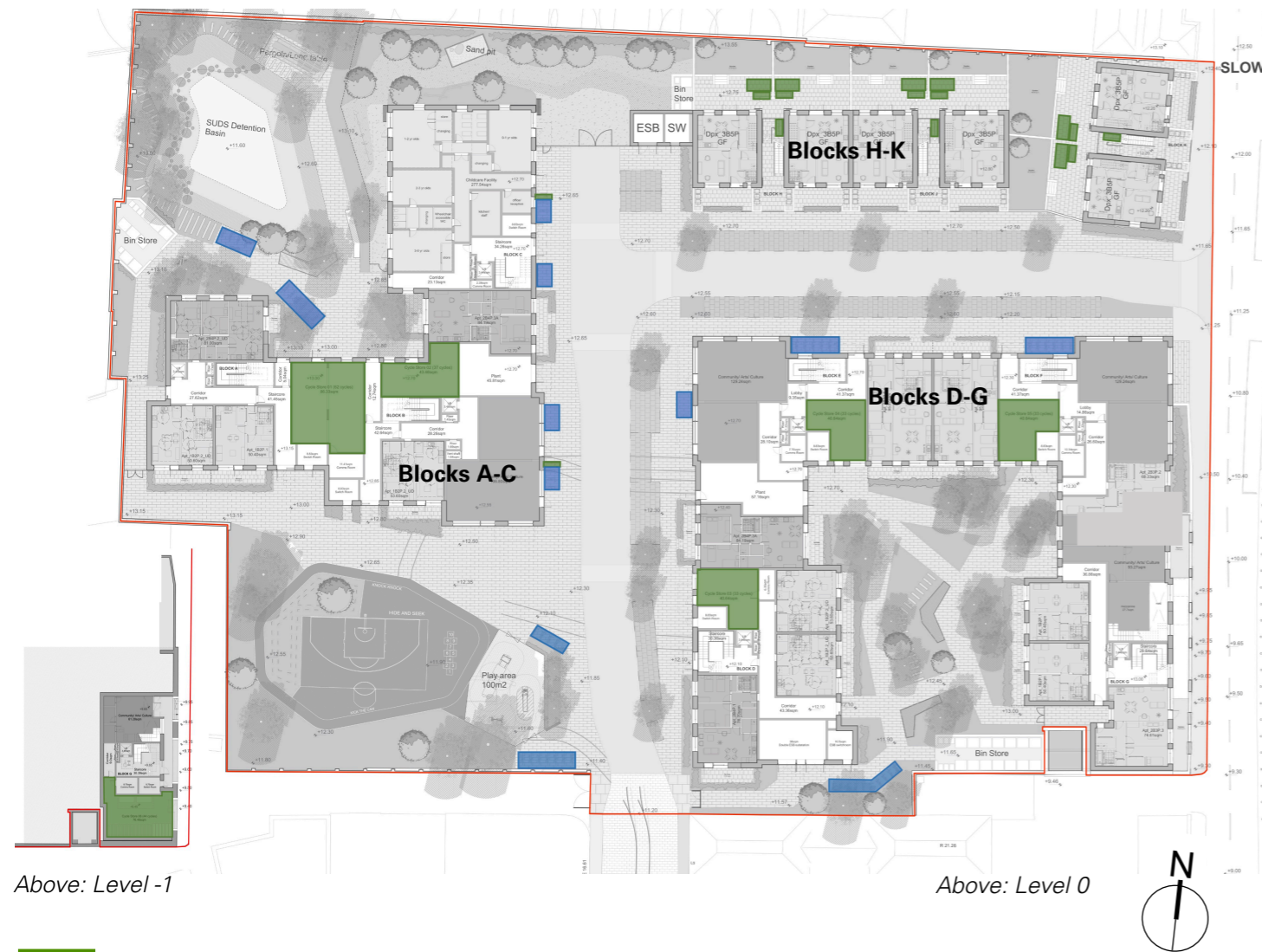
Vehicular parking within the site is arranged either side of the new internal street, and the proposal includes for standard car parking spaces, accessible parking spaces, motorcycle parking and delivery laybys. Additional standard carparking spaces are provided at the cul-de-sac at the north of the site, adjacent to the proposed childcare facility.

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



Car Parking	Total No.	%
Standard parking	18	95%
Part M parking	1	5%
Delivery vehicles	1	5%
Motor cycle parking	1	5%
Total car parking	19	100%
Total Apartments	167	
Parking Density	0.11	

Top: Car Parking Spaces Highlighted
Above: Car Parking Provision



Above: Level -1

Above: Level 0



■ Long stay bicycle parking – please note additional long stay provision at -1 level

■ Short stay bicycle parking

Above: Cycle Parking Spaces Highlighted

9.3 Cycle Parking

For long term cycle parking, 6no. Cycle/Mobility stores have been provided, typically with 1no. store associated with each core, and with 1no. shared facility between Blocks 1&2. Access is provided directly from the communal open space, within proximity to the secondary entrance to each stair core. This arrangement ensures that proposed cycle storage is optimally convenient for 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. The communal cycle store for Block G is situated at street level, with frontage to Grangegorman Lower, ensuring good passive surveillance for user safety.

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 within the public realm and is well overlooked by adjacent apartments. The Community/Arts and Culture spaces and the proposed childcare facility 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 these facilities will be located within the public realm. Demand and supply calculations are as per the table below.

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 bedrooms)</i>								
1B2P Apartments (General)	92	92	92	46	5	94	47	4
2B Apartments (General)	57	114	114	29	6	116	29	4
3B5P Apartments (General)	18	54	54	9	3	56	10	6
<i>For below, load based on total area in m2)</i>								
Community, Arts & Culture		552	2	6	0	2	8	2
Retail		0	0	0	0			
<i>For below, load based on total number of staff/children)</i>								
Creche		278	2	5	1	2	7	1
Total numbers			264	94	14	270	101	17

Above: Cycle Parking Provision



9.4 EAV Strategy

It is proposed that EAVs will have access to at least 50% of the outer building perimeter, with direct access to each of the stair cores, in compliance with DCC Fire Department standards. This can be provided from both the new internal street, and from along Grangegorman Lower. For Blocks A-C, the public open space has been designed to accept fire tender access along the building's southern facade. In addition, a fire alarm activated gate has been included to the frontage of the childcare facility play space at the north of the site, to allow fire tender access to the full extent of the eastern facade of Block A-C.

Above: EAV Strategy

10 Demolition Justification

Dublin City Council Policy

This Demolition Justification has been prepared to comply with the requirement for same set out in Section 15.7.1 (Re-use of Existing Buildings) of the Dublin City Development Plan 2022–2028 (Development Plan), which states:

“Where development proposal comprises of existing buildings on the site, applicants are encouraged to reuse and repurpose the buildings for integration within the scheme, where possible in accordance with Policy CA6 and CA7. Where demolition is proposed, the applicant must submit a demolition justification report to set out the rationale [sic] for the demolition having regard to the ‘embodied carbon’ of existing structures and demonstrate that all options other than demolition, such as refurbishment, extension or retrofitting are not possible; as well as the additional use of resources and energy arising from new construction relative to the reuse of existing structures.”

Existing building materials should be incorporated and utilised in the new design proposals where feasible and a clear strategy for the reuse and disposal of the materials should be included where demolition is proposed.

For clarity, policies CA6 and CA7 of the Development Plan are as follows:

- CA6 (Retrofitting and Reuse of Existing Buildings) – “To promote and support the retrofitting and reuse of existing buildings rather than their demolition and reconstruction, where possible. See Section 15.7.1 Re-use of Existing Buildings in Chapter 15 Development Standards.”
- CA7 (Energy Efficiency in Existing Buildings) – “To support high levels of energy conservation, energy efficiency and the use of renewable energy sources in existing buildings, including retro-fitting of appropriate energy efficiency measures in the existing building stock, and to actively retrofit Dublin Council housing stock to a B2 Building Energy Rating (BER) in line with the government’s Housing for All Plan retrofit targets for 2030.”

Related Reports

The Demolition Justification included here should be read alongside other reports included as part of the subject planning application. These are:

- Planning Statement: This establishes the wider planning context and framework for demolition of structures, and the planning requirements for the subject site.
- Structural Building Condition Survey: This has been completed by the structural engineer with regards to condition and structural stability only, with no commentary on historical or architectural merits.
- Heritage Impact Assessment: This report considers the architectural merit of existing structures within the site, and any features that might be worthy of retention or reuse.
- Architectural Design Statement (ie., other chapters within this document): This Report analyses the broader design parameters that have been considered in the preparation of the subject planning proposal, which includes further context for considerations of demolition or reuse of existing structures.

Building Description and features

The proposed development is on the site of the Dublin Fire Brigade Maintenance Depot and the Dublin City Council Mechanical Division, located off Stanley Street and Grangegorman Lower, Stoneybatter. The site is currently operational and features several buildings and structures in current use. The primary use of current structures is for the servicing of vehicles (including HGVs), storage of equipment, and basic staff facilities.

The site features a series of existing buildings which have been developed over the last 150 years. Many of the existing buildings are high bay workshop buildings, developed from the 1930s onwards. In addition, there are a series of shallow plan buildings, with a c.1930s building to the north and north-western corners of the site, and a single storey stone building from the 1870s to the south-eastern site corner (referenced elsewhere in this report as Existing Building 03). Many of these buildings are built up against and form the current site boundary. The remainder of site boundaries are formed either by blockwork walls, or by presence of adjacent buildings on the boundary line.

Of the various buildings on site, 4no. of the high bay workshops are the most actively used buildings, used primarily for the maintenance of vehicles. Other buildings are used for occasional storage or staff facilities and would appear to be underutilised at present. Further details of all existing buildings on site, numbered from 01-08, can be found at Section 3.2 in this report.

Architectural Significance

We have reviewed the Record of Protected Structures, as included in Volume 4 of the Dublin City Development Plan 2022–2028, and none of the buildings are featured. Furthermore, we note that the sites are not located within an Architectural Conservation Area.

A Heritage Impact Assessment has been prepared by Thomas McGimsey, of MESH Architects, a Grade 1 Conservation practice, under separate cover as part of this planning application. The Heritage Impact Assessment notes that, in its current configuration, the depot consists of many structures of varying ages and uses, in varying states of repair. Almost all structures appear to date from the 1930s, through the second half of the 20th century, with some modifications and extensions from the early 21st century. Of these structures, none could be considered to have any architectural significance.

Of more significance is the earliest structure on the site, an L-shaped building in the south-east corner of the depot site, being a truncated survivor of the 1870s era Scavenging Depot. This is a relatively simple single storey structure. Despite only addressing the internal depot yard, the south and east elevations consist of good quality calp limestone coursed rubble masonry, forming a simple industrial composition. The report recommends that, in an area where so much of Dublin’s historical industrial heritage has already been demolished, the portions of this structure visible from Grangegorman Lower provide a tactile link to the area’s industrial past and require special consideration. It is therefore proposed to retain as much of this structure as possible, in addition to the retention of much of the existing boundary walls.

Quality and Condition

A Structural Survey Report on Buildings to be Demolished was completed by Kavanagh Mansfield Engineers in October 2023 and is included as part of the subject planning application. Within this report, it is noted that Four of the buildings (Buildings 04, 05, 07, and 09) exhibit characteristics of new constructions and are in good structural condition considering their age. The defects identified in these

buildings are generally minor. On the other hand, seven buildings (01, 02, 03, 06, 08, 10 and 11) are older structures that looks like have been in existence for more than 50 years. Some of these buildings have not been used for years. Whilst it has not been possible to fully assess the integrity of all the materials used, it is noted that the roofs of older buildings are covered with asbestos material, which poses a high environmental risk.

A further Quality and Condition Survey of Boundary Walls was completed by Malone O'Regan Consulting Engineers in May 2024 and is included as part of the subject planning application. Whilst the boundary has been formed by existing buildings in many cases, this report notes that many of the walls are in reasonable condition. Two sections of the walls are noted as having historic fabric within their construction, which may require some remedial works.

Planning and Zoning, to inform Project Brief

The site is zoned Z5: City Centre, with the land-use zoning objective 'to consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity.'

Z5 zoning covers a wide variety of potential uses, but the primary purpose of this use zone is to sustain life within the centre of the city through intensive mixed-use development. The central brief delivery for the subject site is residential, which is supported by the proposed zoning. Any other mixed use within the site would ideally be complimentary to the residential delivery, so that complimentary uses can co-exist as 'good neighbours'.

Whilst in principle, the co-existence of ongoing vehicle maintenance and residential delivery could be deemed compliant with development plan zoning, they are not complimentary functions, and would therefore unlikely be 'good neighbours'.

The Zoning objective also requires a minimum delivery of 100uph for proposed residential development on the site. Therefore, any proposal to retain several existing structures within the site may challenge minimum density targets, to the possible point of non-compliance. This is irrespective of the possibility of them being re-purposed for a new use, or their urban design impact, both of which would be very challenging.

Refurbishment Potential, based on Project Brief

Given the proposed project brief, the building's condition and remaining lifespan, and the current arrangement of buildings on site, there is no case for refurbishment of almost all of the existing structures.

First of all, the buildings' plan form, boundary conditions, and floor to ceiling heights do not lend themselves to residential use. Some of the buildings feature various applications of asbestos roof sheeting and rainwater goods that are an environmental hazard that will need to be removed. Furthermore, given the historic site usage, which includes 19th century waste scavenging and more recent vehicle maintenance, below ground environmental pollution is anticipated that will require remediation.

Potential to incorporate existing materials in proposed development

Existing materials are to be incorporated in the development where they are of architectural or archaeological significance. This is being proposed with the retention of 2no. facades to existing Building 03, and with the possible re-use of archaeological features, such as former tramways, should these be uncovered. Otherwise, none of the existing building materials are considered suitable for re-use within the subject development.

11 Urban Design Rationale/ Design Criteria

The design rationale outlined below identifies the key issues considered during the design process for the proposed residential led scheme on the site, in compliance with key indicators of quality urban design and placemaking set out in Section 4.4 of the 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.

11.1 Sustainable and Efficient Movement

11.1.1 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)?

Under its most recent use, the subject site was effectively a back lands site, with a single point of access to the south, and with access granted by permission only. The subject development aims to have much improved permeability, with a new vehicular and pedestrian street linking Stanley Street and Grangegorman Lower. It is intended that vehicular access will only enter the site at the east and exit at Stanley Street to the south. Pedestrian permeability will be unrestricted.

In addition to close access to the Red line Luas network at Smithfield, the site has good public transport links with a number of adjacent Dublin Bus routes. There is also a well-developed cycleway infrastructure, with close access to the Dublin Bikes cycle share scheme, amongst others.

11.1.2 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?

This city centre site is located adjacent to the urban village and associated amenities of Stoneybatter, is within a short walk of similar and complimentary amenities at Smithfield, and benefits from close access to schools and education, including the TUD Grangegorman campus immediately north. Its development will fulfil the DCC development plan strategy to consolidate and facilitate the development of the central area.

11.1.3 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.

The site is served by a new access street, which aligns with Stanley Street to the south, continues northwards for approx. 2/3 of the site, and then heads east to connect with Grangegorman Lower. This street serves to also provide for primary pedestrian and cycle access to much of the development, in addition to providing for modest car-parking, motorcycle parking and layby provision for delivery vehicles.

The proposed L-shaped street is modest in length, and a combination of both horizontal displacement and minimal carriageway widths are utilised to control traffic speed. Primary access to all apartments is directly off the footpath, either directly to the stairwell of each of the 4no. blocks, or to the front curtilage of those apartments that feature own door access. Otherwise, to provide resident access to communal amenities, footways lead from the public pavement and into the communal open space behind the building line.

Proposed new streets and pavements within the site have been designed to be accessible, with maximum falls <1in20 as a gently sloped approach, negating the requirement for steps and ramps.

11.1.4 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 per the DCCDP, the site is located within parking zone 1 due to its city centre location. Based on the objective to deliver housing and a childcare facility at this site the maximum car parking standards are 0.5 spaces/ dwelling, and 1 per 100m² of creche GFA. However for the proposed development, with an analysis of particular need and on account of close proximity to public transport, a car parking ratio of 0.11 is proposed. Further clarification here is presented in the Traffic Mobility Management Plan that accompanies this planning application.

Parking in this scheme is provided in a modest surface level carpark along the new access street. The parking area benefits from a high degree of passive surveillance, both from the adjacent road and from the proposed buildings. The proposed street features soft landscaping and tree planting, all of which serve to minimise the visual impact of any car parking.

Bicycle stores are in the form of secure indoor rooms with good lighting and secure access, entered either from the secure communal open spaces to the rear of the buildings, 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.



View from Grangegorman Lower looking west

11.2 Mix of Land Uses (Vibrant Centres and Communities)

11.2.1 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 site is zoned Z5: City Centre, with the land-use zoning objective 'to consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity.'

The subject proposal, which is housing led, with complimentary childcare, community, arts and cultural facilities is therefore deemed to be of an appropriate mix and intensity as it meets the requirements of the DCCDP.

11.2.2 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 for general needs housing. The proposed brief has been derived from a Housing Needs Demand Assessment of the area. The resultant mix of 1, 2 and 3 bed apartments provide for those needs. Furthermore, in compliance with DCCDP, in excess of 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 12 (Accessibility) for further details.

11.2.3 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 revitalises a current underutilised site, and serves to provide housing for which there is a proven need through Housing Needs Demand Assessment. The proposed development will ultimately provide homes for families and individuals who have a housing need, and have expressed an interest to live in the community.

In addition to the proposed housing, a Community, Arts and Cultural facility will also be delivered as part of the development. Whilst the final use of this space is currently unknown, it is intended that it's purpose will reflect the needs of the wider community.

Furthermore, a childcare facility, and a new high quality public open space is to be delivered, for the benefit of the wider community. Elements of existing historical buildings have been retained as a link to the past.

11.2.4 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 main public realm contribution will be the provision of a new public open space. This is located at the southwestern site boundary, fronted by proposed apartment buildings on 2 sides, and overlooked by an existing apartment to the south on a third side. This allows the POS to be accessible to both the proposed new residents and the wider existing community. Its arrangement allows good passive surveillance from both the existing and proposed dwellings and apartments, and also from passing traffic along the proposed vehicular and pedestrian access street to the centre of the site.

The POS has been designed to provide for fire tender access to the frontage of Blocks A&B.

The proposed development will bring some improvement to the streetscape along Grangegorman Lower in the form of new railings, tree planting, and improvements to pavements. The development also allows for the provision of greater permeability of the site, by means of the new central access street, connecting Stanley Street with Grangegorman Lower.



Above: View of POS looking north west

11.3 Green and Blue Infrastructure (Open Space, Landscape and Heritage)

11.3.1 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 site is a brownfield site, currently covered in concrete hardstanding. Proposals for landscaping to the new access street, POS and COS spaces, in addition to other ecological considerations developed by the wider design team, with particular input from our consultant arborist, ecologist and landscape architect, will therefore serve to improve landscaping and biodiversity. The subject development proposes a net biodiversity gain.

While there are no protected structures within the subject site, it is proposed to retain 2 façades of the existing 1870s L-shaped building to the south-eastern corner of the site, facing onto Grangegorman Lower and towards the south. This will ensure that strong links to the former industrial use of the site are retained. In addition, a memory of the former 'Waste Destructor' use of the site is to be retained within the hard landscaping, with the alignment of former tram lines mimicked within the proposed paving.

The former maltings building at 32 Brunswick Street North, Dublin 7 (RPS Ref 994) shares the southern side boundary. The subject development presents a suitable respective architectural form at this location, with significant setback between the existing protected structure and the subject development.

Otherwise, the National Inventory of Architectural Heritage notes features of Stanley Street being of special interest. This is a cobbled street, comprising granite setts laid around cast-iron Dublin Corporation tram tracks, laid c.1900. These tram lines formed part of Dublin Corporation's waste disposal system for the city in the opening decades of the twentieth century. The subject proposal serves to retain this feature.

11.3.2 A complementary and interconnected range of open spaces, corridors / 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 facing Stanley St., which serves as a threshold to the scheme, providing opportunities for strategically located seating to take advantage of its exposure and offering a generous play area.

The scheme is configured along a main boulevard from Stanley Street to Grangegorman Lower, ensuring ease of circulation and creating a visually attractive environment with mature trees lining the boulevard. Furthermore, ample amenity opportunities are found within the two courtyards forming part of the scheme.

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

11.3.3 Public open spaces universally accessible and designed for a range of 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 site from Stanley Street, and therefore is Part M accessible. Likewise, both communal open spaces have been designed to provide accessibility for all. The public spaces are designed as passive recreational space, serving both the proposed residents and the wider community.

11.3.4 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 a detention basin, with minimal provision by means of attenuation tanks.



Above: View from Public Open Space looking east

11.4 Responsive Built Form

11.4.1 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?

As this site is an urban infill development, appropriate height scale and massing can only be determined with regard to existing context. The subject proposal also aims to have sufficient variety in building height as an important component in helping to achieve a sense of place and create an attractive built environment, all whilst protecting 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. The minimum density requirement of 100uph (determined by zoning requirements) must also be achieved.

To the east of the site fronting Grangegorman Lower is a recently constructed student housing development (Ardcairn House), a development of 5-6 stories in total, with ground floor retail facing the street. It is proposed to set the subject building back from the street edge, and lower the height relative to the adjacent building, to provide a reasonable street width/ building height proportion of c.0.9-1.0.

An existing terrace of 10no. late 20th century 2-storey dwellings abut the subject site boundary at Stanhope Green to the north, the rear facade of which is c. 8m from the subject site boundary. To protect the residential amenity of adjacent residents, and to serve as a transition to the proposed 4-storey apartment building at Blocks E&F, a 3-storey duplex arrangement is proposed to the south of the northern boundary.

On approach along the new access street from the east, the proposed Block B&C building frames a long vista, with an opportunity for increased building height, to benefit visual interest and wayfinding. However, as this building is also in reasonable proximity to 2-storey dwellings at Stanhope Green to the north, it is proposed to step the building form within close proximity of the boundary, to protect adjacent residential amenity.

Generally, to building corners, modest changes in building plane, parapet height, and finish materials all assist in bringing clarity to the building massing.

11.4.2 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 proposed building frontage to new and existing streets follows best practice urban design principles. At ground floor level, the public side of the building is presented to the street, with entrance doors to each stair core, and own door approaches with private front curtilages to ground floor apartments where relevant. Any ground floor windows are set back from the street and include either generous privacy strips or private entrance curtilages.

The rear of Blocks A-C & D-G overlook their respective communal open space. All publicly accessible spaces, including perimeter streets, and the public open space are overlooked by multiple apartment windows, patio doors and balconies, creating multiple opportunities for passive surveillance. The public open space is also overlooked by existing housing at Brunswick Court.

The proposed public open space is not overshadowed by either existing or proposed buildings. Therefore, all open space enjoys direct access to sunlight to ensure that it is bright and attractive during the day, maximising the potential for it to be well used.

11.4.3 Layout, scale and design features of new development respond to prevailing patterns

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 respectful massing and height of proposals along Grangegorman Lower serves to reduce the impact of overlooking and overshadowing of the opposing facade to the Ardcairn House student accommodation.

To the south, the building form at Block G on Grangegorman Lower is interrupted, where a vehicular entrance serving the adjacent development helps to disconnect it from the subject development. In a similar way, at the south of Block D, a pedestrian entrance to the communal open space serves to disconnect the subject development from the Maltings Building immediately adjacent. This enables this

facade to feature balconies and windows with a southerly aspect, which serves to animate the facade, without impacting the privacy of the adjacent property to the south. In both cases, the change in relative scale of adjacent buildings is modest.

The west elevation of Block A is located in close proximity to the western site boundary, and to the Stoneybatter Place student accommodation opposite. To address potential overlooking concerns, windows to residential units directly opposing the adjacent student housing building will feature opaque glazing. In addition, the building height and massing of the subject development at this location has been reduced relative to adjacent proposals to ensure that there is no negative sunlight or daylight impact.

The tallest element of the proposed development is proposed at Blocks B&C, the northern facade of which is in reasonable proximity to 2-storey dwellings at Stanhope Green to the north. To address potential overlooking concerns, windows to residential units directly opposing the adjacent boundary will also feature opaque glazing. In addition, the proposal to step the building form within proximity of the boundary serves to protect adjacent residential amenity to adjacent dwellings at Stanhope Green.

11.4.4 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 local area. Architecturally, the development will present an appropriate and distinctive urban form to Grangegorman Lower, and on the approach from Stanley Street. It will offer an improvement to the street enclosure, passive surveillance of and urban form to Grangegorman Lower, whilst maintaining the daylight and sunlight amenity of existing properties.

A common design language is threaded through each of the elements of the proposed development, but separately each element has sufficient variety in height, finishes and articulation to assist in forming a sense of place, ensure local distinctiveness, and to aid orientation.

12 Accessibility (UD Apartments and Seniors units)

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 27% of apartments designed to UD standards. For the proposed development, the design seeks to allow for delivery by any or all Modern Methods of Construction (MMC), including modular volumetric construction. In order to allow for varied MMC approaches, it is proposed that 100% of 1B2P apartments will be in excess of minimum size standards, and 65% of apartments in total.

The delivery of 65% 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 54%) 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 close to the entrance cores.
- All internal corridors have been designed at 1.8m width, allowing 2 persons to pass easily, and for full TGDM compliant turning circles.

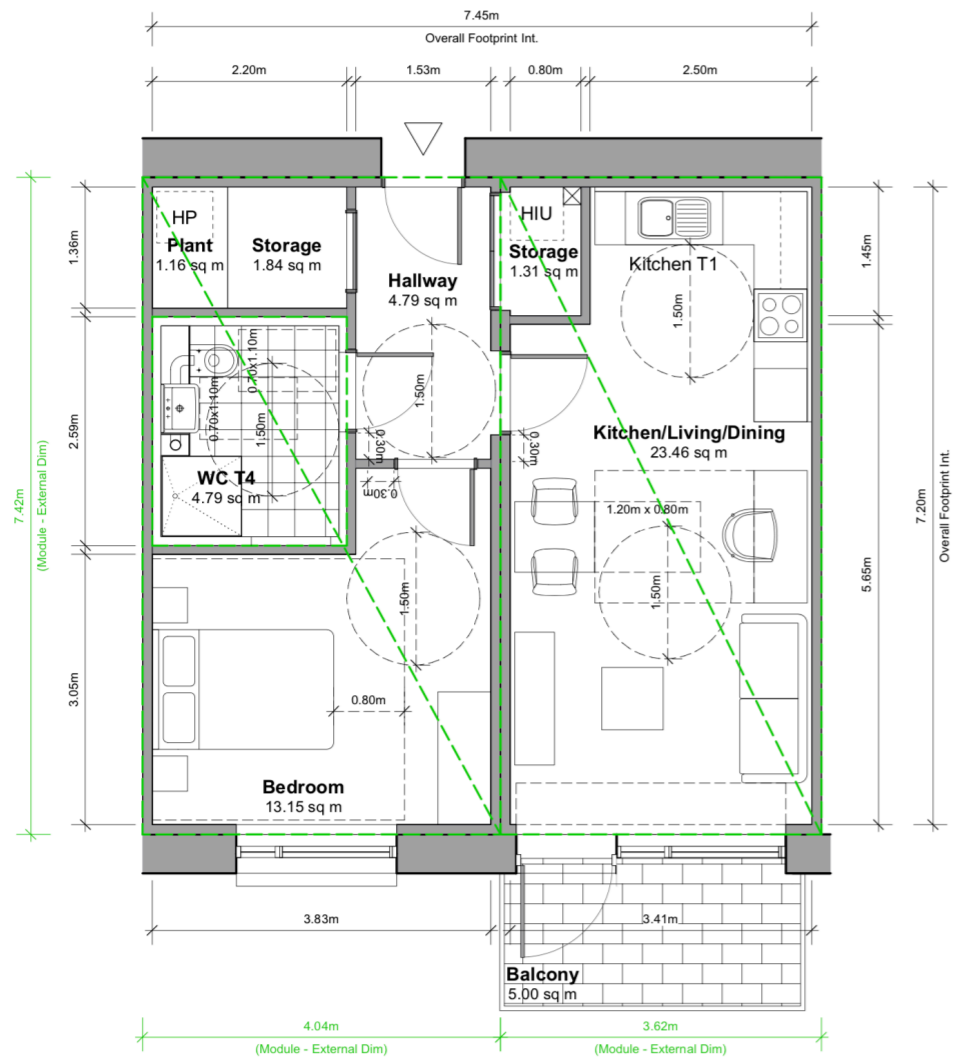
The Universal Design units consist of:

- Apartment Type 1B2P.2 (37no. 1 bed apartments)
- Apartment Type 2B4P.2 (8no. 2 bed apartments)

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

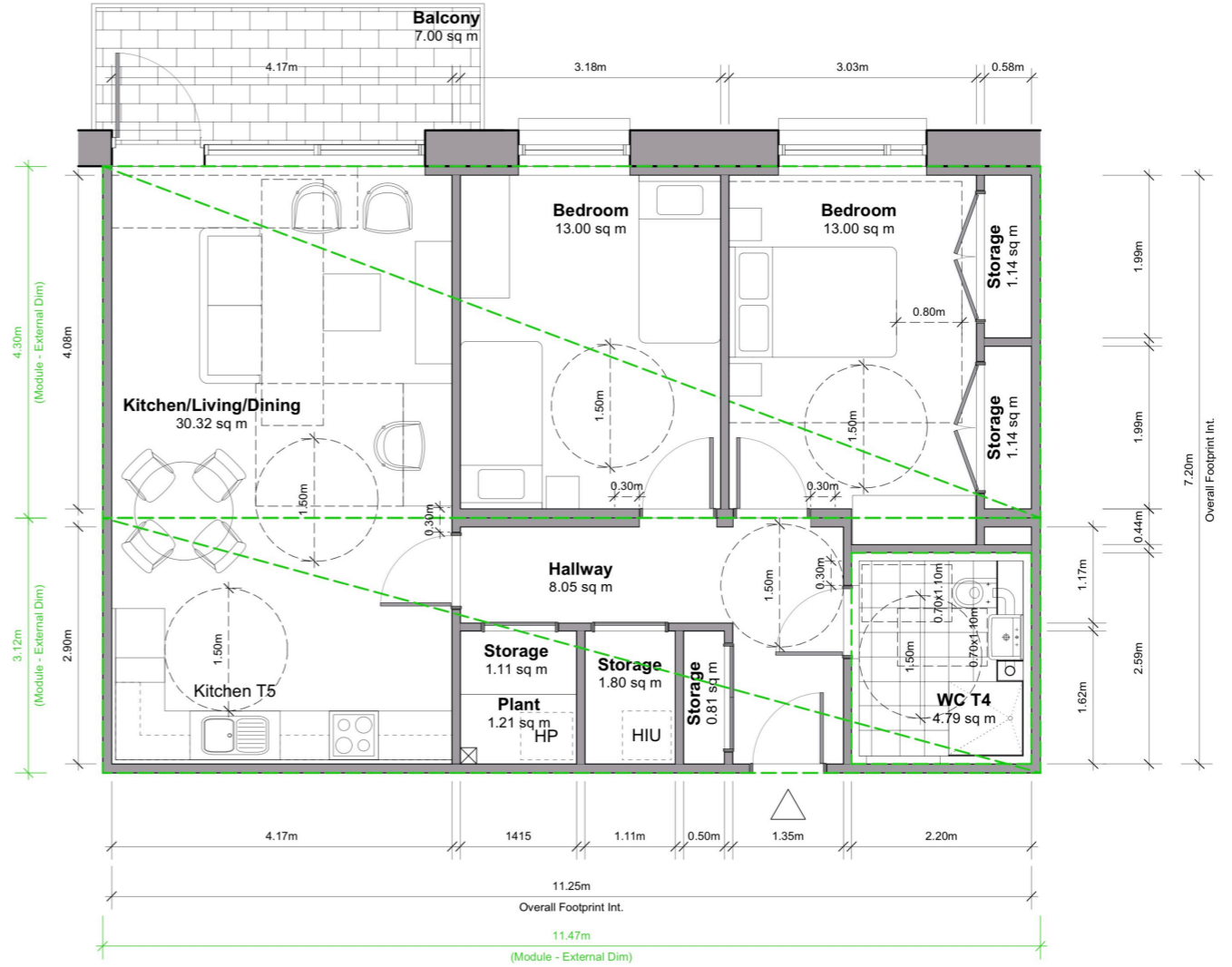
Kitchen/ Dining/ Living Room

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
11. Entrance door with a clear width of circa 1000mm; with 1200 mm x 1200 mm clear landing
12. 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%



2B4P-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	3.185	13.0	3.200	13.0	100.00%
BEDROOM 2	3.025	13.0	2.800	11.4	114.04%
AGGREGATE BEDROOM AREA		26.0		24.4	106.56%
AGGREGATE STORAGE AREA		6.0		6.0	100.00%
TOTAL LIVING/KITCHEN/DINING AREA		30.3		30.0	101.07%
GROSS INTERNAL AREA	72.95*	81.0		73.0	99.93%*
PRIVATE OPEN SPACE (P.O.S.)		7.0		7.0	100.00%

Above: Typical Apartments and schedules of area – See Housing Quality Assessment for further details

13 Community Safety Strategy

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 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.

13.1 Maximising passive surveillance of streets, open spaces, play areas and 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 to the southwest of the site. The location is well overlooked by proposed apartments to Blocks A-C and D-G on 2 sides (north and east), and by existing apartments at Brunswick Court to the south. This location also ensures that the space is not overshadowed by proposed buildings, and direct access to sunlight ensures that it is bright and attractive during the day, maximising the potential for it to be well used.

Car parking:

Located to the edges of the central access street, all parking areas are well overlooked by adjacent apartments within the proposed development.

Perimeter streets:

Grangegorman Lower is clearly defined by the proposed building. All building frontages feature numerous balconies and living spaces that overlook the adjacent streets.

13.2 Avoiding the creation of blank facades, secluded areas or enclosed public areas

The building arrangement on the site has been carefully considered to ensure that blank facades are minimised or omitted.

The largest building at Blocks D-G features comprises of a U-shaped block addressing existing and proposed streets on 3 sides. Blank ends are avoided with the inclusion of windows and balconies serving dual aspect corner apartments, which ensures that there is passive surveillance of the perimeter from all facades. To the southern end of Block D, the building has been set back from the site boundary, to allow for the inclusion of balconies and windows to this facade, enabling passive surveillance of the public realm adjacent.

At Block A-C, the L-shaped block arrangement similarly ensures that blank facades at corners are omitted. Where the ends of the L-shaped block face onto existing boundaries, these areas have been planned to be within communal or private areas (the west facade of Block A overlooks the COS, whilst the north elevation of Block C fronts the childcare open play area).

For the proposed duplex, end elevations to Blocks H & K include windows at upper levels that overlook the adjacent street. In both cases, adjacent public realm is also overlooked by proposed apartment buildings opposite.

Generally, facades are flush from plinth to roof level, with minimal projections or recesses that could create a dark space for someone to hide.

13.3 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. It also benefits from being reasonably generous in size, with clearly defined parts of the site developed for both housing and public open space. The arrangement of the proposed central access street serves to ensure efficient utilisation of the site, with no left-over pockets of land. Likewise, the proposed public open space utilises the full extent of remaining land, with generous frontage the new access street, and also benefitting from passive surveillance from the existing apartments to the south at Brunswick Court.

13.4 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 also with Building Regulations TGD Part M for all approaches to the building.

13.5 Providing a distinction between private and communal or public 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. The public open space is located to the southwestern corner of the site and is defined by the proposed Blocks A-C and D-G on 2 sides.

The 2 separate communal open spaces in turn are located behind the building line and are surrounded by the proposed buildings at Blocks A-C and D-G. Entry to the communal open space is gated, with access for residents only.

There are very few private open spaces that address the public realm, with the majority 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. 3no. apartments to Block A and B feature terraces that address the POS to the south, but such terraces feature additional buffer planting and screening to maximise privacy and residential amenity.

13.6 Enabling residents to watch over the entrance to their home

Recesses at entrances have been broadly eliminated, as noted above, with modest canopy projections only to the main entrance cores, which are well overlooked from adjacent housing opposite. Several 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 in all cases.

All upper floor apartments are accessed securely from within common corridors, 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 and will be well-lit and highly visible to passing traffic, offering passive surveillance. Equally, these areas are well overlooked from apartments above.

13.7 Locating back gardens next to other back gardens or secure private areas

As this is an urban apartment scheme, there are generally no back gardens. The only exception is to the ground floor accommodation to 6no. Duplexes, adjacent to the northern site boundary. In this scenario, the back gardens back on to similar rear gardens adjacent, in accordance with best practice urban design principles.

13.8 Ensuring that design of roads encourages appropriate traffic volumes & speeds

The site is served by a new access street, which aligns with Stanley Street to the south, continues northwards for approx. 2/3 of the site, and then heads east to connect with Grangegorman Lower. The proposed L-shaped street is modest in length, with a combination of horizontal displacement and minimum carriageway widths utilised to control traffic speed.

13.9 Providing clear and direct routes through the area for pedestrians and cyclists

The proposed street layout through the development consists of an L-shaped street. On the route through the site from Grangegorman Lower, the vista is terminated by the Block A-C building, which in turn deflects approaching pedestrians and cyclists along the continuation of the street southwards, on alignment with the existing Stanley Street further south. On the approach from Stanley Street in the opposite direction, the vista is framed by a limited open space and parking area to the frontage of the childcare facility, and the continuation of the street eastwards is framed by the Ardcairn Court student housing building at Grangegorman Lower.

The new street is well overlooked by adjacent residences and provides a visually permeable and legible streetscape for all users.

13.10 Using materials in public areas which are 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, in particular 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 where the building is readily accessible for additional robustness. The ground floor non-residential areas will feature curtain walling and stone infill panelling, that is easily maintained.

13.11 Avoiding the planting of shrubs and trees where they would obscure lighting

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 crown-lifted canopy that is well above eye level. The planting proposals will not include anything of significance that straddles those parameters, to maximise the potential for distant passive surveillance of the public realm.

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

13.12 Consulting with An Garda Síochána crime prevention design advisor

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), in particular through consideration of territoriality and the creation of defensible space.



Above: View from Grangegorman Lower looking South-West