

Architectural Design Statement (ADS) for
Social Housing Bundle 4, Development at Wellmount Road, Finglas
for Dublin City Council

Report No. SHB4-WRF-RP-SHA-AR-P3-6000
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1. Introduction

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

Notice is hereby given of the construction of 77 apartment dwelling units at a site c.1.3 ha bound by Cardiffsbridge Road, Wellmount Road and Wellmount Drive, Finglas, Dublin 11, which will consist of the following:

- One apartment block with primary frontage onto Cardiffsbridge Road, ranging in height from 4 to 6-storeys, comprising 77 residential units (38 no. 1 bed units, 25 no. 2 bed units and 14 no. 3 bed units);
- 28 no. car parking spaces, 2 no. motorcycle spaces and 1 no. loading bay;
- 175 no. bicycle parking spaces;
- 135 sqm of internal community, arts and cultural floor space;
- 0.56 ha of public open space and 0.11 ha communal open space;
- Two vehicular accesses are proposed, one from Cardiffsbridge Road and one from Wellmount Road;
- Boundary treatments, public lighting, site drainage works, internal roads and footpaths, ESB substation, stores, bin and bicycle 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. Site Location and Description



2.1 SITE LOCATION

The proposed development is on the site of an underutilised green space at the junction of Cardiffsbribe Road and Wellmount Road, within Finglas West, c. 8 km north west of Dublin City Centre.

The broadly triangular shaped site is surrounded on all sides by low-rise, 2-storey housing, as developed by Dublin Corporation through the 1950's and onwards. A supermarket and local amenities are located on the opposite side of Wellmount Drive, immediately north west of the subject lands. The urban village centre of Finglas (East) is approximately 1.8km to the north east.



Left: Site location outlined in red

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

In the immediate vicinity are a number of local schools, including Coláiste Eoin and St. Fergal's Boys National School, St. Brigid's National School, and Coláiste Íde College of Further education (with its associated Leisure Point Sports Complex). Wellmount Health Centre (HSE) is located to the north along Wellmount Park.

The site avails of good public transport connectivity, with Dublin Bus stops on Cardiffsbridge Road immediately adjacent. This connects the site to Dublin City centre and beyond, by means of Dublin Bus routes 40 and 220. The adjacent regional R135 (Finglas bypass) road, immediately adjacent to Finglas village also features Bus Eireann national route connections for routes 103, 109 and 980.

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



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

2.2 SITE DESCRIPTION

The subject site (c. 1.344 Ha) is located at the junction of Cardiffsbridge Road and Wellmount Road, both of which are distributor roads that serve the wider Finglas West community. The remaining northern side of the triangular site is bordered by Wellmount Drive, which is a local street with little through traffic. Indeed, this street has bollards at its western end, which prevents vehicular access to Cardiffsbridge Road.

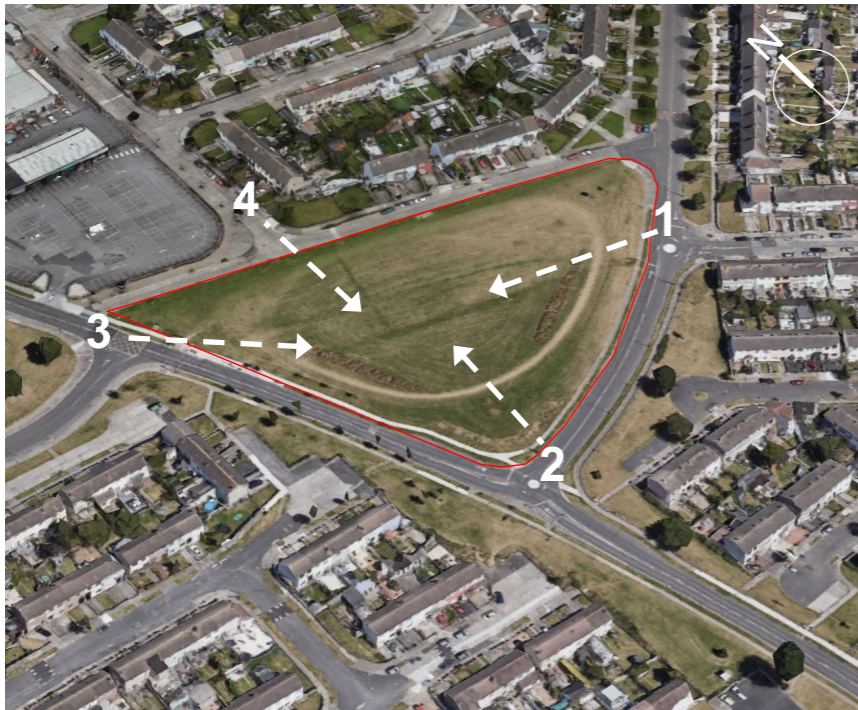
The site is a largely featureless and underutilised green space, with no notable trees, variety, planting or amenities. Its boundary to the surrounding streets and roads is undefined, with no boundary fencing or hedging. The greatest site opportunity however is its elevated, sloping, south facing aspect, with views over Dublin city and towards the Dublin and Wicklow Mountains beyond.

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

The SDRA, and in turn the DCC zoning maps identifies 2 separate uses for the subject lands. Along Cardiffsbridge Road and Wellmount Road, accounting for approx. 75% of the site, lands are proposed as residential (Z1). The remaining 25% of lands midway along the northern edge are zoned as Z9 public open space.

The SDRA notes the requirement for a north-south pedestrian connection through the site, connecting Wellmount Drive/ Wellmount Park to the north with Wellmount Road to the south. It also notes that any proposal should provide overlooking of and urban presence to the existing retail site to the north west, on the opposite side of Wellmount Drive.





- 1. View from Site Looking East
- 2. View from Site Looking South
- 3. View from Site Looking West
- 4. View from Site Looking North

2.3 BRIEF

Leading from the SDRA, the brief for the proposed development is for 77no. general needs apartments. The mix has been determined on the basis of Housing Needs Assessment, with circa 50% one bed apartments, circa 30% 2 bed apartments, and the remainder as three bed apartments.

Furthermore, all new regeneration areas (SDRAs) and 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.

The brief as developed is shown in the following brief table. With regards to the proposed Community, Arts and Cultural space, approx. 50% is to be provided off-site within a separate development on Wellmount Road/Cardiffsbridge Road c. 0.8km to the north, permission for which is sought under a separate planning application). This proposed arrangement provides brief delivery and operational benefits across both sites. In addition, it is intended that both projects will be delivered simultaneously, as part of the same procurement package.

Brief Statistics	UD Std.	UD %	+10% Area	%	Total No.	Total %
1B2P Apartments	19	25%	38	49%	38	49%
2B4P Apartments	3	4%	9	12%	25	32%
3B5P Apartments	0	0%	0	0%	14	18%
Total Apartments	22	29%	47	61%	77	100%
Net Internal Area (m2)					5372	
Community Space Req (m2)					269	
Community Space Del at adjacent CAF Site (m2)					140	2.61%
Community Space Del at subject site (m2)					135	2.51%

Above: Proposed Project Brief

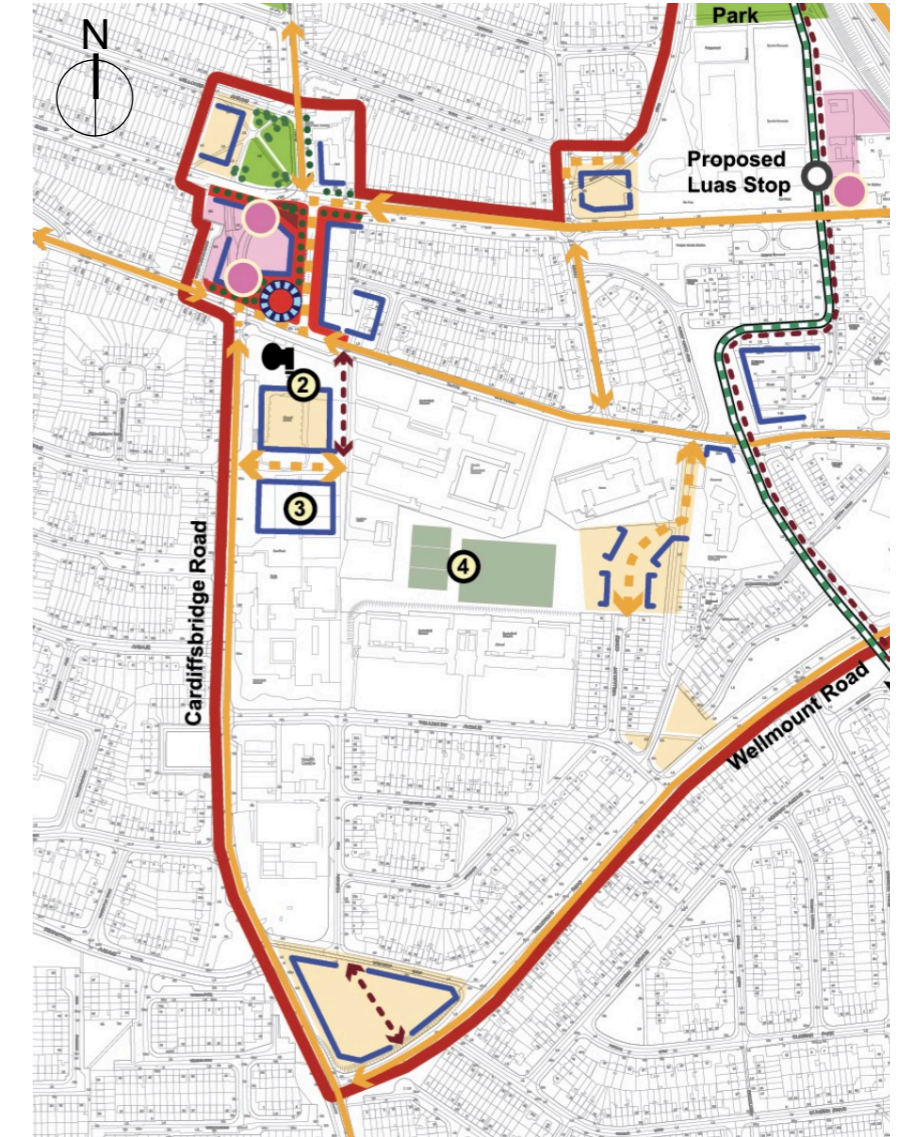
3. Context and Setting

3.1 PLANNING AND ZONING

In addition to the SDRA designation as noted, the site area covers the land use zonings of Z1 Sustainable Residential Neighbourhoods (to protect, provide and improve residential amenities), and Z9 Community and Social Infrastructure (to preserve, provide and improve recreational amenity and open space and green networks).

Furthermore, the Finglas Strategy, a non-statutory high-level study published by DCC in 2021, identifies particular objectives for the proposed lands. This provides an indicative masterplan of the proposed site and other adjoining sites. New developments in the village and environs should create enclosure and form active frontages with the streetscape. The development of a fine urban grain is necessary in order to enhance permeability. The built form is to limit the use of setbacks, in order to create a strong street edge and sense of enclosure. The bulk, scale and massing of buildings should respect and respond to the site specific context, including any historic building stock or archaeological features. Enhanced pedestrian movement and accessibility underpin the urban design strategy. The DCCDP indicates that the density of a SDRA should range from 100-250 uph. Finglas has also been designated as a Key Urban Village, with a net density range of between 60-150 for this location.

The site is located within a regeneration area, therefore the indicative plot ratio is 1.5-3.0, with indicative site coverage at 50-60%. There is a public open space required of 10% net developable area within the site. Dublin City Council Planning Department have confirmed that as the delivery of the Z9 zoned open space will be delivered as part of the subject development, no additional public open space provision will be required within the footprint of the Z1 zoned lands.



Above: Excerpt from DCC Development Plan Zoning Map

Right: Excerpt from DCC Development Plan SDRA3 Map

3.2 CONTEXT AND SETTING

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

The SDRA seeks to provide for a more varied and intense mix of uses within the area. The SDRA requirements for a density in excess of 100uph will result in a significantly denser development than that of adjacent housing (at c. 25-30uph). This will necessitate a proposed building of increased scale and density.

As the site is surrounded by 3 roads, it is effectively an island, separated from surrounding low-rise housing. Adjacent housing to the north along Wellmount Drive broadly aligns with and faces onto the subject site. However, adjacent housing along Wellmount Road and Cardiffsbridge Road is arranged more sporadically, with significant setbacks and often with blank gable frontages fronting adjacent roads. The proposed development aims to correct this lack of formal arrangement and provide a best practice urban design response of increased scale within the subject development.



1. Existing Shopping Centre
2. Surrounding Low Rise Housing (existing)

3.3 SITE BOUNDARIES AND ROADS CONTEXT

The site currently is open and expansive. There are no formal site boundaries between the subject site and surrounding roads. The lands zoned for housing, fronting onto the busy Wellmount and Cardiffsbridge Roads, are reasonably shallow strips of circa 40m deep. The busy nature of those roads limits the opportunities for car parking to the site perimeter, or for vehicular access to on-curtilage parking from surrounding roads. This suggests that such needs may need to be provided within the site, and behind the building line. This allows the potential for the proposed residential apartment building to serve as a buffer between the busy surrounding roads, and the private amenity of residents within the core of the site. Such a model also provides a strong, clearly defined urban edge to adjacent roads, uninterrupted by car parking.

Opportunities for vehicular access to the site will need to take account of the adjacent junctions at the 3 corners of the site, with suitable setback for visibility splays provided. In addition, the presence of an existing bus stop on Cardiffsbridge Road will need to be considered.

3.4 PARTICULAR SITE FEATURES

The site falls from north to south, with a fall of circa 3.5 m along the western boundary. With the site's elevated position above adjacent low-rise housing to the south, and above Tolka Valley further south, there are views over Dublin city and towards the Dublin and Wicklow Mountains further beyond. More immediately, the site is elevated approximately 1m above Wellmount Road to the south but is broadly level with Wellmount Drive at the northern edge.



The site is currently laid out in mown grass. There are a small number of young trees and saplings on site, but none are of any significance, and are not considered as a development constraint.

The DCCDP indicates that a pedestrian/ cycle connection is to be provided running north to south, connecting the adjacent retail development and Wellmount Drive/ Wellmount Park to the north with Wellmount Road to the south.

Above: Site analysis, legend as follows:

1. Existing 2-storey dwellings.
2. Existing open space, windy and exposed, sloping to south, but with good views to south
3. Existing car park elevated approx. 1.5m above site
4. Popular coffee kiosk, with views to south, to be maintained
5. Road with bollards at this location
6. Busy and noisy perimeter road

3.5 ORIENTATION AND OVERSHADOWING

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

Similarly, the set back of adjacent properties from the subject site boundary minimises the potential of any overshadowing of adjacent properties by the proposed development. Final proposals have been tested for sunlight and daylight impact, and the results are included as part of this planning application.

3.6 WAYLEAVES FOR SERVICES

Primary services and utilities are all located along Cardiffsbridge Road and Wellmount Road. There are no primary services within the proposed red line boundary, with the exception of any services within the pavement along the road edge.

3.7 BOUNDARY DEVELOPMENT CONSTRAINTS

The site does not currently feature any physical boundaries, with the current green space accessible from the perimeter footpath or road on all sides. The development constraints are therefore the back of footpath or carriageway kerb edge. Where the current footpath is less than 1.8m in width, it is proposed that the subject development will be set back to ensure a minimum 1.8m public footpath.



1. View along Cardiffsbridge Road looking south, with subject site to left
 2. View along Wellmount Road looking east, with subject site to left
- Note: In both above images, the lack of a formal site boundary is to be noted. In addition, adjacent housing opposite the site is set back from the road, often with a gable facing the road, resulting in poor definition of the street edge

4. Site Masterplan Approach

4.1 DEVELOPMENT CONSIDERATIONS

Early analysis of the project brief and the proposed site indicate that the site is larger than required for delivery of the brief. This is based on the following analysis:

- The provision of 77 dwellings on the total site area of 1.12Ha (inc lands zoned POS) would deliver a site density of 68uph. Whilst this might be compliant with the key urban village density target (60-150uph), it does not comply with the minimum SDRA density requirement (100-250uph).
- If the POS area is excluded from the calculation, the site area reduces to 0.857Ha, with an overall density of 89uph. This figure is still below threshold.

In addition to the above, early analysis indicates that a development of compliant (but not excessive) density would likely result in a 4-6 storey building. Whilst this is of greater scale than the immediate context, it is within the parameters identified within Chapter 13 of the DCCDP, i.e. that building heights in the range of 3-6 stories will be encouraged.

Whilst a site masterplan will not be required for reasons of increased density, scale or height on the subject lands, the requirement for phased project delivery introduces a masterplan requirement. Therefore, a masterplan proposal has been developed for the subject site.

4.2 SITE MASTERPLAN PROPOSAL

The Site masterplan proposal considers the development in a number of layers, stepping back from the busy perimeter Cardiffsbridge and Wellmount Roads. The outer layer features a



Above: Site Masterplan Ground Floor Layout

defensible zone, with own door front curtilages, and entrance thresholds to communal stair cores. Next are the proposed buildings, aligned parallel to adjacent roads, with communal open space and resident carparking provision within the next layer. Finally, the public open space is proposed within the heart of the site, as per the zoning strategy for the subject lands.

The site delivery is proposed in 2 phases. In order to deliver the project brief, the first phase of development includes the proposed building adjoining Cardiffsbridge Road, with the communal open space and carparking provisions immediately behind.

The proposed POS would also be delivered with the Phase 1 buildings, to ensure project compliance with POS requirements. The proposed buildings fronting Wellmount Road would be delivered in a later phase, along with associated communal open space and carparking. However, such lands will be laid out as a continuation of the public open space under Phase 1, albeit with the proposed POS on Phase 2 lands designed to be easily reverted to developable land as required in due course. This arrangement maintains the potential of a Phase 2 delivery, whilst ensuring that the development reads as being reasonably complete on delivery of Phase 1.



Above: Site Masterplan First Floor Layout

4.3 SITE MASTERPLAN ANALYSIS

A masterplan assessment criterion is included in Appendix 3 to the DCCDP. Whilst this assessment criteria are intended for justification of developments of increased height, scale or density, we propose to assess the subject masterplan proposal under the Appendix 3 masterplan criteria, under the headings below:

4.3.1 TO PROMOTE DEVELOPMENT WITH A SENSE OF PLACE AND CHARACTER

The masterplan proposal presents a strong urban form to Cardiffsbridge Road and Wellmount Road. Whilst the subject masterplan proposal is taller than adjacent surrounding low-rise housing, the intended height and scale are not excessive. A circa 3-5m setback from the site boundary provides for the necessary entrance thresholds and privacy buffers, without losing any sense of enclosure to the adjacent streetscape.

The scale and arrangement of the masterplan proposal, as a contrast to the existing low-rise housing adjacent, creates a distinctive design, with a sense of place. The proposal also assists to provide some enclosure to the proposed new public open space to the centre of the site, whilst maintaining a north-south thoroughfare through the site and the POS.

Proposed buildings step in height from north to south, with the tallest elements at the southwestern site corner. The building facade line to Cardiffsbridge Road is also proposed to feature projections and recesses, to accommodate private open space at upper levels. Both design features ensure that the building does not appear overly long or monolithic.

4.3.2 TO PROVIDE APPROPRIATE LEGIBILITY

The proposal for the tallest building element at the southwestern corner of the site, coincides with the junction of Wellmount Road and Cardiffsbridge Road. A localised increase in height at this location is appropriate, as it marks the junction of the 2 main local distributor roads. In addition, a building of increased height here frames a vista of approach along Cardiffsbridge Road, heading northbound from Tolka valley. A north-south pedestrian link is proposed between both blocks, linking Wellmount Road to the south with Wellmount Drive/Wellmount Park to the north. This allows for greater site permeability and provides improved access to the new public open space from the south. Further pedestrian and vehicular permeability provides service to the site, providing access to carparking and communal open space behind the building line.

4.3.3 TO PROVIDE APPROPRIATE CONTINUITY AND ENCLOSURE OF STREETS AND SPACES

Existing housing adjacent to the subject site, both along Wellmount Road and Cardiffsbridge Road is arranged sporadically, with significant setbacks to the road edge. Passive surveillance of the road from existing housing is also poor, as the low-rise housing is set at a lower level to the road in some instances, often with a blank gable facade as the only road frontage. This lack of formal arrangement, significant set-back and poor passive surveillance has created an ill-defined street edge. The masterplan proposal serves to provide a much more clearly defined building line, of increased height ranging from 4-6 stories. In addition, the proposed buildings will feature active frontage to adjacent streets, through a combination of street fronting own door ground floor units, and entrances from the street to common stair cores. Windows and balconies from apartments on all floors will overlook and animate the street scape.



Above: View looking south, with proposed Phase 1 development (buildings and landscaping) shaded white/grey, and Phase 2 development (buildings and landscaping) shown buff/brown

4.3.4 TO PROVIDE WELL CONNECTED, HIGH QUALITY AND ACTIVE PUBLIC AND COMMUNAL SPACES

Whilst carparking is provided for residents, the masterplan proposal will prioritise the needs of cyclists and pedestrians. To this end, well overlooked and secure cycle storage facilities are proposed, largely integrated within the building footprint. Carparking is provided behind the building line but just inside the site boundary at the north and south extremities of the site. This arrangement ensures a well

located, efficient carparking proposal that retains a generous communal open space within the heart of the site.

The low-rise nature of the existing housing context, and its setback from the subject site means that there is little or no overshadowing of the site from existing properties. Furthermore, the arrangement of proposed blocks, predominantly on a north-south axis, ensures adequate potential for sunlight access to the proposed communal and public open spaces within the subject masterplan proposal. Whilst there is a reasonable fall across the site of circa 3.5m (north

to south), this is over a circa 100m distance, ensuring that level or gently sloped Part M compliant access within the site is viable.

4.3.5 TO PROVIDE HIGH QUALITY, ATTRACTIVE AND USEABLE PRIVATE SPACES

The masterplan proposal aims to provide for quality private open space. At upper levels, this will be by means of a balcony that either faces the street (north, west or south) or the courtyard (east). For west facing balconies to Cardiffbridge Road, balconies are to be recessed into the building line for improved privacy. At ground floor level, it is not proposed to provide any private open space directly towards the adjacent road frontage, and instead dual aspect ground floor units will feature private open space behind the building line, facing the communal open space.

All apartments will receive generous window openings to all rooms, for passive surveillance of surrounding public space, and to ensure adequate daylight and sunlight provision to residential units.

4.3.6 TO PROMOTE MIX OF USE AND DIVERSITY OF ACTIVITIES

In compliance with the requirements of the SDRA, Community Arts and Cultural Facilities form part of the masterplan brief, with a minimum provision of 5% net internal building floor area. A mix of dwelling typologies are proposed, with one-, two- and three-bedroom units provided. Furthermore, a minimum provision of 25% of units will be to Universal Design standards, which will allow for such apartments to be more easily adapted as the needs of residents change at different stages of life.

This range of dwelling typologies, in addition to the provision of community amenities will contribute positively to the formation of a sustainable urban neighbourhood.



Above: View looking north east with proposed Phase 1 development (buildings and landscaping shaded white/grey, and Phase 2 development (buildings and landscaping) shown brown/buff

4.3.7 TO ENSURE HIGH QUALITY AND ENVIRONMENTALLY SUSTAINABLE BUILDINGS

The relative openness of the subject site and the lack of any overshadowing from adjacent dwellings ensures optimal access to sunlight and daylight. The site has been assessed to be outside the range of particular noise sources (typically from airports and primary roads and motorways).

The proposed masterplan design allows for the inclusion of dual aspect units, in particular at ground level, at building corners, and at steps in the proposed building. As part of sustainable design features, nature based SUDs solutions are proposed, to include blue roofs, and SUDs measures within the communal courtyard.

4.3.8 TO SECURE SUSTAINABLE DENSITY, INTENSITY AT LOCATIONS OF HIGH ACCESSIBILITY

The masterplan proposal is served by a bus route on the adjacent Cardiffsbridge Road, with a bus-stop along the site frontage. There are other public transport links within the immediate vicinity of the site, including complementary local bus routes at Cappagh Road to the north, and interurban bus-routes on the Finglas bypass to the east.

4.3.9 TO PROTECT HISTORIC ENVIRONMENTS FROM INSENSITIVE DEVELOPMENT

The existing context of Finglas West is predominantly low-rise, 2-storey housing, as developed by Dublin Corporation through the 1950's and onwards.

The Finglas West community was developed from the 1950s onwards. Built on former agricultural lands, Finglas West formed part of the suburban expansion of Dublin City. The predominant building typology is mid-twentieth century 2-storey dwellings. These are typical of those built throughout Dublin at that time, and are not particularly distinctive. As a result of this pattern of development of Finglas West, there are very few protected structures of architectural significance within the wider Finglas area, and no such structures exist within the vicinity of the subject site.

4.3.10 TO ENSURE APPROPRIATE MANAGEMENT AND MAINTENANCE

Leading from a masterplan proposal for the subject site, any development proposal will feature a suitable strategy for operational waste management, and lifecycle management.



Above: Massing of proposed development (Phase 1) looking south



Above: Massing of proposed development (Phase 1) looking north west

5. Design Evolution/Alternatives Considered

5.1 PRELIMINARY SKETCH DESIGN STUDIES

For the preliminary sketch design studies, 3no. separate options have been explored. Each option assumes a linear building fronting Cardiffsbridge Road, as per Phase 1 of the masterplan proposal. Each individual option features variations to the arrangement of accommodation and open space, as explained further below:

Site Strategy Option 1

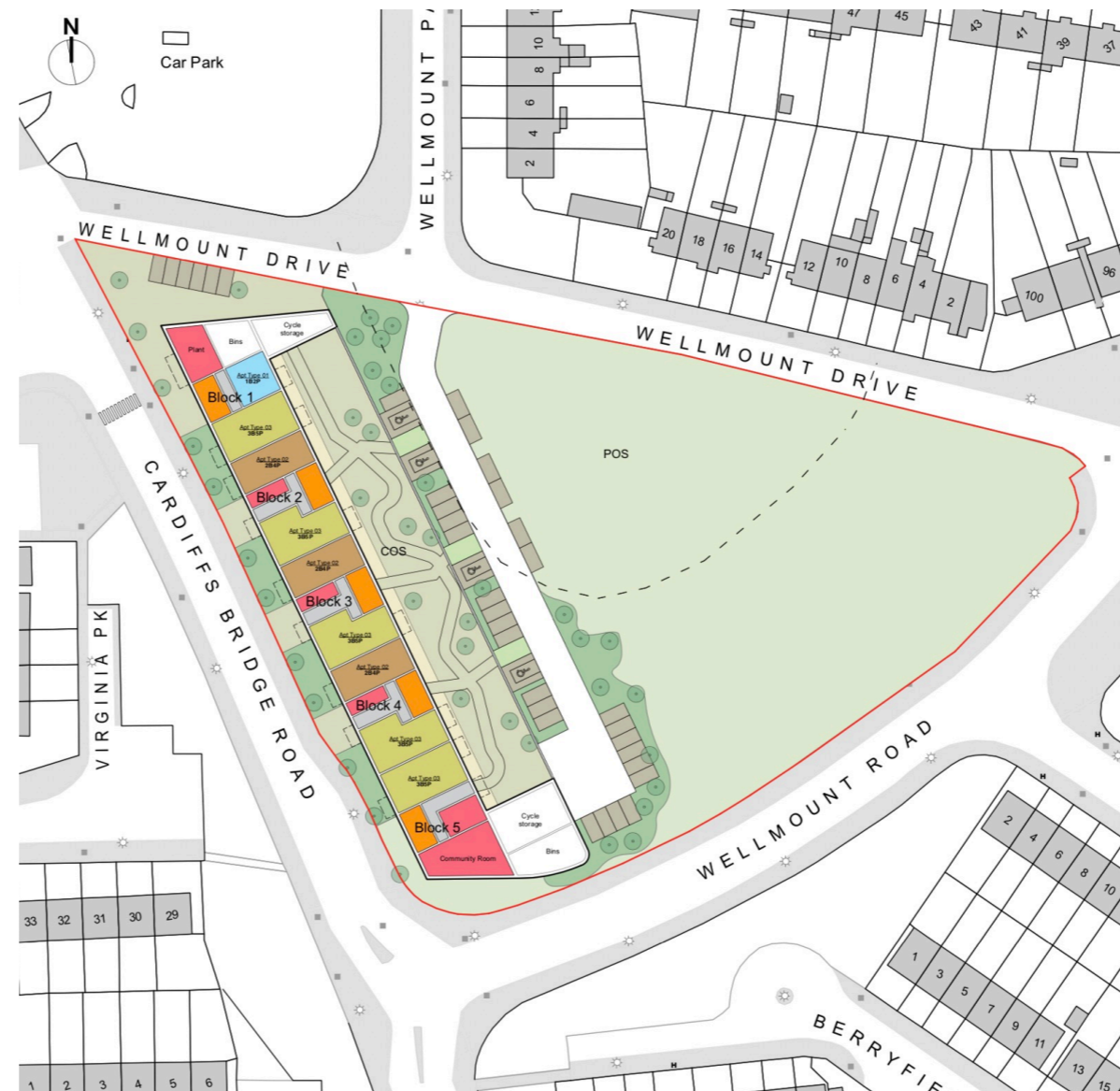
The proposal is for a linear building spanning the western site boundary. The building is reasonably shallow in depth, allowing for dual aspect apartments either side of a stair core, and typically 3 apartments per core per floor. This arrangement provides for both a sufficient quantum of dual aspect apartments, and also allows for the building to follow the falls of the site, with a change of level proposed at each of the 5no. cores. A 5-storey building is proposed to comply with the accommodation brief. The communal open space is arranged to the east of the proposed building. Vehicular access is provided via a new internal street, accessed from Wellmount Drive to the north. Vehicular parking is provided along this new street, which is sandwiched between the proposed COS, and the POS to the east.

Pros:

- Single access road required
- Simple building form

Cons:

- Access road is partially built-in area zoned as open space, and is accessed from a quiet residential street which may not be in the best interests of existing neighbours
- Proposed building is monolithic, with less potential for variety and visual interest
- Relatively low core efficiency



Left: Ground floor plan
Right: Typical upper floor plan

Site Strategy Option 2

The proposal is similarly aligned with Cardiffsbridge Road but is divided into three separate detached blocks. Each of the blocks fall with the slope of the site, and typically feature 5no. apartments per core per floor. The large number of corner apartments ensure that there is a high quantum of dual aspect apartments.

Each block has a circa 18-20m separation from the next for privacy, and to address site levels. This allows the potential for the communal open space to be located between blocks. A continuation of the ground floor building envelope along the edges of the COS ensures that a continuous, well-defined edge is provided to both building and open space. Otherwise, vehicular access and parking is along a new internal street with access from Wellmount Drive to the north, in a similar arrangement as proposed Option 1.

Pros:

- Single access road required
- Clearly defined COS
- Delivers the greatest number of units

Cons:

- Access road is partially built-in area zoned as open space, and is accessed from a quiet residential street which may not be in the best interests of existing neighbours
- Bike store partially built-in area zoned as open space, and very remote from proposed buildings
- Communal open spaces may struggle to meet minimum amenity area requirements, through the course of design development
- Blank walls front Cardiffsbridge Road to the edges of the COS courtyards



Left: Ground floor plan
Right: Typical upper floor plan



Site Strategy Option 3

The proposal is a development of Option 1, with a single continuous building fronting Cardiffsbridge Road. The overall building length has been reduced to allow for a vehicular entrance off Cardiffsbridge Road to the NW corner of the site, aligned with an existing junction at Deanstown Avenue. The building is arranged in 4 separate blocks, which work with the falls of the site. The overall block depth is slightly deeper than for the Option 1 proposal, with typically 4no. apartments per core per floor. It is proposed that the blocks will step from 4 to 6 stories in height from north to south, to assist in settling the building into its existing context, and to avail of additional dual aspect apartments at changes in building height.

The vehicular entrance off Cardiffsbridge Road is complemented by a second entrance off Wellmount Road, both of which provide access for vehicular parking at the edges of the site. This allows for a central communal open space, largely uninterrupted by vehicular traffic, which is located between parking, building, and the POS to the east.

Pros:

- Building development contained in area zoned residential in its entirety
- Secure COS with edges defined by the main building and boundaries to the POS
- Building form offers potential for variety in height and facade treatment

Cons:

- Two access roads required.



Left: Ground floor plan
Right: Typical upper floor plan



5.2 PREFERRED OPTION

The preferred solution as developed is Option 3, and has been chosen for several reasons, as follows:

- It delivers the most appropriate urban form, which is well articulated and not monolithic
- The building layout is reasonably efficient, with a high degree of repetition in plan layout and unit types
- The proposal delivers the optimal balance of vehicular parking and generous high quality communal amenity space
- The proposed site arrangement is fully compliant with zoning requirements
- The scheme is secure, with good passive surveillance of all areas, and the omission of potentially problematic standalone ancillary structures

Further development of layout, composition and articulation of the proposal is explained in Section 6.0 as follows.

6. Building Layout and Design

6.1 SCHEME DESIGN

The proposal is for a general needs residential scheme, with Community, Arts and Cultural facilities as per the SDR zoning requirements.

The overall building is divided into 4 separate blocks, with the primary access to the stair core for each block from Cardiffsbridge Road. Secondary access connects each stair core with the communal open space, vehicular parking, and communal amenities to the east of the building. To address the sloping site, the formation level of each block follows the slope, providing for accessibility to each core from both the primary and secondary entrances. A lift is provided within each core to serve upper levels.

At upper levels, there are typically 4 apartments per floor per core, with 5no. to the southern most block. The apartment and core arrangements are generally repeated across each block, which brings order to the building composition. Each core/floor features both a dual aspect 3 bed apartment spanning the full block width, and typically single aspect apartments either side of a double loaded central corridor. The 3 bed apartments are located at the southern end of the central corridor, and their shallower overall depth relative to the double loaded apartments allow for the facade line to be recessed. The majority of the mid-block apartments feature a private balcony facing the communal open space towards the east. The remaining street facing apartment at the northern end of the common corridor avails of a street facing balcony, recessed to offer sufficient privacy. At ground floor level, access is provided from each core to a 3-bed dual aspect apartment as per the levels above. A further dual aspect ground floor apartment is provided adjacent to each core entrance, with own door access from the street.



Above: Site Layout Plan

On the east facing facade of each block, secure communal cycle storage facilities are provided, accessible from the communal open space. This model ensures that cycle storage is optimally secure, and minimises visual obstructions that would result if the accommodation were otherwise located within a standalone building within the COS. The cycle storage needs for each block are therefore provided within their respective cores, which lessens the visual impact of this ancillary facility, and benefits security by ensuring that access to the store is only necessary for keyholders of the adjacent core. Modest plant provision for electrical switch rooms and comms rooms are provided at ground floor level to each core.

Private open space to each ground floor apartment is provided by means of a private terrace, with a planted privacy buffer to the adjacent communal open space. Where there are own door apartments at ground floor, a private entrance curtilage is provided, facing the street.

The Community space is appropriately located at ground floor level at the northern edge of the development, with a frontage to Cardiffbridge Road. This ensures that the Community space is readily accessible to the wider public, without the need to enter the site or compromise resident's amenity. It also ensures a suitable active street frontage, at a location that would be less suitable for residential apartments.

Vehicular parking is provided within 2 separate carparking areas to the northwest and south of the building, both behind the building line but just inside the site boundary to reduce their impact when viewed from surrounding roads. Between the vehicular parking areas, a generous communal open space is provided in a terraced arrangement, providing secondary stair core access to each block. Bin stores are provided adjacent to each carpark, allowing for easy refuse truck access.

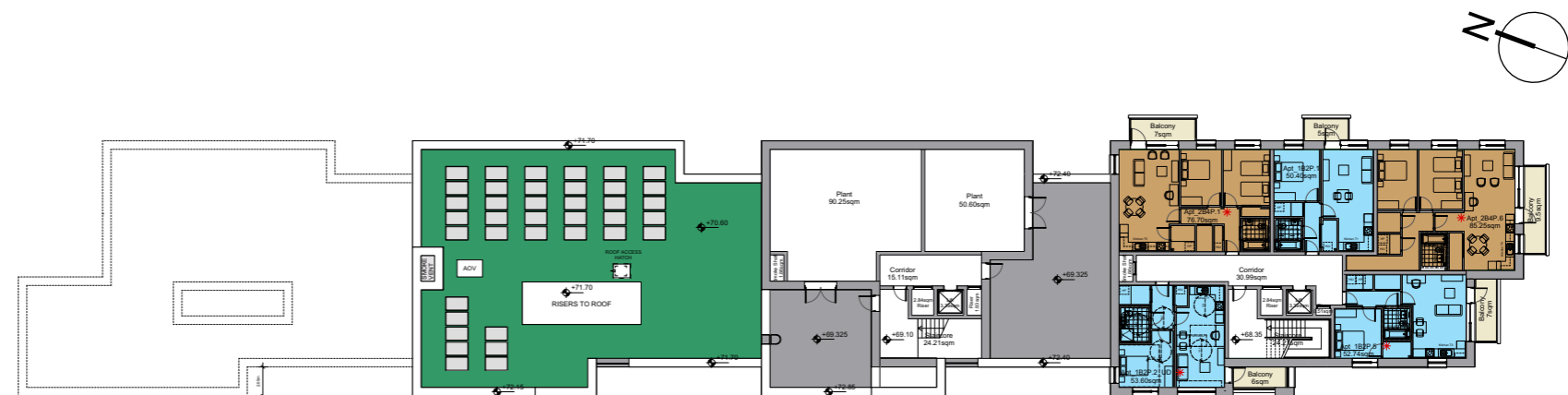
The public open space to the east is separated from the residential development by means of a wall and railing, with permeability links to the communal open space.

In addition to plant at ground floor level, there is plant provision at roof level to Block 3. The location of plant rooms here avails of steps in building height and changes in floor level 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, buffer planting and fencing are proposed to define boundaries and ensure privacy is maintained.



Above: First Floor Plan



Above: Fifth Floor Plan

6.2 HEIGHT, SCALE AND MASSING

The SDRA requirements for a density in excess of 100uph will result in a significantly denser development than that of adjacent housing (at c. 25-30uph). This will in turn result in a proposed building of increased scale and density. This should be seen as an opportunity, as variety in building height is an important component in helping to achieve a sense of place, create an attractive built environment and protect existing residential amenity. When sufficient variety in building height and form is not achieved, in certain cases streets can become placeless and difficult to orientate.

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

The proposed building avails of the sloping nature of the site to rise in height gradually from 4-stories at the north to a climax of 6 stories at the south. Whilst this is of greater scale than the immediate context, it is within the parameters identified within Chapter 13 of the DCCDP, i.e. that building heights in the range of 3-6 stories will be encouraged. As the existing dwellings on the opposite side of Cardiffbridge Road do not form any notable urban street edge, the increased height and formal alignment of the proposed building on the subject site provides much needed clarity and definition to the existing streetscape.

The building composition to Cardiffbridge Road is ordered, with repetition in both the facade treatments and step changes between adjacent blocks. Regular steps in the building height are complemented by changes of plane in the building facade line, to provide visual interest and variety. Changes of material and parapet height between recessed and projecting facade elements are used to bring clarity to the facades of each block, all of which serves to ensure that the relatively long building does not appear monolithic.

The projecting facade elements facing Cardiffbridge Road are otherwise recessed at ground floor level and supported on columns. This provides for a clearly defined building entrance within the ground floor recess, with canopy cover provided by the projection over.



Above: View Looking West

6.3 MATERIALS AND FINISHES

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

As a response to this, the predominant finish material to proposed facades is of clay brick, in 2no. colours. The primary finish as proposed is a soft red-buff multi brick, with off-white mortar colour, and with a white brick proposed to secondary areas. 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 rendered finishes palette of the locality.

The choice of 2no. separate brick colours provide sufficient intelligibility and articulation to the design, with different bricks used on projecting and recessed building planes to break up the building massing. The materials chosen are of complementary colour palettes, with precedents for both brick shades being used successfully in other projects. Further differentiation is proposed within the building composition through the use of different brick bonding patterns for aspects of detail around windows and at plinth level, in particular to the northern and southern end facades.

An expressed parapet capping detail is proposed for projecting bays facing the street, to provide for a distinctive top to the building. When 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.



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

1. G19 Housing, Warsaw, TZA Architects
2. Eddington Lot 1, North-West Cambridge- WilkinsonEyre + Mole Architects

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

Doors to main entrance cores and detail walls adjacent are expressed in a bold statement of colour, to assist with orientation. Whilst core entrances to street facing facades are protected by means of the building overhang, 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.

Balconies are to be finished with PPC vertical metal railings. A timber handrail is also included. 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.

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

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

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.

To the street edge and site perimeter where indicated, plinth walls are to be finished in red-buff multi brick to match the proposed building, topped with galvanised mild steel railings. All boundary conditions are included in further detail in the proposed Boundary Wall Treatment Plan.



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



Above: West Building Face to Cardiffsbridge Road



Above: East Building Face

6.4 SITE CONNECTIVITY AND PERMEABILITY

The development is surrounded by an existing road network on all sides. It is effectively an infill site of modest size and does not generate a need for further vehicular permeability. Vehicular access is provided at the northwest and southern site boundaries, but this is for vehicular access to car parking only, and does not provide through access.

However, the site layout reflects the aspirations of the Finglas Strategy, and the SDRA map for the wider Finglas area, which notes the potential for a north-south pedestrian link through the subject site. This serves to connect Wellmount Road to the south with Wellmount Drive/ Wellmount Park to the north, at its junction with the adjacent retail development. The design includes for this proposed permeability link, which follows the eastern boundary of the communal open space. The new link also provides improved access to the proposed POS from Wellmount Road to the south. Further pedestrian permeability is provided from the proposed COS to the new north-south pedestrian link.



- | | | | | | |
|---|---|---|----------------------------------|---|------------------------------|
| ↔ | Site frontage (to
Cardiffsbridge Road,
Wellmount Drive and
Wellmount Road) | → | Access to Communal
Open Space | → | Vehicular Access |
| ↔ | Permeability Connections | → | Access to Community | ↔ | Pedestrian Access |
| ↔ | North – south link as per DCC
Development plan | → | Access to Apartments | ↔ | Pedestrian Access
to Park |
| ↔ | | → | Access to Own Door
Apartments | | |

7. Open Space

7.1 LANDSCAPE DESIGN STRATEGY

The landscape structure of the proposed residential development adopts the open space strategy of the Landscape Masterplan which provides for a varied, accessible, and permeable open space network for community use that as it matures will become a significant resource.

The proposed landscaping provides for open, natural spaces, which facilitate exercise, recreation, and free play. These flexible activities are provided in a natural environment with inclusive access. The design incorporates wildlife considerations in the retention, protection, management, and reinforcement of areas of grasslands. Existing trees on the site will be protected where possible in line with the objectives of the Landscape Masterplan and brought back into a managed state and reinforced with new planting.

Varied habitats are created for ecological connections and landscape visual amenity which include;

- A detention basin with profiled marginal planted shelves
- Tree planting pits within the residential street network
- New tree planting
- Flexible amenity lawn areas
- Ornamental planting areas along the COS and POS boundaries
- Wildflower meadows

The landscape areas will be managed by the development management company for a period of 25 years and handed over to local authorities following this period of 25 years.



Above: Landscape Design

7.2 PUBLIC OPEN SPACE

A minimum provision of 10% public open space (POS) is required, as per the zoning objectives for the site.

The masterplan proposals as included at Section 4.0 have been presented to DCC Planning Department, to explain an overall approach to delivery of POS for the subject site. The overall approach as subsequently agreed with DCC Planning is to deliver the landscape proposals for all the Z9 lands (i.e., Phase 1 and Phase 2 proposals) as part of this Part 8 Planning application. In terms of density, it is not proposed to refer to the Z9 lands as POS specific to the development but as park development for the neighbourhood in accordance with the zoning objective. In addition, it is considered appropriate in this instance not to propose POS within the net development area, given the proximity of the proposed Z9 lands.

Until such time as the final phase 2 proposals are delivered, the lands noted as Phase 2 in the masterplan proposal will also be developed as POS lands as part of the subject development. This is in the interest of providing a visually complete scheme in the short term. The landscape proposals arising for the Phase 2 lands have been designed to be reversible.

On the basis of the above, see table below for POS demand and provision.

POS Provision	Ha	%
Net Dev Site Area inc POS (Ha)	1.120	100.0%
Z9 Zoned POS Area	0.263	23.5%
Z9 POS area & Phase 2 Area	0.564	50.4%

Above: POS Provision

Right: Proposed Public Open Space



Proposed POS- 0.564Ha

7.3 COMMUNAL OPEN SPACE

A single communal open space is provided to the east of the proposed building, bounded to north and south by vehicular parking, and with a low wall and railing defining the boundary to the POS further to the east. The COS is generous in size and is well overlooked by balconies from upper level apartments. The COS also offers direct access to cycle stores, bin stores and carparking for all residents, which helps to ensure that the communal courtyard is an engaging space, that all residents pass through or overlook in the course of a day.

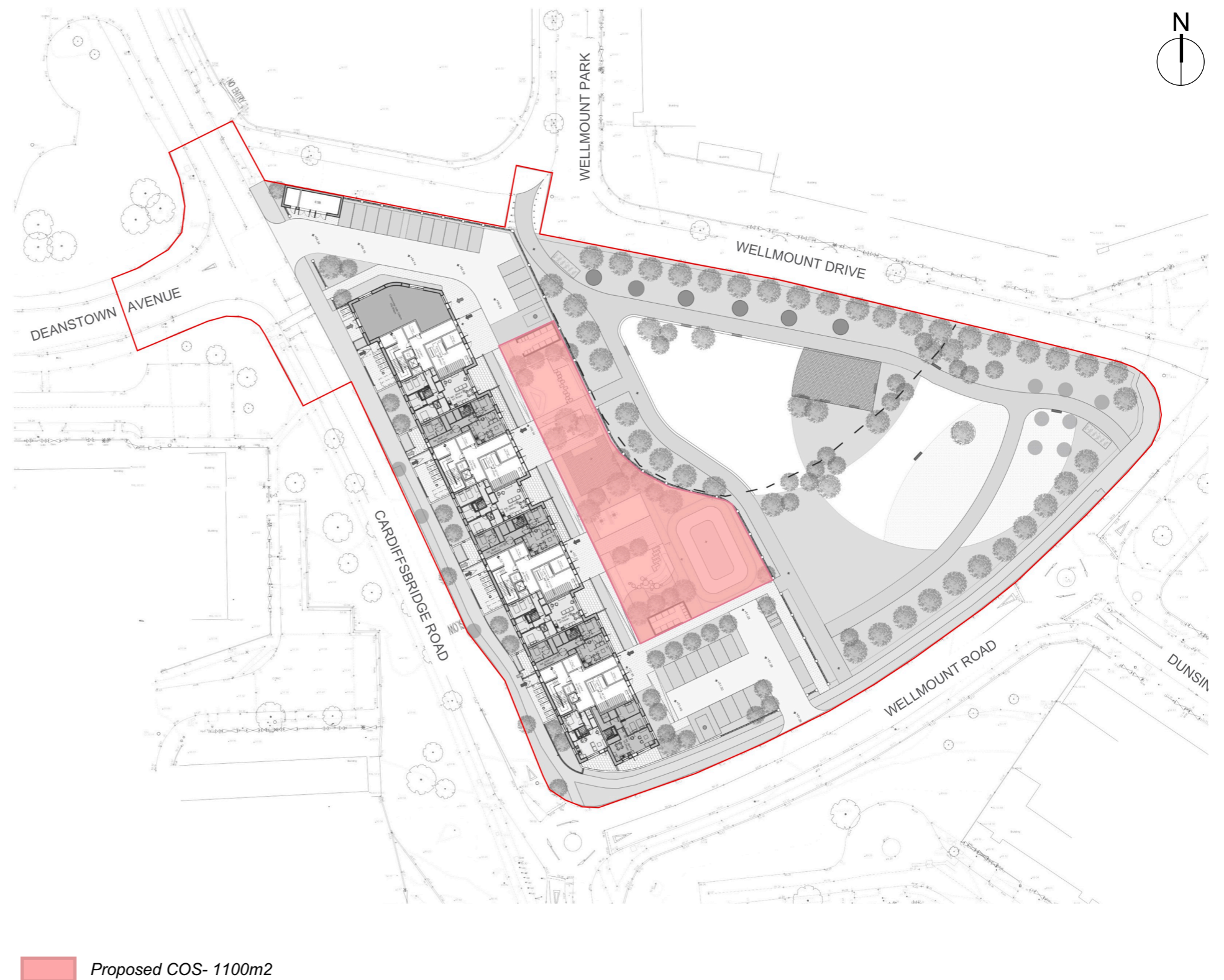
The proposed arrangement also ensures that the communal space is clearly defined. Whilst access is possible by the general public through the carparking areas to the north and south, there are a number of thresholds to cross en route that would discourage an accidental trespasser. Likewise, while access is possible from the north-south pedestrian link within the POS, the route through the POS will not form a short-cut or preferred desire line to any points of destination apart from the subject development.

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	38	5	190	
2B4P Apartments	25	7	175	
3B5P Apartments	14	9	126	
Total Requirement			491	100.0%
Total Delivered			1100	224.0%

Above: COS Provision

Right: Proposed Communal Open Space



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.

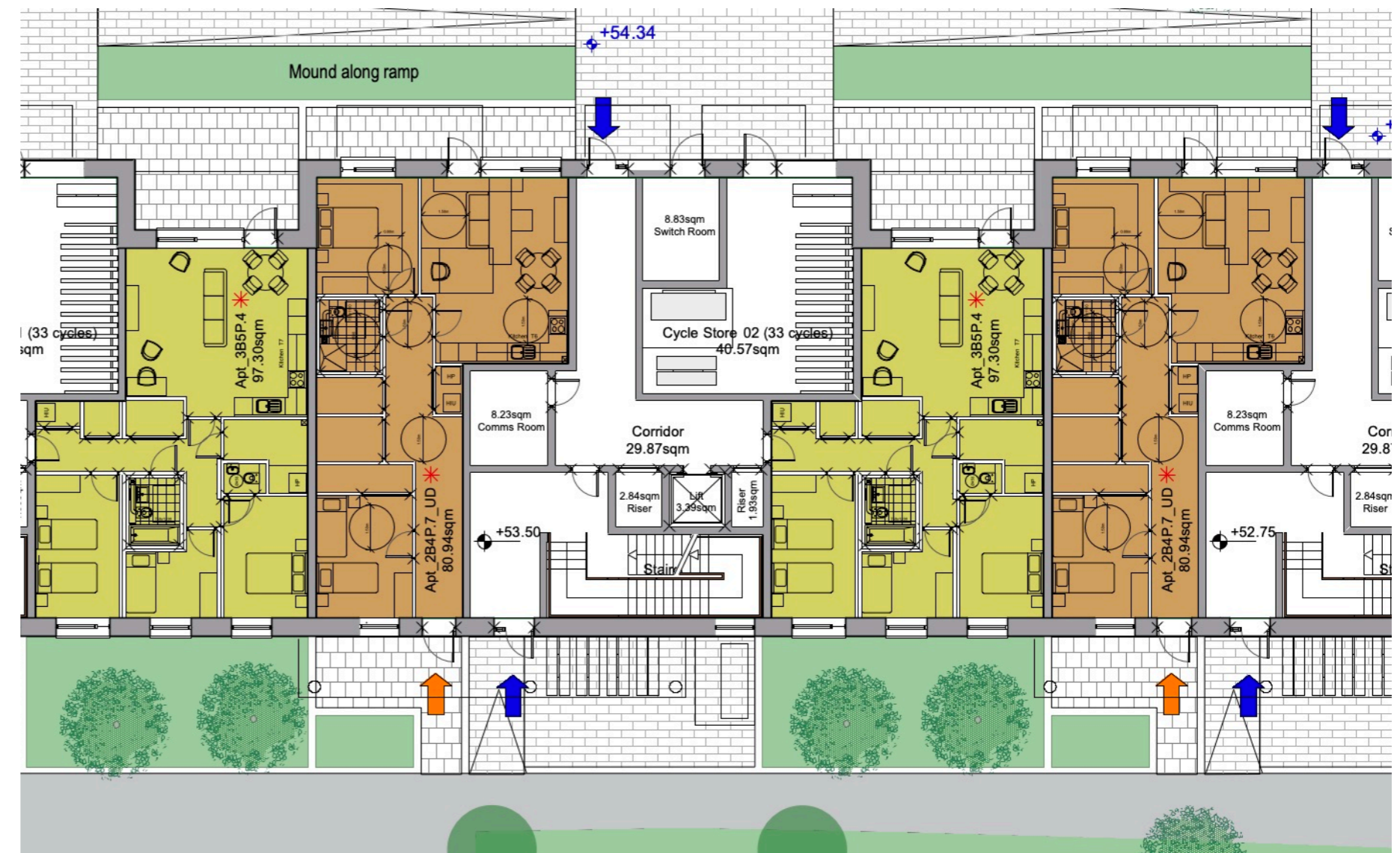
The remaining ground floor apartments are accessed from the stair core, and these generally have a ground floor terrace facing the communal space. The exception are 2 apartments to the southern end of the southern block (Block 4), which feature a street facing private terrace. These terraces are significantly elevated above, and set back from Wellmount Road, with the boundary wall continued to guarding height. This ensures that the privacy of residents is provided, whilst still ensuring that sufficient amenity in terms of daylight, sunlight and views out are maintained. Otherwise, buffer planting and fencing is provided to ground floor terraces to ensure sufficient privacy and security for ground floor residents.

At upper floors, each apartment has a private balcony, the majority of which face the communal open space. Balconies are also featured on the northern and southern end facades, to improve 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, and to the surroundings beyond. However, it is proposed that each balcony will feature 1no. solid side return, to improve the privacy and comfort of tenants using the balcony. Due to their relative exposure, the balconies to all single aspect, west facing apartments are recessed into the otherwise projecting facade line, to offer improved privacy and enclosure.

Such balconies are finished in the same brick treatment as adjacent facades.

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.

Right: Proposed blue-grey coloured fibre cement board to balcony/curtilage privacy screens (hexadecible #ADBAC2 to match or similar)



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

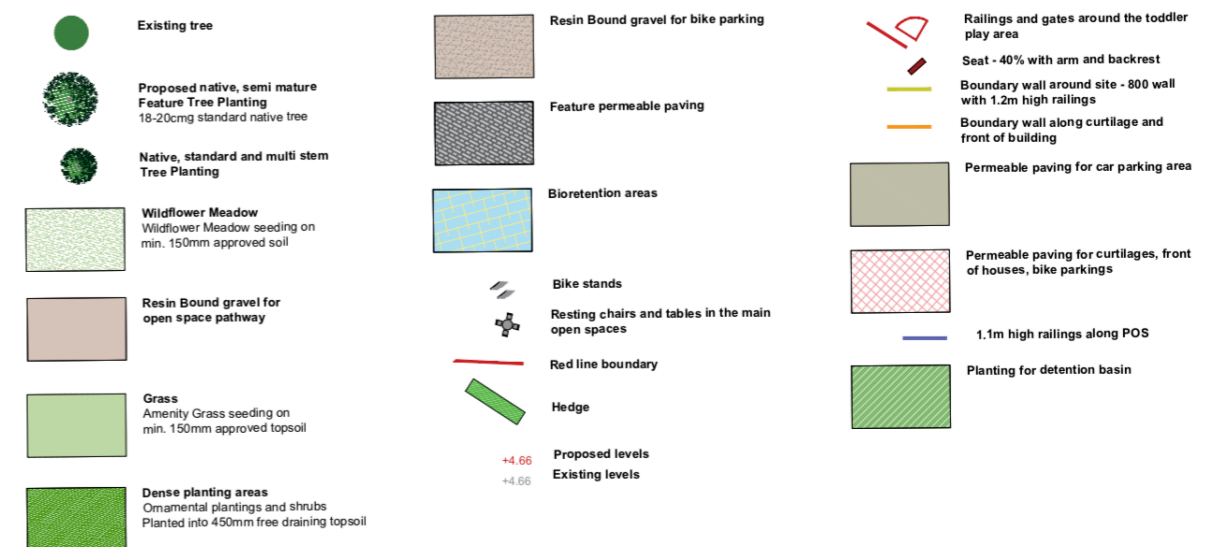
7.5 PUBLIC REALM CONTRIBUTION

The main public realm contribution will be the delivery of the Z9 zoned lands for the benefit of the wider community. In addition, the lands identified as Phase 2 development in the masterplan proposal will also be delivered for POS usage. This will result in the provision of a POS significantly in excess of minimum 10% requirements.

The proposed development will bring some improvement to the streetscape along Cardiffbridge Road and Wellmount Road, in the form of new railings, tree planting, and improvements to pavements. The development also allows for the provision of greater permeability, with a new north-south pedestrian link running centrally through the site.



Above: POS as Per Landscaping Proposal
Right: Drawing Legend



8. Residential Amenity

8.1 COMPLIANCE WITH INTERNAL DESIGN STANDARDS

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

As this is a 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 (49%), 2 bed, 4 person apartments (32%), and 3 bed, 5 person apartments (18%).

The minimum quantum of '+10%' apartments is easily achieved. This is due to the fact that all 1B2P apartments (49% of total) exceed minimum area plus 10% (49.5m²), in addition to a number of the 2B4P apartments (12% of total). A target minimum of 25% UD apartments has also been exceeded.

The following table gives an overview of compliance with standards:

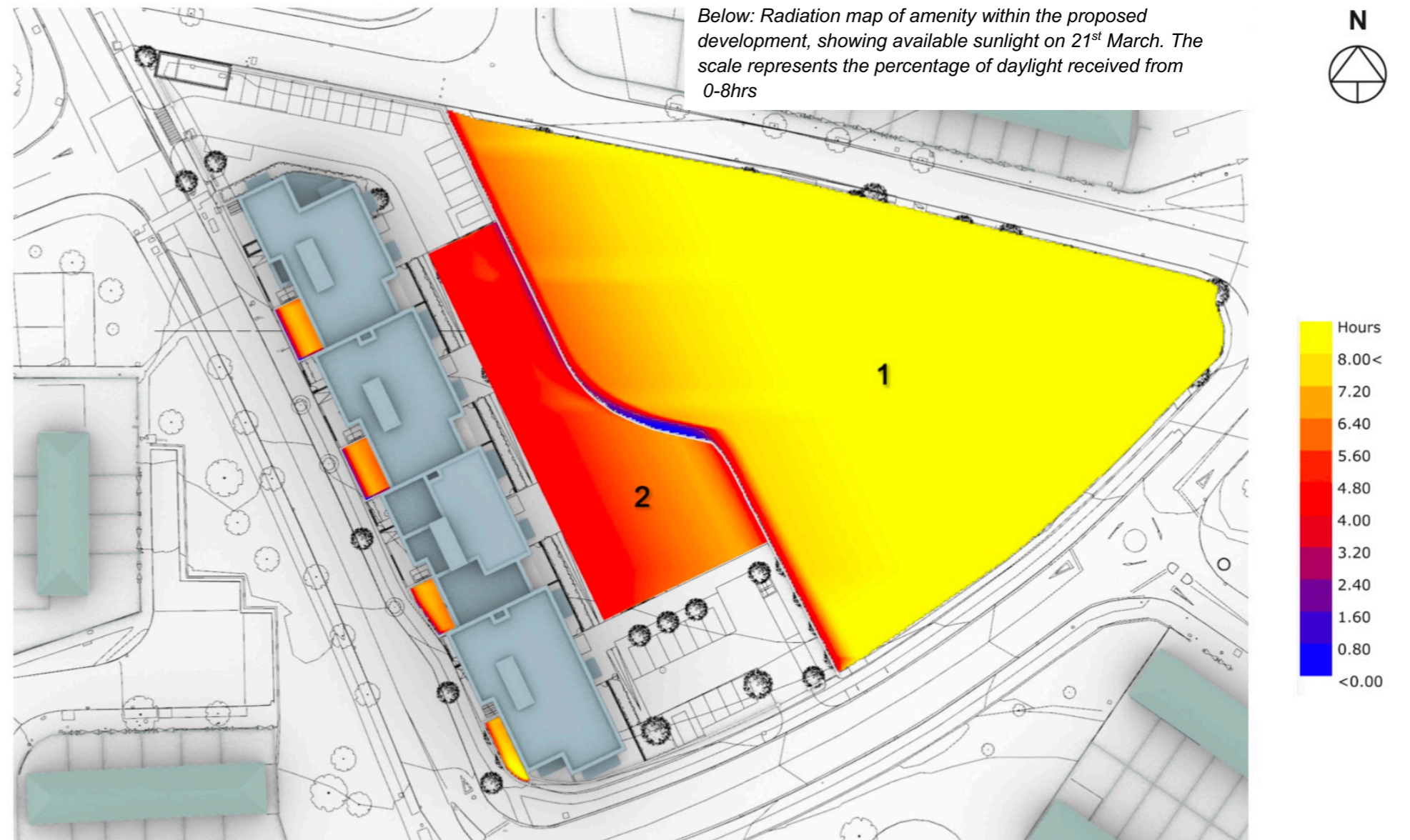
Res Amenity	Area (m ²)	UD Std.	UD %	+10% Area	%	Total No.	Total %	Net area
1B2P.1	50.4	N/A		13	17%	13	17%	655
1B2P.2_UD	53.6	19	25%	19	25%	19	25%	1018
1B2P.5	52.7	N/A		6	8%	6	8%	316
2B4P.1	76.7	N/A		N/A		16	21%	1227
2B4P.5	85.3	N/A		6	8%	6	8%	512
2B4P.6_UD	93.8	3	4%	3	4%	3	4%	282
3B5P.4	97.3	N/A		N/A		14	18%	1362
Summary statistics		19	29%	47	61%	77	100%	5372

Above: Residential Amenity Compliance

8.2 DAYLIGHT AND SUNLIGHT

Daylight and sunlight modelling has been completed for the proposed development, and a report is included separately as part of this planning submission. 100% compliance has been achieved, but a summary is included as follows:

- Both the public open space and communal open spaces are largely unrestricted by the proposed development, and achieve full compliance (100% for the POS, and 99.6% for the proposed COS).
- 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%.
- All apartments have also been modelled for sunlight access, and achieve a high level of compliance, with 94.8% of apartments meeting the criteria. Details are also included in the Daylight and Sunlight report.



Sunlight on the ground - within development

No.	Use	Proposed	Meets criteria of >50% area
Area 1	Public open space	100.0%	Yes
Area 2	Communal Residential	99.6%	Yes

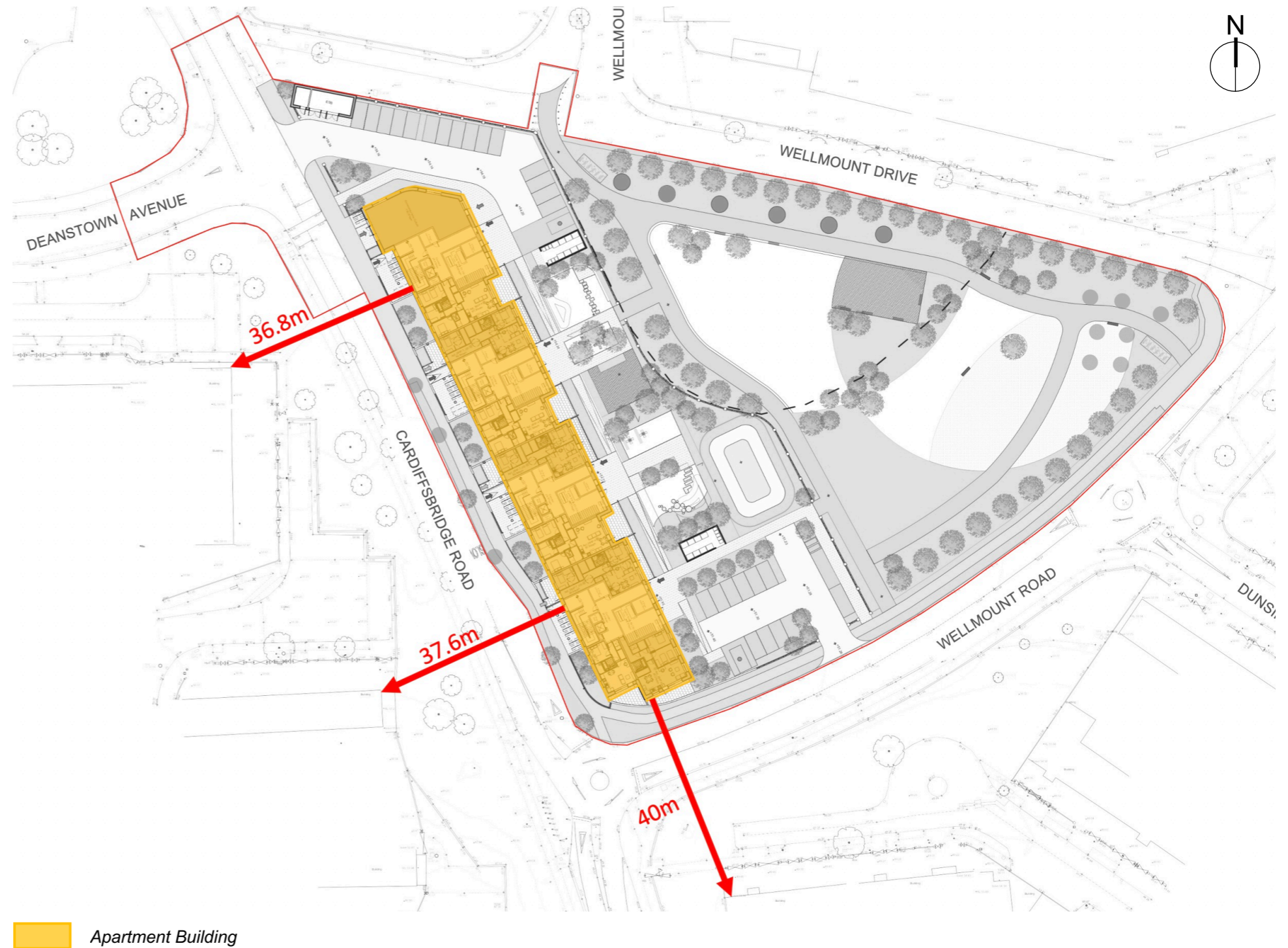
Above: Calculation of Sun on the Ground to amenity area within the proposed development

8.3 OVERLOOKING, OVERBEARING, OVERSHADOWING

It is noted that proposed development is of an increased scale and density relative to adjacent low-rise, 2-storey housing, which could give rise to the potential for overbearing. However, the set-back of the western and southern edges of the proposed development relative to adjacent dwellings, means that there is c. 40-50m between opposing elevations across Cardiffsbridge Road and Wellmount Road. This is significantly in excess of 22m, which is a minimum back-to-back privacy dimension as traditionally provided for in low-rise developments.

Furthermore, the set-back of the western and southern edges of the proposed development from adjacent structures has been analysed for impact of daylight and sunlight amenity, with the conclusion that the subject development will not cause a negative effect for adjacent residences. This analysis, in addition to the generous offset dimensions has assisted in arriving at an appropriate height for the proposed development, ranging from 4 to 6 stories.

The daylight and sunlight analysis report is included elsewhere as part of this planning application.



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.

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

The majority of the site therefore is restricted to pedestrians. Primary access to all apartments is directly off the footpath along Cardiffsbridge Road, 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, footways lead from the public pavement on Cardiffsbridge Road and Wellmount Road, past the carparking areas and into the communal open space to the east of the proposed building.

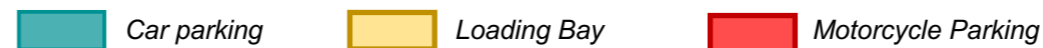
All footways are minimum 1.8m wide, with good public lighting, with flush surface finishes, and at maximum falls of 1 in 20, to provide access for all.

9.2 CAR PARKING

The vehicular site entrance at the Northwest corner and southern edge of the site leads to 2no. separate carparking cul-de-sacs, each of which feature standard car parking spaces, accessible parking



Above: Car Parking Spaces Highlighted



spaces, motorcycle parking and delivery laybys. A large turning head within each cul-de-sac is sufficiently sized to facilitate a refuse truck. Carparking provision and ratios are as per the table included below.

Car Parking	Total No.	%
Standard parking	26	93%
Part M parking	2	7%
Delivery vehicles	2	7%
Motor cycle parking	2	7%
Total car parking	28	100%
Total Apartments	77	
Car Parking Density	0.36	

Above: Car Parking Provision

9.3 CYCLE PARKING

For long term cycle parking, 4no. Cycle/Mobility stores have been provided, with 1no. store associated with each core. Access is provided directly from the communal open space, immediately adjacent 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.

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 adjacent to each of the stair core entrances along Cardiffsbridge Road. The Community/Arts and Culture space will also generate some short-term visitor parking, with a very modest number of long-term spaces for staff. However, as the long-term requirements are particularly low, it is proposed that both long term and short-term parking for the Community facility will be located together, at the entrance to this facility on Cardiffsbridge Road. Demand and supply calculations are as per the table below.



Long stay bicycle parking
 Short stay bicycle parking

Above: Cycle Parking Spaces Highlighted

Cycle Parking	Total Apts	Load	Long term Required	Short term Required	of which cargo req.	Long term Delivered	Short term Delivered	of which cargo d
<i>For below, load based on number of bedrooms</i>								
1B2P Apartments (General)	38	38	38	19	2	38	19	
2B3P Apartments (General)	25	50	50	13	3	50	13	
3B5P Apartments (General)	14	42	42	7	2	44	7	
<i>For below, load based on total area in m2</i>								
Community, Arts & Culture		130	1	1	0	2	2	
Retail		0	0	0	0			
<i>For below, load based on total number of staff/children</i>								
Creche		0	0	0	0			
Total numbers			131	40	7	134	41	

Above: Cycle Parking Provision

9.4 EAV STRATEGY

It is proposed that EAVs will have access to 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 without any requirement for EAVs to access the site, as the 50% provision can be provided from along Cardiffsbridge Road and Wellmount Road.

10 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.

10.1 Sustainable and Efficient Movement

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

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

The development proposes high-quality urban infill on a key urban site. Given the existing perimeter road network and the modest scale of the site, no vehicular through routes are proposed. As per the SDRA requirements, a north-south pedestrian link will be provided as part of the development proposals.

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

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

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

The site fronts Cardiffsbridge Road, a primary thoroughfare serving Finglas West. Immediately north of the subject site is a large supermarket and other local amenities. Additional neighbourhood centre facilities are provided approx. 0.8km further north. The urban village centre of Finglas (East) is approximately 1.5km to the north east.

The inclusion of the north-south pedestrian link within the proposed development will improve connections between the retail development to the immediate north, with the dwellings along Wellmount Road and those further south.

10.1.3 STREETS DESIGNED IN ACCORDANCE WITH DMURS

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

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

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

The majority of the site therefore is restricted to pedestrians. Primary access to all apartments is directly off the footpath along Cardiffsbridge Road, 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 on Cardiffsbridge Road and Wellmount Road, past the carparking areas and into the communal open space to the east of the proposed building.

10.1.4 QUANTUM OF PARKING MINIMISED

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

As per the DCCDP, the site is located within parking zone 2 due to its location along key transport routes. Based on the objective to deliver general needs housing at this site the maximum car parking standards are 1 per dwelling. 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 0.36 is proposed. Further clarification here is presented in the Mobility Management Plan that accompanies this planning application.

Parking in this scheme is provided in 2no. modest surface level carparking areas to the northwest corner and southern boundaries

of the site. Each parking area benefits from a high degree of passive surveillance, both from the adjacent road and from the proposed building. Although the carpark areas are modest in size, they are screened by perimeter walls and railings, trees and soft landscaping, all of which serve to minimise their visual impact. Pedestrian and cycle access to all residences is provided by direct footpath access to the communal open space, independent of the car parking areas.

Bicycle stores are in the form of secure indoor rooms within the ground floor of the apartment building. These will be well lit, with large, gridded visual openings to the communal open space to provide safe and secure access. Visitor bicycle parking in the public realm to the building frontage is well overlooked from apartments above, and from passing traffic on Cardiffsbridge Road.



Above: View looking east along Cardiffsbridge Road

10.2 Mix of Land Uses (Vibrant Centres and Communities)

10.2.1 MIX AND INTENSITY OF LAND USES APPROPRIATE TO THE SITE

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

The primary brief for this site is derived from the DCCDP, and the SDRA mapping for Finglas West. This expressly identifies that the site is to be used for Older Persons, due to the known requirement for such accommodation within the locality.

The DCCDP also indicates that the density of a SDRA should range from 100-250 uph.

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

10.2.2 DIVERSE AND VARIED RANGE OF HOUSING TYPES:

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

The proposed development is for general needs housing. The proposed brief has been derived from a Housing Needs Demand Assessment of the wider Finglas 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 11 (Accessibility) for further details.

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

Will the plan or development proposal supplement and/or support the regeneration and revitalisation of an existing centre or neighbourhood, including the adaption 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 new high quality public open space is to be delivered, for the benefit of the wider community.

10.2.4 ENHANCEMENT OF THE PUBLIC REALM

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

The main public realm contribution will be the provision of a new public open space. This is located to the east of the site, fronting both Wellmount Road and Wellmount Drive, and is directly accessible from the adjacent retail development on Cardiffsbridge Road. Furthermore, a new pedestrian link provides to connect the retail development and Wellmount Drive/ Wellmount Park with Wellmount Road to the south, via the proposed new POS.

The proposed development will bring some improvement to the streetscape along surrounding roads 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, with improved linkages between Wellmount Road and Wellmount Drive.



Above: View looking south from Wellmount Park

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

10.3.1 POSITIVELY RESPONDED TO NATURAL FEATURES & LANDSCAPE CHARACTER

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

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

The current site is an underutilised, open and windswept green space. The site features sparse planting, limited to a number of small sapling trees of varying quality. Some of these will be removed to provide for the development, and others will be retained. The main landscape feature is the site's elevated, south facing slope, with distant views over the city and to the Dublin and Wicklow Mountain beyond. The proposed development strives to ensure that such views will not be lost.

Otherwise, a strategy for biodiversity improvement is proposed, proposals for which have been developed by the wider design team, with particular input from our consultant arborist, ecologist and landscape architect. The subject development proposes a net biodiversity gain.

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

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

The development will include the communal open space and public open space landscape network that has been designed to provide for ecological value in the area and this function will be enhanced in accordance with further recommendations from the Ecologist Consultant.

Different kinds of planting will be proposed. Shrub planting will be used to strengthen the site boundaries and provide a buffer around the site's limits. A series of shrub planted areas with trees will be used across the area to provide biodiversity and views will be kept clear from the adjacent paths to provide passive surveillance.

Existing trees within the site have been retained in the Public Open Space. Two trees have been removed in the proposed southern parking location. Their removal has been compensated by the addition of new trees of native and non-native species throughout the site in the planning proposal landscape design.

Three main paths are covering the whole area while leaving the space to soft landscape features. Benches will regularly be implemented along the path.

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

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

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

The proposed open space network provides for flexible activities in a natural environment with inclusive access, therefore is Part M accessible.

The public open space takes into account informal play and biodiversity to provide different ecosystems for fauna. Large areas of grass will be also provided to keep some areas open for differing uses. They can be used as seating areas, large play areas or resting areas. A natural play area is proposed along the northern path and will be accessible by the adjacent community by a connection to the north. Series of fitness equipment are dispatched along the northern path to propose another use to the public open space.

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

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

The design features extensive active SUDs measures, including tree pits, green and blue roofs, and permeable paving. Interception storage is proposed through a combination of the blue roofs, the permeable paving solution and detention basin.



Above: View Looking North

10.4 Responsive Built Form

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

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

The SDRA requirements for a density in excess of 100uph will result in a significantly denser development than that of adjacent housing (at c. 25-30uph). This will in turn result in a proposed building of increased scale and density. This should be seen as an opportunity, as variety in building height is an important component in helping to achieve a sense of place, create an attractive built environment and protect existing residential amenity. When sufficient variety in building height and form is not achieved, in certain cases streets can become placeless and difficult to orientate.

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

The proposed building avails of the sloping nature of the site to rise in height gradually from 4-stories at the north to a climax of 6 stories at the south. Whilst this is of greater scale than the immediate context, it is within the parameters identified within Chapter 13 of the DCCDP, i.e. that building heights in the range of 3-6 stories will be encouraged. As the existing dwellings on the opposite side of Cardiffsbriidge Road do not form any notable urban street edge, the increased height and formal alignment of the proposed building on

the subject site provides much needed clarity and definition to the existing streetscape.

The building composition to Cardiffsbriidge Road is ordered, with repetition in both the facade treatments and step changes between adjacent blocks. Regular steps in the building height are complemented by changes of plane in the building facade line, to provide visual interest and variety. Changes of material and parapet height between recessed and projecting facade elements are used to bring clarity to the facades of each block, all of which serves to ensure that the relatively long building does not appear monolithic. The projecting facade elements facing Cardiffsbriidge Road are otherwise recessed at ground floor level and supported on columns. This provides for a clearly defined building entrance within the ground floor recess, with canopy cover provided by the projection over.

10.4.2 BUILDINGS ADDRESS STREETS AND SPACES

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

The proposed new building frontage to Cardiffsbriidge Road 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. Any ground floor windows are set back from the street and include either generous privacy strips or private entrance curtilages. The proposed development will bring further improvement to the streetscape along Cardiffsbriidge Road, in the form of new railings, tree planting, and improvements to pavements.

The opposite east facing side of the building overlooks the communal open space, and the public open space further beyond. 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 along Wellmount Road and Wellmount Drive.

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.

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

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

It is noted that proposed development is of an increased scale and density relative to adjacent low-rise, 2-storey housing, which could give rise to the potential for overbearance. However, due to the extent of set-back of the western and southern edges of the proposed development relative to adjacent dwellings, there is c. 40-50m between opposing elevations across Cardiffsbriidge Road and Wellmount Road. This is a generous dimension that offers privacy towards opposing facades, and is significantly in excess of the

typical 22m minimum back-to-back privacy dimension as traditionally provided for in low-rise developments.

Furthermore, the potential for the proposed development to impact on access of sunlight and daylight to adjacent structures has been assessed. It has been concluded that the subject development will not cause a negative effect for adjacent residences. This analysis, in addition to the generous offset dimensions has assisted in arriving at an appropriate height for the proposed development, ranging from 4 to 6 stories.

This report is included elsewhere as part of this planning application.

10.4.4 COHERENT ARCHITECTURAL AND URBAN DESIGN STRATEGY

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

A coherent architectural design strategy has been delivered, which will bring benefits to the social sustainability of the Finglas West area. The completion of the subject development will deliver greater variety in residential typologies to the Finglas West area, which is currently dominated by 2&3 bed 2-storey family dwellings.

Architecturally, the development will present an appropriate and distinctive urban form to Wellmount Road and Cardiffsbridge Road. Whilst the increase in urban scale is a contrast to the uniform, low rise surroundings, it will offer a significant improvement to the street enclosure and urban form to existing roads, whilst maintaining the daylight and sunlight amenity of existing properties. This will help to achieve a sense of place, and aid orientation. At the scale of the subject site, the proposed building presents a confident new urban edge to Cardiffsbridge Road, whilst forming a backdrop to the developed public open space.

11 Accessibility (UD Apartments and Seniors units)

GENERAL

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

Based on the above requirement, the minimum provision of UD apartments would be 25%. The proposed development has 29% of apartments designed to UD standards. For the proposed development, the design seeks to allow for delivery by any or all Modern Methods on Construction (MMC), including modular volumetric construction. In order to allow for varied MMC approaches, it is proposed that 100% of 1B2P apartments will be in excess of minimum size standards, and 61% of apartments in total.

The delivery of 61% of apartments in excess of minimum area standards is a constructability consideration and is not as a consequence of compliance with the DCCDP. Therefore, to comply with the DCCDP UD requirement, it is proposed that a proportion of all apartments (in this case, between 50% and 58%) 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.

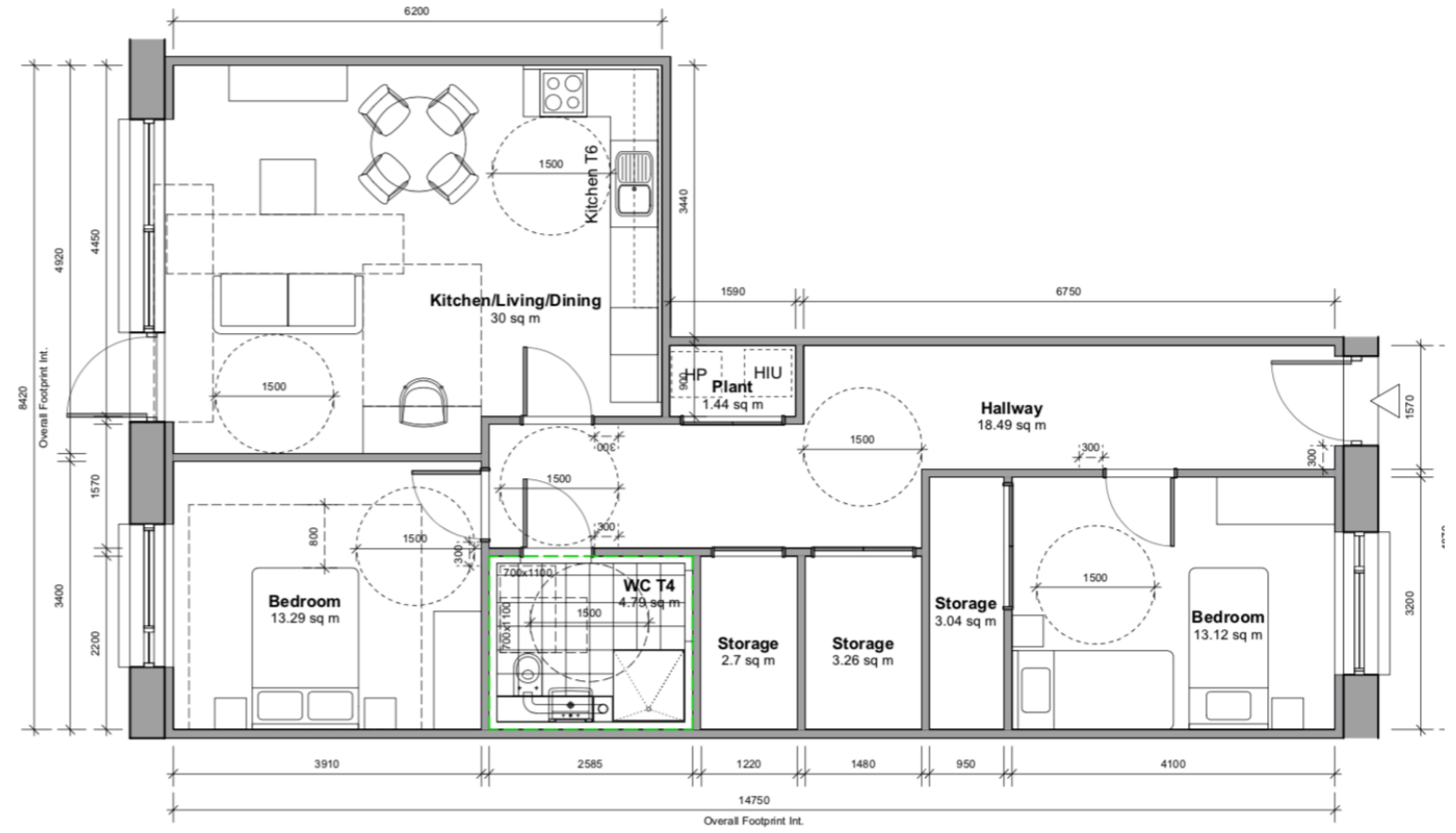
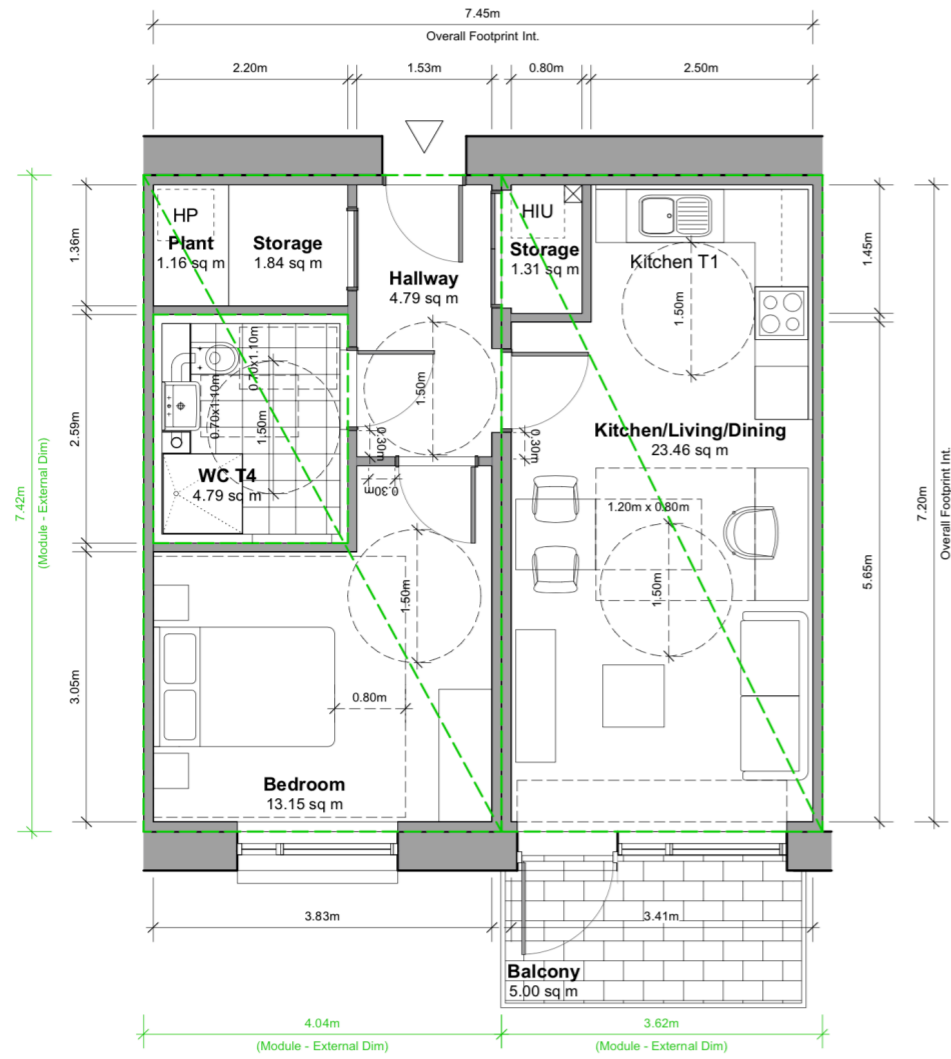
The Universal Design units consist of:

- Apartment Type 1B2P.2 (19no. 1 bed apartments)
- Apartment Type 2B4P.6 (3no. 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-7 UD GF Unit

RELEVANT AREA	PROPOSED UNIT		EQUIVALENT DEPT GUIDELINES		COMPARISON OF FLOOR AREA %
	ACTUAL WIDTH	ACTUAL AREA (sqM)	MIN WIDTH	MIN FLOOR AREA (sqM)	
BEDROOM 1	3.400	13.3	3.200	13.0	102.23%
BEDROOM 2	3.200	13.1	2.800	11.4	115.09%
AGGREGATE BEDROOM AREA		26.4		24.4	108.24%
AGGREGATE STORAGE AREA		9.3		6.0	155.67%
TOTAL LIVING/KITCHEN/DINING AREA		30.0		30.0	100.00%
GROSS INTERNAL AREA	75.48*	93.9		73.0	103.40%*
PRIVATE OPEN SPACE (P.O.S.)		7.0		7.0	100.00%

12 Community Safety Strategy

GENERAL

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

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

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

- *Maximising passive surveillance of streets, open spaces, play areas and surface parking.*
- *Avoiding the creation of blank facades, dark or secluded areas or enclosed public areas.*
- *Eliminating leftover pockets of land with no clear purpose.*
- *Providing adequate lighting.*
- *Providing a clear distinction between private and communal or public open space, including robust boundary treatment.*
- *Enabling residents to watch over the entrance to their home; recessed entrances should be avoided, and front doors should also be overlooked from other houses or from well-trafficked public areas.*

- *Locating back gardens next to other back gardens or secure private areas rather than on to roadways or other public areas.*
- *Ensuring that the layout and design of roads within residential areas encourages appropriate traffic volumes and speeds.*
- *Providing clear and direct routes through the area for pedestrians and cyclists with safe edge treatment, maintaining clear sight lines at eye level and clear visibility of the route ahead.*
- *Using materials in public areas which are sufficiently robust to discourage vandalism.*
- *Avoiding the planting of fast-growing shrubs and trees where they would obscure lighting or pedestrian routes; shrubs should be set back from the edge of paths.*
- *Consulting with An Garda Síochána crime prevention design advisor where appropriate; Dublin City Council will also have regard to the Guidelines on Joint Policing Committees as established under the Garda Síochána Act 2005 as amended (2014), in order to ensure safe and secure communities.*

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

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

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

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

PUBLIC OPEN SPACE:

The public open space is located to the east of the site, as per zoning requirements and the site masterplan proposal. The location is well overlooked by all proposed east facing apartments, and by existing housing on Wellmount Road and Wellmount Drive. This proposed location also ensures that the space is not overshadowed by buildings, with direct access to sunlight to ensure it is bright and attractive during the day, maximising the potential for it to be well used.

COMMUNAL OPEN SPACE

Located between the public open space and the proposed apartment building, the communal open space is well defined and well overlooked by balconies, terraces and windows adjacent.

CAR PARKING:

Located to the northern and southern edges of the COS, both parking areas are well overlooked by adjacent apartments within the proposed development. They are also overlooked from adjacent streets (Cardiffsbridge Road and Wellmount Drive for the northern carpark, and Wellmount Road for the southern carpark).

PERIMETER STREETS:

Cardiffsbridge Road, and its interface with Wellmount Road and Wellmount Drive are now clearly defined by the proposed building. All building frontages feature numerous balconies and living spaces that overlook the adjacent streets.



Above: View Looking South

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

The proposed building is a linear block aligned north to south, with the majority of apartments facing either east or west about a central corridor. At the north and south facades, 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.

Much of the north, south and east facade are flush from plinth to roof level, with minimal projections or recesses that could create a dark space for someone to hide. The west facade is the only exception where there are projections and recesses in the building form for reasons of building planning and composition. However, this facade is an urban edge with a high degree of surveillance from the adjacent Cardiffsbriidge Road. In addition, the hard and soft landscape treatments here clearly define the public and private realm, and projecting elements are used to provide cover to the main core entrances, where there is maximum activity and visual permeability from the street.

All open spaces, including the communal open space and the public open space are permeable, with more than one means of approach and egress.

12.3 ELIMINATING LEFTOVER POCKETS OF LAND WITH NO CLEAR PURPOSE

The site benefits from being reasonably generous in size, with clearly defined parts of the site developed for both housing and public open space. The housing element of the brief is provided within a rectilinear strip along the western site boundary, and addresses all 3 surrounding roads, with no left-over pockets of land.

Likewise, the proposed public open space utilises the full extent of remaining land, with generous frontage to the surrounding Wellmount Drive and Wellmount Road.

12.4 PROVIDING ADEQUATE LIGHTING

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

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

Generally, public, communal, and private realm are all very clearly defined within the proposed development. On the approach from the west, the proposed building is used as a buffer between the public road to the west, and the communal open space to the east. The western street frontage also features walls, railings and planting to define necessary private curtilages and privacy strips.

The communal open space to the east of the building is located between the proposed building and the public open space further east, and between both carparking areas to the north-western and southern site boundaries. It is defined from the public open space to the west by means of a low wall and railing, supported by buffer

planting, with planting and bin store structures providing separation between the COS and adjacent carparking areas.

Whilst access is possible by the general public through the carparking areas to the north and south, there are a number of thresholds to cross en route that would discourage an accidental trespasser. Likewise, while access is possible from the north-south pedestrian link within the POS, the route through the COS will not form a short-cut or preferred desire line to any points of destination apart from the subject development.

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

Recesses at entrances have been broadly eliminated, as noted above, with modest projections only to the main entrance cores, which are well overlooked from the adjacent Cardiffsbriidge Road. A number of 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 face to passing traffic, offering passive surveillance. Equally, these areas are well overlooked from apartments above.

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

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

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

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

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

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

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

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

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

Where the proposed building adjoins public areas, 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 on the northern boundary where the building is readily accessible for additional. The ground floor non-residential areas will feature curtain walling and infill panelling, that is easily maintained.

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

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 coordinated and are included elsewhere as part of these proposals.

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

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

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