



COADY
ARCHITECTS

SOCIAL HOUSING BUNDLE 4 – DEVELOPMENT AT COLLINS AVENUE

ARCHITECTURAL DESIGN STATEMENT

for

Dublin City Council

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1. INTRODUCTION

This design report was prepared by Coady 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:

The construction of 106 apartments at a site c.1.72 ha at the former Bring Centre and Dublin City Depot site accessed via Collins Avenue Extension and Collins Avenue, Whitehall, Dublin 9. The site is bound to the north by the Shanowen Business Estate and the Shanowen Hall and Square to the east by Crestfield estate and Crestfield Park and Collins Avenue Extension Estate fronting Collins Avenue immediately adjoins the site to the west and south. Development at the site will consist of the following:

- The demolition of the existing office building, sheds, warehouses and garages and site clearance works.
- Three apartment blocks comprising a total of 106 residential units and 375 sqm of community, arts and cultural space.
 - Block A ranges from 3 to 6 storeys and consists of 50 no. residential units (22 no. 1 bed, 20 no. 2 bed and 8 no. 3 bed units) and 275 sqm of community, arts and cultural facilities at ground floor level.
 - Block B ranges from 4 to 6 storeys and consists of 38 no. residential units (17 no. 1 bed, 9 no. 2 bed and 12 no. 3 bed units) and 100 sqm of community, arts, and cultural facilities at ground floor level.
 - Block C ranges from 4 to 5 storeys and consists of 18 no. residential units (10 no. 1 bed and 8 no. 2 bed units).
- 183 long-stay and 63 short-stay bicycle parking space, 57 no. car parking spaces and 5 no. motorcycle spaces.
- 1,925 sqm of public open space and 3,140 sqm of communal open space.
- One signalised vehicular access is proposed via Collins Avenue and Collins Avenue Extension.
- Provision of pedestrian and cyclist access at northern boundary to allow for future link via Shanowen Business Estate and the Shanowen Hall and Square
- Boundary treatments and planting, public lighting, site drainage works, internal road surfacing and footpath, ESB meter rooms, stores, bin and cycle storage, plant rooms, landscaping; and
- All ancillary site services and development works above and below ground.

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

- Development Agency: National Development Finance Agency
- Project Manager: Turner Townsend
- Planning Consultants: McCabe Durney Barnes/ HRA Planning
- Architects: Coady 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 Appendices of this report:

- Accessibility (UD Apartments)
- Community Safety Strategy

As standalone documents:

- Housing Quality Assessment – Coady Architects
- Building Management/Lifecycle Report – Coady Architects
- Daylight and Sunlight Assessment – Digital Dimensions
- Operational Waste Management Plan – Traynor Environmental
- Wind Microclimate Modelling – B-Fluid
- Glint and Glare Assessment – Macro Works



Figure 1: proposed view of block B across central public open space

2. SITE LOCATION

2.1 Site Location

The proposed development is located on a brownfield site on the north side of Collins Avenue opposite the main Dublin City University Campus on lands formerly occupied by a waste collection bring centre managed by Dublin City Council.

Collins Avenue is situated on the northern outskirts of Dublin inner city between the suburbs of Whitehall and Glasnevin North/ Ballymun. Dublin City Centre and Dublin International Airport are each approximately 5 miles away.

The M1 and M50 Motorways are easily accessed from this location. The immediate area is also well serviced by numerous bus routes and excellent transport links to Dublin City Centre and the surrounding area.

The site is in an established residential community well served by with educational, community/sporting, creches, retail, healthcare, amenities, parks, and local facilities in its vicinity. It is ideally located to meet the principles of the 15-minute City as envisaged in the Dublin City CDP 2022-2028.



Figure 2: Aerial view of site with proposed development outlined in red

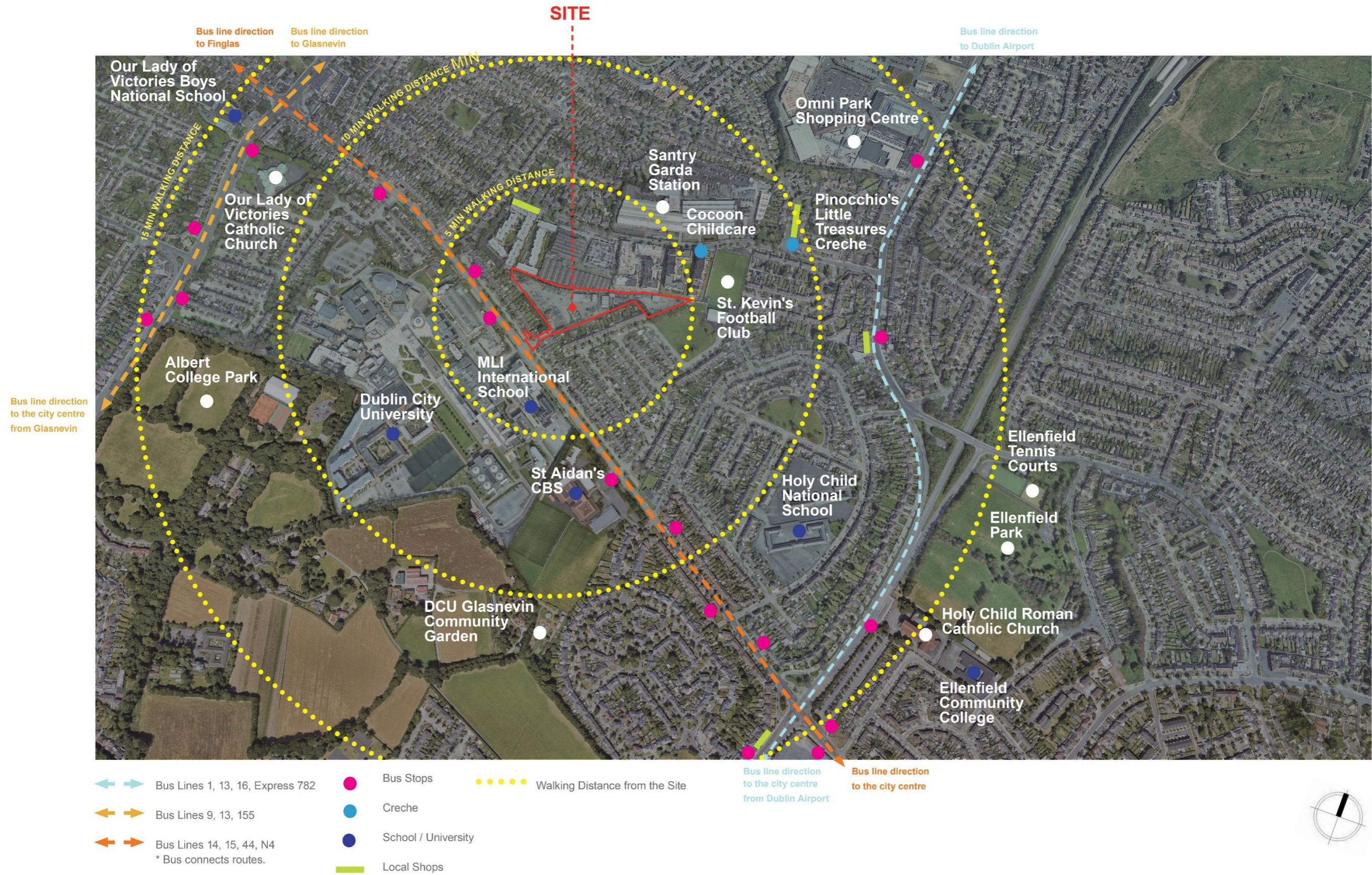


Figure 3: site location map with wider urban context

2.2 Site Description

The Collins Avenue Bring Centre, a waste collection centre and depot managed by Dublin City Council was located at the site before this facility was relocated to Ballymun. The western section of the site was used by DCC Waste management Division for administration, vehicle and waste storage and a public Bring Centre. The eastern section of the site was used by DCC Road Division for administration, storage of gritting machine, stockpiles of grit and other related works.

The subject infill site is triangular in shape and relatively level, occupied by the existing single and two storey sheds, warehouses, garages and administration buildings, and is fully hard surfaced in tarmac and concrete. There is a single vehicular access point along a short roadway from the main junction with Collins Avenue, all of which are included in the application boundary. There are no other existing pedestrian or cycle access points to the site.

The site is bounded to the southeast and southwest by the rear gardens of the 2 storey semi-detached houses to Collins Avenue and Crestfield Close. Strong lines of significant existing deciduous and evergreen trees within the application site line the southwest boundary and southeast boundaries.

2 storey commercial units and warehouses of the Shanowen Business Centre and more recent apartments developments are located along the northern boundary. The Shanowen Hall, Shanowen Square and Milner's Square apartment complexes range in height from 3 to 5 storeys. Shanowen Hall and Shanowen Square together form a student accommodation complex.

Towards the northeast of the site is Crestfield Close, a local green, St Kevin Football Club and the Whitehall Scout Den.

Further south of the site on the southern side of Collins Avenue is Dublin City University Glasnevin Campus. The campus can be accessed from Collins Avenue and contains residences, education buildings dedicated to the college, creche, college car park and the Helix Arts Centre.



Figure 5: birds eye view of site with proposed application boundary outlined in red



Figure 4: view of existing entrance junction at Collins Avenue



Figure 6: view of existing depot towards Crestfield Close



Figure 7: view of existing depot towards Shanowen Hall

2.3 Brief

The residential brief as developed with Dublin City Council is based on the housing need assessment for the area and a feasibility study carried out by DCC in April 2021. It was envisaged that the site could accommodate 99 to 131 units in a mix of 1,2 and 3 bed apartments. This application for 106 units is at the lower end of this range and reflects the constrained nature of the site and design focus in protecting the existing residential amenity.

All units are proposed for social tenants. Affordable units are not proposed for this site. This brief results in a net density of 65 uph when the Collins Avenue junction and access road are excluded from the application boundary

Location	Total	1 bed 2P	2 bed 4P	3 bed 5P	4 bed 7P
Block A	50	22	20	8	0
Block B	38	17	9	12	0
Block C	18	10	8	0	0
Total	106	49	37	20	0
Mix	100%	46%	35%	19%	0%

Figure 8: Brief mix of residential units.

The proposed gross development area is greater than 10,000m² and therefore the 5% Community, Arts and Culture requirement (Objective CU025 of the Development Plan), is applicable. The Community, Arts and Cultural spaces are described in detail in Section 8.

As the proposed development is below 75 'dwellings' (one-bedroom units are excluded for the purposes of calculation), a child-care facility has not included within the brief. The Social Infrastructure Audit has identified capacity in existing and permitted childcare facilities to absorb the potential demand generated from the proposed development and therefore the proposed development does not require the inclusion of a childcare facility.

Details of existing child-care facilities can be found in the Social Infrastructure Audit prepared by McCabe Durney Barnes.



Figure 9: proposed view of development from Collins Avenue Entrance

3. CONTEXT AND SETTING

3.1 Zoning

The site area is zoned Z1 Sustainable Residential Neighbourhoods. The site is not located in a Strategic Development Regeneration Area or subject to a Local Area Plan. The Development Plan states that a Local Area Plan and/or Village Improvement Plan will be prepared for the Santry/ Whitehall area, although it is not currently clear what the boundary will be. The site is located in the city centre within the M50 therefore it meets the 'Urban Consolidation category' in the core strategy.

3.2 Development Management Standards

A key priority of the Development Plan is to create sustainable neighbourhoods, with a range of household types and tenures located in close proximity to community facilities and services in order to deliver sustainable patterns of development in line with the principles of the 15-minute city.

The site is located in the outer suburbs with a net density requirement of 60-120 uph. The 10% public open space requirement applies to the site.

The site is located within an outer residential area, therefore the following requirements are applicable:

- Indicative plot ratio – 1.0-2.5
- Indicative Site Coverage – 45-60%

The Development Plan has a specific objective in relation to connectivity from Collins Avenue to Shanowen Road as illustrated on the extract from Map B. The route continues past the application boundary through the adjacent site which is currently the subject of an SHD application for student accommodation. Pre-planning discussions with the relevant technical teams in Dublin City Council confirmed that a pedestrian/cycle route and not a road is the objective requirement.

The Development Plan requirements for a minimum 60uph will result in a significantly denser development than that of adjacent housing on Collins Avenue and Crestfield Close. No explicit Development Plan parameters are placed on this site for height but achieving the density will necessitate proposed buildings of scale and height similar to the Shanowen Road existing apartment and student housing complexes.



Figure 11: adjacent SHD application ABP Ref.313125-22, Nest SHD

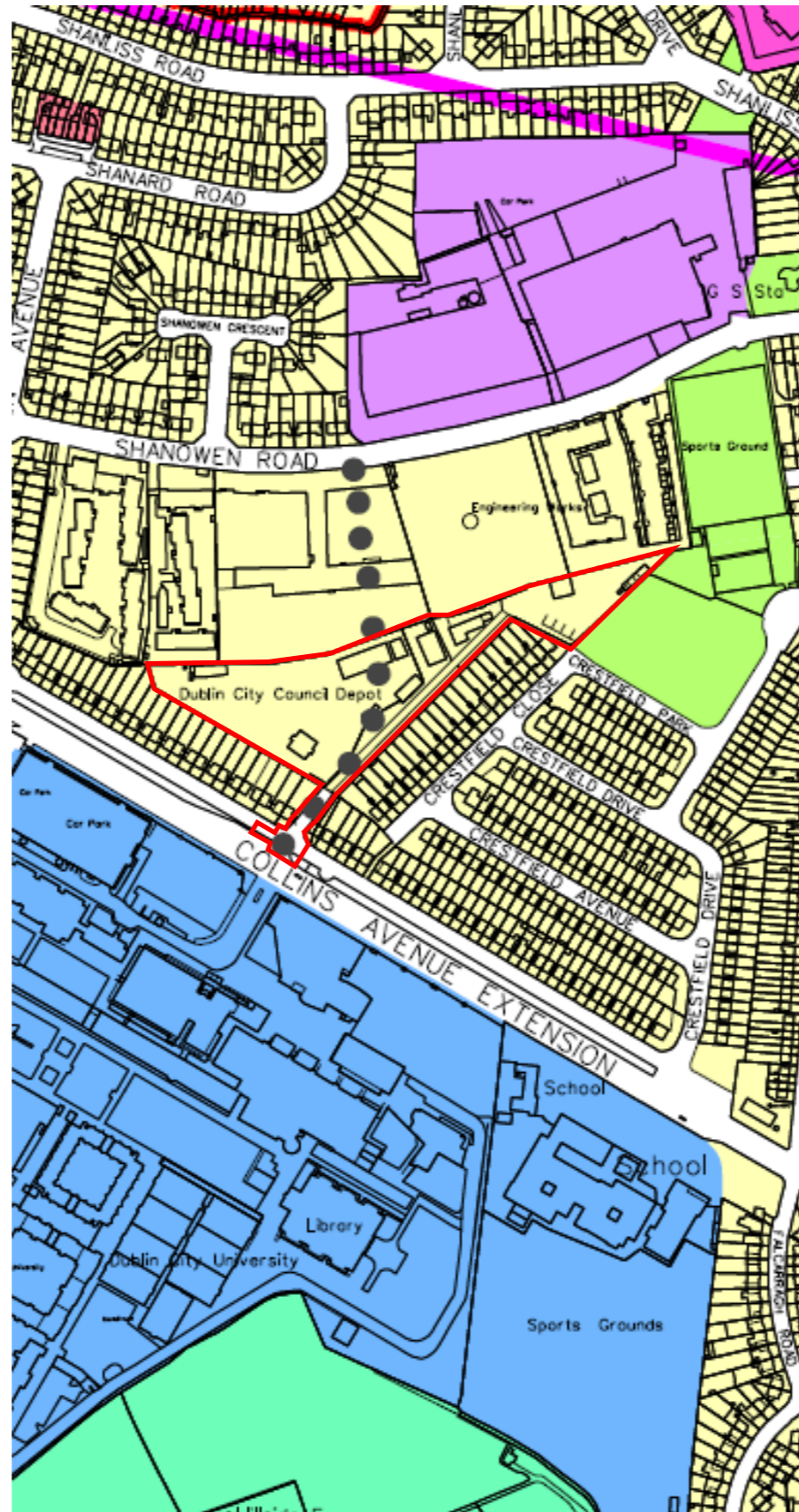


Figure 12: excerpt from DCC Development Plan Zoning Map



Figure 13: existing view of Milner's Square



Figure 14: existing view of Shanowen Business Centre



Figure 15: existing view of Shanowen Hall

3.3 Site Boundaries

The existing site boundaries are well defined:

- The Shanowen Hall and Milner's Square apartment complexes to the north are secured by a c 1.8 to 2.5m high masonry walls with palisade fencing in places.
- The commercial site to the centre of the northern boundary has pitched roof warehouse structures built right up to the property boundary.
- The boundaries to the rear gardens on Collins Avenue and Crestfield Close are c. 1.8m masonry walls topped in places with timber panel fencing.
- The local green at Crestfield Close/ Crestfield Road is separated from the site by a c. 2m high masonry wall topped with a c. 1.8m high railing.

3.4 Site Features

As a former bring centre the application site contains several single and two structures that served the previous use including an office building, sheds, warehouses, and garages. Record survey drawings of these building accompany this application. The areas between these buildings are a mixture of concrete and tarmac aprons used for temporary storage containers, parking, and vehicular movements.

Strong lines of existing trees are present along the boundaries within the application site. Approximately 60% of the southwest boundary to gardens to Collins Avenue has a dense line of Leyland Cypress (Evergreen) 11m to 12.5m in height. The entirety of southeastern boundary to the gardens Crestfield Close is a line of deciduous Hybrid Black Poplars (Deciduous) ranging from 7 to 17m in height.

A significant line of Poplars trees exists outside of the application site along the northeast boundary to the green at Crestfield Close ranging in height from 14m to 22m. A further line of 6m to 11m high Sycamore and Ash occurs outside of the northeastern corner of site beyond the boundary to Shanowen Square. All trees surveyed have been identified as low-quality Category C or Category U recommended for removal.

3.5 Orientation and Overshadowing

The triangular plan form of the site with 2-storey dwellings and a green space to the south, east and west, means that there is little to no existing overshadowing. This ensures that the development has good potential access to daylight and sunlight.

3.6 Wayleaves for services

A surface water culvert of the River Wad runs parallel to the northern boundary. A 5m wayleave for the culvert has been provided for in the site layout in line with Dublin City Council requirements.

Primary services and utilities are located both on Collins Avenue and Crestfield Close. Full details can be found in the engineering documentation accompanying this application.

The provision of new services within the site will need to take consideration any existing services that are passing the site and the root protection area of the existing trees that are located along the site boundaries.



Figure 17: view of existing administration building and temporary structures



Figure 18: view of Hybrid Black Poplars along southeastern boundary



Figure 19: view of existing buildings along northern boundary



Figure 20: view of Leyland Cypress along southwestern boundary

3.7 Boundary Development Constraints

The commercial site to the north is currently the subject of a Strategic Housing Development application to An Bord Pleanála (Ref.313125-22, Nest SHD) with the proposed layout is illustrated in the site analysis diagram. The shared boundary with the application site was proposed as a 2.4m high masonry wall with timber verticals as illustrated in figure 21. This proposal was based on the application site being the DCC Bring Centre. As the provision of a new boundary in this area is dependent on the demolition of the building on the adjoining property, no new boundary treatment can be currently proposed in this location.



Figure 21: adjacent SHD application proposed site boundary treatment.

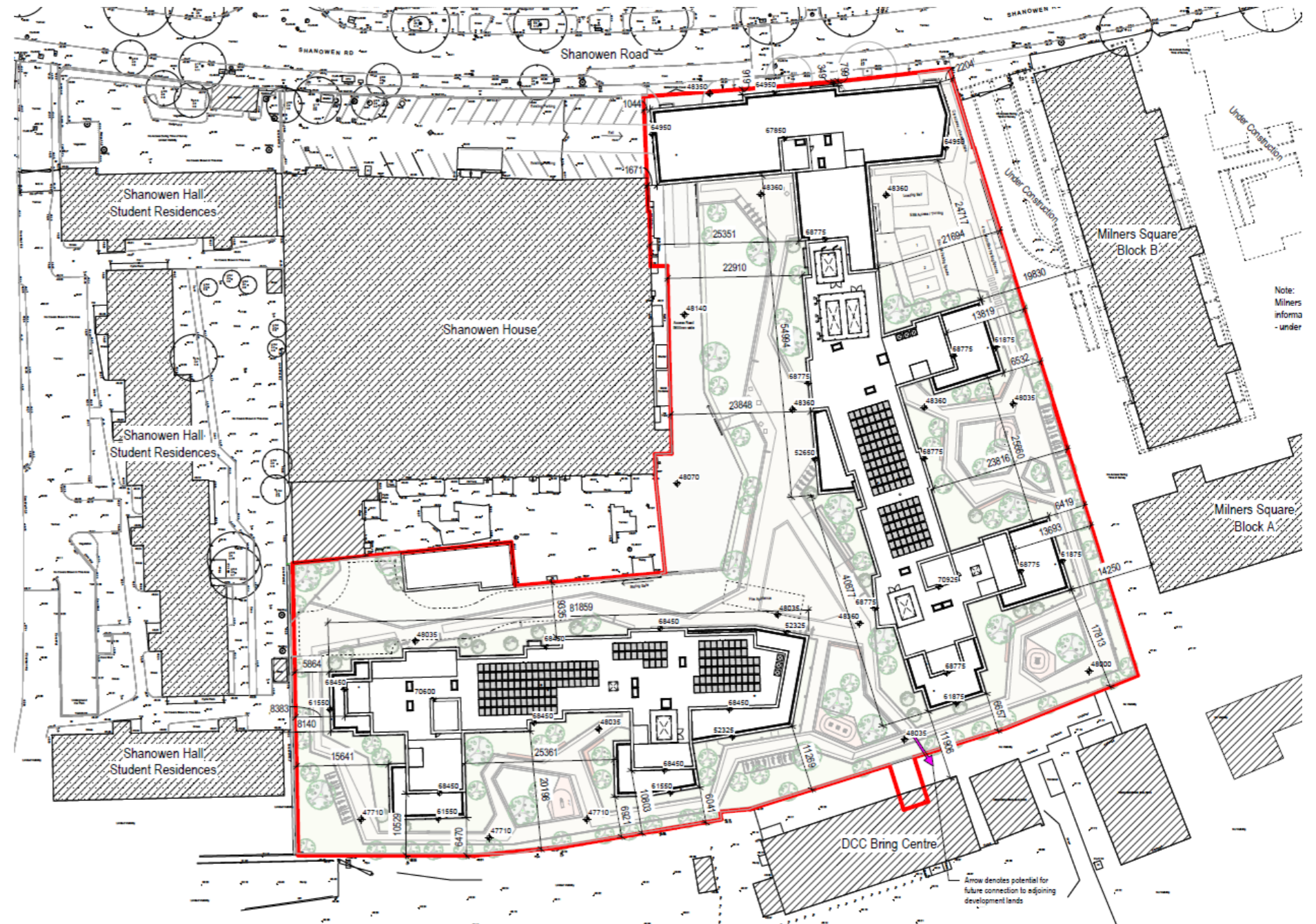


Figure 22: adjacent SHD application proposed site plan Ref.313125-22, Nest

3.8 Site Analysis

The application site has several constraints that provide a particular challenge for this infill residential development. Key site features identified in the analysis include:

- Irregular in shape – two linked triangular areas
- Landlocked with no perimeter frontage to a public road
- A single vehicular access point
- Complex vehicular movements in existing junction
- A wayleave, 5m off the line of the existing pipe, runs along the full extent of the northern boundary.
- Adjacent use, height and boundary to the north is changing.
- Requirement for connectivity to adjoining lands.
- Existing trees and their root protection areas.
- Residential amenity of adjoining properties needs to be respected.

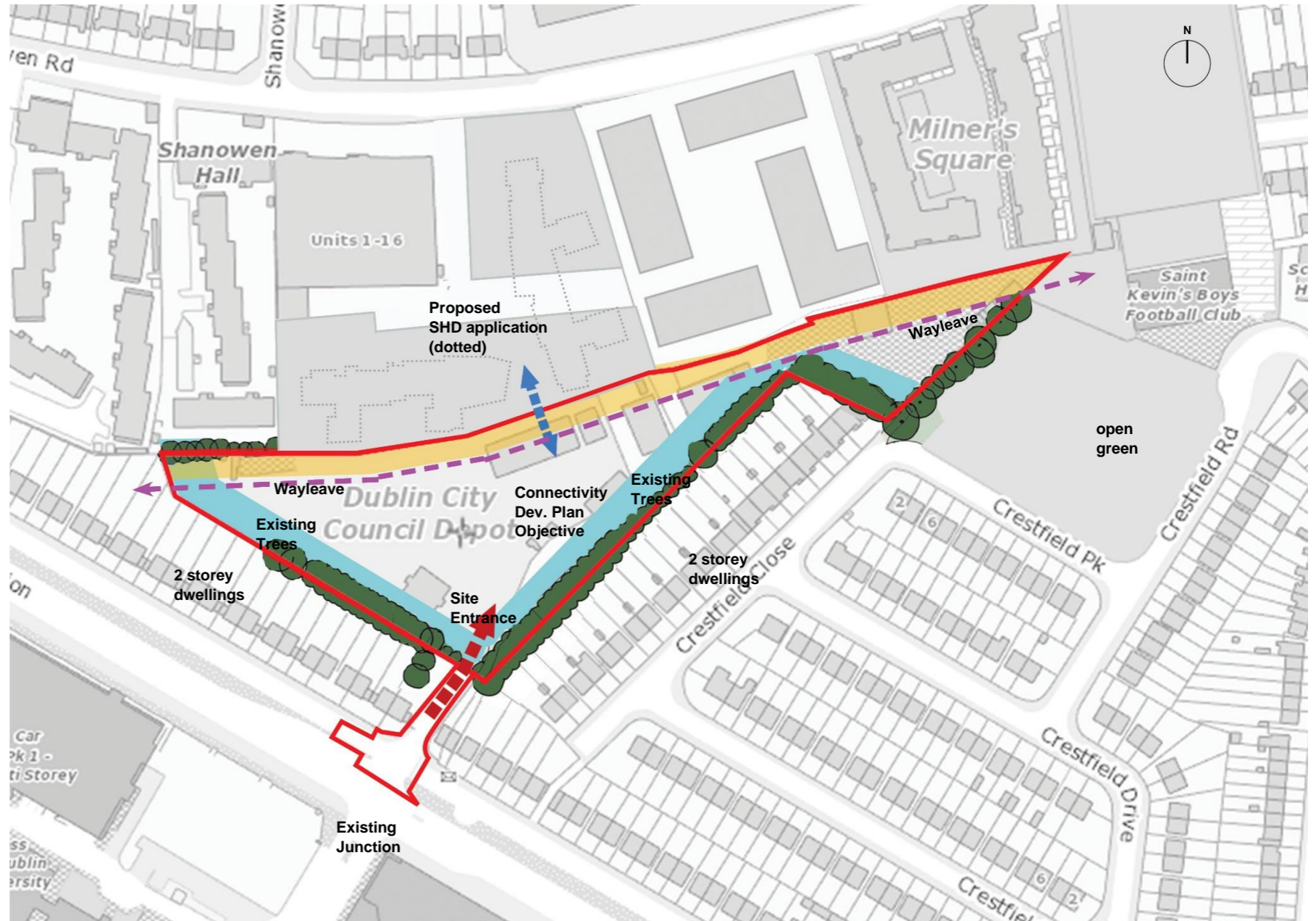


Figure 23: site analysis.

3.9 Planning History & Feasibility

3.9.1 Planning History:

The application site has no relevant planning history. Relevant applications in the surrounding area are noted in the Planning Statement prepared by McCabe Durney Barnes.

3.9.2 Feasibility Study

The DCC Redevelopment Proposal April 2021 was reviewed in developing the strategy for the site. The preferred option from this internal feasibility study was 5 stand-alone apartment blocks of 4 and 5 storeys provided 131 units at a density of 80uph.

Key issues identified with the study:

- Wayleave not provided along northern boundary.
- Proximity of 5 storey buildings to existing 2 storey dwellings
- Insufficient public open space provided.
- The Development Plan connectivity objective was not addressed.
- New vehicular access point required at Crestfield park.

The study was useful in confirming that several apartment blocks of a similar height to Shanowen Hall and Milner's Square would be required to meet the density required for the site. Houses and duplexes were thus excluded from consideration in any proposals.

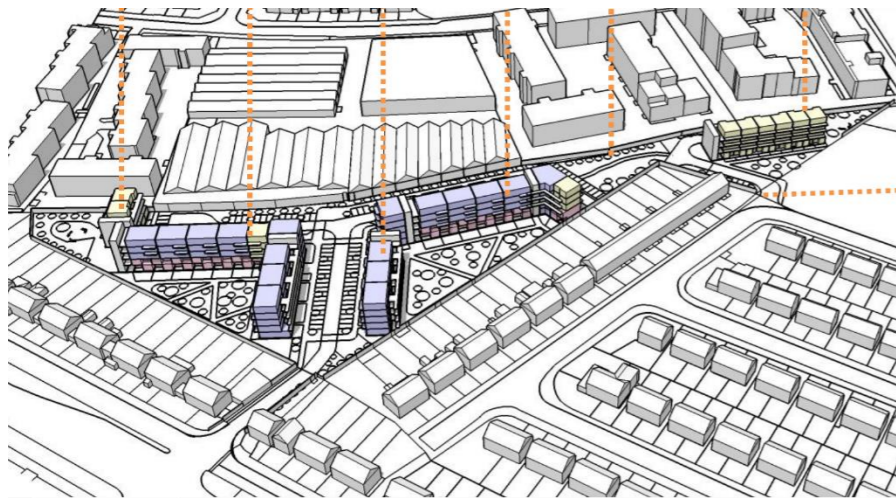


Figure 24: extract from DCC Redevelopment Proposal April 2021 – massing model



Figure 25: extract from DCC Redevelopment Proposal April 2021 – preferred site layout

3.10 Demolition Justification

In changing the use of the site from a bring centre and depot to a residential scheme with a net density range of 60-120uph the demolition of all the existing structures is proposed. Most of the existing buildings are industrial in nature and entirely unsuitable for retention and reuse as residential accommodation. It is not considered appropriate to retain the two store administration building at the southern end of the due it's low scale nature and the impact its retention would have on achieving the required density on this constrained site.

3.11 Development Strategy

Following evaluation of several options the preferred strategy for site as illustrated in figure 26 was developed:

- Existing vehicular access retained and improved.
- Buildings setback for wayleave along the northern boundary
- Existing trees retained and root protection areas avoided.
- Connectivity objective accommodated.
- Two cranked linear blocks overlooking a central public open space.
- A smaller standalone block in the northeast corner
- Greatest height in the centre of the site, stepping down to boundaries.
- Community /Cultural/ Arts facilities centrally located relating to the POS and connectivity link.
- Communal open space primarily secured behind building lines.
- Roadways laid out to provide efficient surface car parking and emergency vehicle access.

This approach addresses the constraints identified in the site analysis, optimises the site capacity, and respects the existing residential amenity.



Figure 26: development strategy.

Legend

1. Street with vehicular access
2. Opportunity for pedestrian & cycle access
3. Trees along boundaries retained.
4. Apartment blocks stepping from 3 to 6 storeys
5. Central landmark corners to hold public open space.
6. Pedestrian/Cycle connectivity with adjacent SHD site.
7. Public open space adjoining Community/Cultural/ Arts facilities

4. SITE MASTERPLAN APPROACH

4.1 Development Considerations

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

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

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



Figure 27: concept elevation study.



Figure 28: concept sketch of Blocks A and B relating to a central public open space.

5. BUILDING LAYOUT AND DESIGN.

5.1 Scheme Design

5.1.1 Site Layout

The proposed layout responds to the irregular infill nature of the site and its constraints. Three separate apartment buildings are set back from the wayleave and existing trees to the boundaries providing separation from the adjoining properties. Two cranked apartment blocks A & B, in the larger western half of the site frame a central public open space accessed directly from the existing entrance. A modest freestanding block C sits in the smaller northeastern corner of the site. The setbacks of the proposed buildings to the existing context are illustrated in Section 7.3 of this report.

The internal road network, supporting surface car parking and emergency vehicular access, has been laid out to avoid the root protection areas of the retained trees and utilise the sterile zone of the wayleave.

The Development Plan connectivity objective is achieved through the provision of a generous 3m wide pedestrian/cycle route running parallel to the western side of the central public open space.

Communal open space for the future residents is provided in landscaped courtyards to the rear of the blocks, enclosed primarily by the building forms supplemented by railings being brought to the site boundaries. The courtyards are accessed by residents through the communal staircores with maintenance access provided by gates in the railings.

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

5.1.2 Public Realm

The site has no main frontage with the only links to the public realm being the existing vehicular entrance and the secure boundary to the open green at Crestfield Park. The infill nature of the development and the existing context presents no opportunity for the future engagement with the public realm. Instead, this application seeks to fuse the proposed central public open space and play areas and the connectivity objective to Shanowen Road to provide benefit to the wider community in the Santry area.

'Greening' is a key element of this application, and particular focus has been brought on the delivery of high-quality landscaping in the public open space, the retention of existing mature trees and local biodiversity enhancements in the SuDs design.



Figure 29: proposed site layout.

5.1.3 Block A

Block A to the west of the site is L-shaped in plan set obliquely to the existing rear gardens on Collins Avenue.

To ensure adequate separation to the gardens the northern wing has been kept narrow with south facing apartments off two cores that run the depth of the wing. The eastern wing, set almost perpendicular to the boundary is deeper with east and west facing apartments off a central spine corridor.

The Community/Cultural/Arts facility is provided in a series of linked multi-functional spaces on the ground floor facing the connectivity link and public open space. This ensures visual prominence and ease of access for the wider community.

Own door access residential units are located at the western end of the block activating the ground level and providing passive supervision at this extremity of the site. Each apartment features a landscape buffer to the street and a private terrace to the courtyard.

The bike and bin stores, plant, ESB, comms and meter rooms are distributed at ground level with access to the public realm and communal courtyard as functionally required.

Communal staircores project beyond the primary building line with the entrances identified with projecting canopies, brick detailing and a change to the rhythm of the glazing.

All balconies project beyond the building envelope to provide a sense of dynamism and activity across the simple building form. The balconies sit within a landscaped zone with no impact on the public footpaths or communal courtyard.

Legend

- 1. Community/Cultural/Arts
- 2. Communal Staircore
- 3. Apartment
- 4. Bike Store
- 5. Bin Store
- 6. Plant
- 7. Comm/Meter Room
- 8. ESB Substation/Switch Room



Figure 30: Block A ground floor plan



Figure 31: Block A typical upper floor plan

5.1.4 Block B

Block B sits in the centre of the site to the north of the central public open space and outside of the zone of the wayleave.

Similar to Block A, it cranks in plan and changes in depth to respond to the site constraints and reduce the impact on the existing residential amenity.

The building layout is arranged around two staircores, linked at ground level. The western staircore serves the deeper wing, set obliquely to the rear gardens on Crestfield Close and directly addresses the public open space. The narrow eastern wing is parallel to the Crestfield boundary, separated by new buffer landscaping, paths and the internal roadway from the existing boundary treeline.

The balance of the Community/Cultural/Arts facility is provided in a multi-functional space on the ground floor facing the north south connectivity link. This again ensures visual prominence and ease of access for the wider community.

South facing residential units are located along the ground floor perimeter activating the street level and proving passive supervision. Each apartment features a landscape buffer to the street.

The bike and bin stores, plant, ESB, comms and meter rooms are distributed at ground level with access to the public realm and communal courtyard as functionally required.

Communal staircores project beyond the primary building line with the entrances identified with projecting canopies, brick detailing and a change to the rhythm of the glazing.

All balconies project beyond the building envelope to provide a sense of dynamism and activity across the simple building form. The balconies sit within a landscaped zone with no impact on the public footpaths or communal courtyard.



Figure 32: Block B ground floor plan

Legend

- 1. Community/Cultural/Arts
- 2. Communal Staircore
- 3. Apartment
- 4. Bike Store
- 5. Bin Store
- 6. Plant
- 7. Comm/Meter Room
- 8. ESB Substation/Switch Room



Figure 33: Block B typical upper floor plan

5.1.5 Block C

Block C is a freestanding building sitting in the triangular area in the northeastern corner of the site. Its footprint is dictated by the wayleave and the root protection areas of the existing trees.

It's a smaller simpler structure than Blocks A and B with apartments arranged around a single central core. The building form responds to the building line along Crestfield Close and addresses the existing open green space to the southeast.

The bike and bin stores, plant, ESB, comms and meter rooms are located to the rear with access to the public realm and communal courtyard as functionally required.

The communal staircores entrances is identified with a projecting canopy, brick detailing and a change to the rhythm of the glazing.

The balcony strategy is consistent with Blocks A and B, projecting beyond the building envelope and sitting within a landscaped zone.

Legend

- 1. Communal Staircore
- 2. Apartment
- 3. Bike Store
- 4. Bin Store
- 5. Plant
- 6. Comm/Meter Room

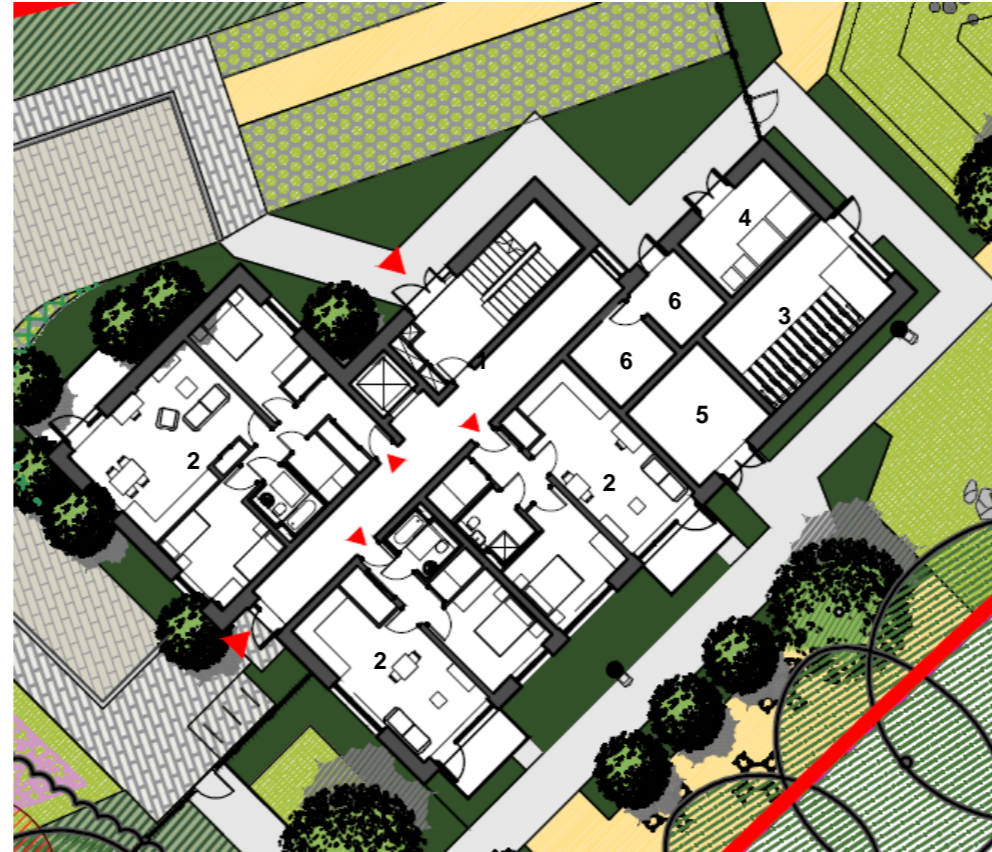


Figure 34: Block C ground floor plan.



Figure 35: Block C typical upper floor plan

5.2 Height, Scale and Massing

The proposed development is on an infill site, straddling a community of 2-storey dwellings to the south, east and west, and 3 to 6 storey apartments and 2 storey commercial buildings to the north. The design proposals for the application site have been informed by, but not be dictated by the adjacent context.

The Development Plan requirement of a minimum 60uph will result in proposed residential buildings similar in scale to the existing developments at Shanowen Hall and Milner's Square to the north. This should be seen as an opportunity, as variety in building height is an important component in helping to achieve a sense of place and create an attractive built environment.

This approach also aligns with the Development Plan goal of creating sustainable neighbourhoods, with a range of household types and tenures located in close proximity to community facilities and services to deliver patterns of development in line with the principles of the 15-minute city.

The SHD student accommodation application rising to 6 storeys to the north has been included in the massing diagrams to illustrate the potential scale of adjacent future development.

- Block A is 3 storeys in the proximity of the boundary and gardens on Collins Avenue, rising to 6 storeys at the central node of the site where it addresses the public open space and will relate to development to the north.
- Block B is separated from the boundary to Crestfield Close by existing trees and a proposed roadway, paths, and buffer landscaping. Parallel to the boundary the building is 4 storeys. As the block cranks to address the central public open space it rises to 6 storeys, creating a harmonious relationship with Block A.
- Block C is a stand-alone structure, 4 storeys facing Milner's Square stepping up to 5 storeys to address the adjoining green at Crestfield Close.
- The roofs of all the blocks are flat with c. 1.2m high parapets for safe for safe maintenance access. Roof mounted external plant is contained in louvred screened enclosures that rise above the parapet levels.



Figure 36: Site massing – view from the southeast (Collins Avenue)



Figure 37: Site massing – view from the west (Crestfield Close)

5.3 Materials and finishes.

The palette of existing building materials in the Collins Avenue/Crestfield area is a mixture of brick and painted or pebble-dashed render.

As a response to this the predominant material proposed for the facades is a high-quality clay brick. This brick option has been selected as it is deemed to be sufficiently robust and durable for longevity, but with enough softness to appear sympathetic to the finishes palette of the locality.

A single brick colour has been chosen, to provide strength, intelligibility, and coherence to the design of the 3 apartment blocks, particularly as Blocks A and B read as an ensemble. A multi coloured light buff/ grey textured clay brick is proposed as a visual response to the existing residential context.

Within the brick cladding full height windows to bedrooms and corridors have been subtly grouped vertically with the simple brick soldier courses spandrel panels at floor levels. Further articulation is provided by a deep soldier course band running to the full perimeter of the blocks at first floor level separating the upper floor residential use from the landlord and communal spaces at ground level.

Aluminium framed glazing to living spaces and bedrooms is full height, both to achieve the daylight requirements and provide a pleasing relationship of solid to void in the brick volumes. The glazing systems are set back from the primary building line with a reveal of a full brick to provide depth and clear definition in the façade. Stacked projecting balconies with powder coated vertical metal balustrades provide relief to the primary brick building form.

The communal staircores entrances are identified with projecting canopies and, detailed brick bonding patterns and a change to the rhythm of the glazing.

The Community/Cultural/Arts spaces at ground level in Blocks A and B are clad externally in a light grey natural stone, in harmony with the selected brick, between generous floor to ceiling glazing. Canopies signify the entrances. This approach identifies these facilities to the wider public arriving into the site, differentiates them from residential use, but utilises the common material language of the design.

Intensive green and blue roofs are provided at roof level as part of the SUDs strategy

Plant areas at roof level are fully screened in aluminium louvres, powder coated to match the glazing systems and balustrades.

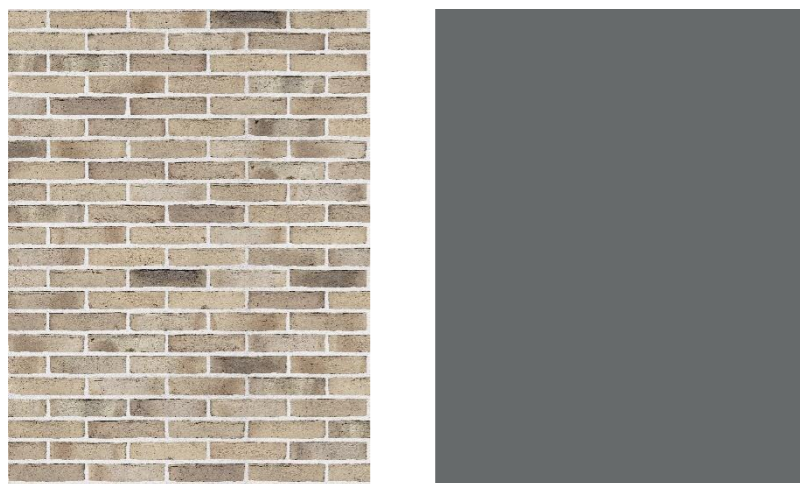


Figure 39: Brick and Aluminium Colour



Figure 40: Block A – east elevation



Figure 41: Block B – south elevation.

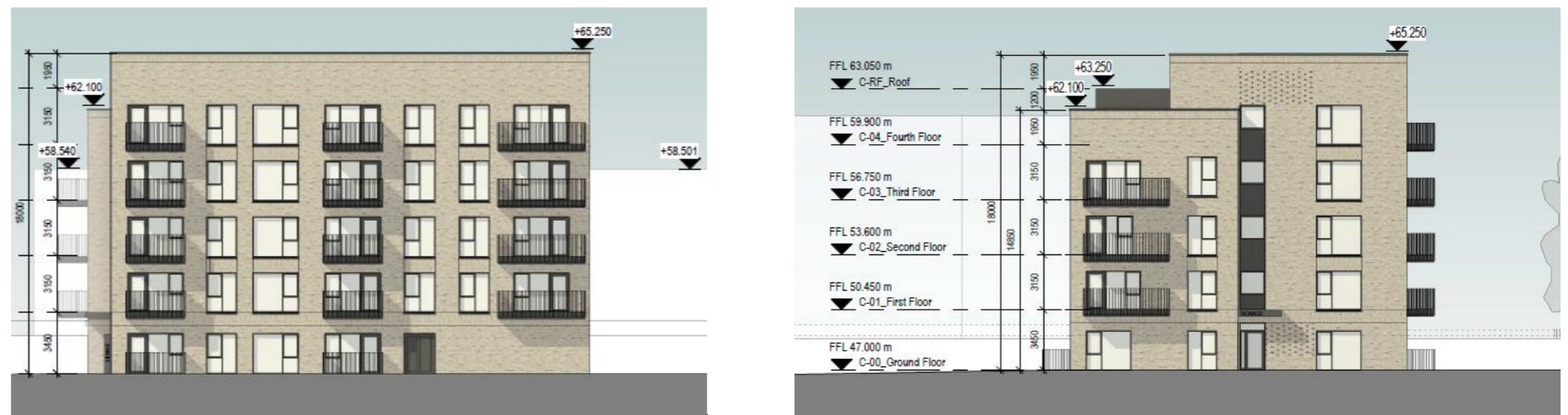


Figure 42: Block C – south elevation and west elevations.

5.4 Site Connectivity and Permeability

The site is currently landlocked with a single entrance point, no perimeter frontage to the public realm and no permeability beyond its boundaries. The proposed scheme conforms to the development plan objective in providing a pedestrian/cycle connection through the site to the northern boundary. The future development of the adjacent site will complete the route from Collins Avenue to Shanowen Road. This will particularly facilitate DCU students exiting the campus at the main entrance and travelling to the existing and proposed student housing complexes and to the restaurants, retail outlets and cinemas in the Omni Centre.

The route within the site has been designed as a generous 3m wide shared paved surface running alongside the central public open space with a tree lined landscaped buffer to the access roadway. The route broadens as it passes the entrance to the Community/Cultural /Arts facility in Block B and terminates at the boundary.

Legend







-  Proposed Internal Roadway
-  New Pedestrian/Cycle Connection (Dev. Plan Objective)
-  Own Door Residential Access
-  Communal Staircore Access
-  Community/Cultural/ Arts Access
-  Bicycle/Bins/Ancillary Access



Figure 44: Site Connectivity

5.5 Boundary Treatments

The existing and proposed boundary treatments are identified on Coady Architects drawing '05507 – Proposed Boundary Treatments' and can be summarised as follows:

- Existing c 1.8 to 2.5m high masonry walls to Shanowen Hall and Milner's Square are retained. On the application site side the walls will be repointed where necessary, rendered and provided with a precast concrete coping. The existing palisade fencing above the walls will be replaced with a more appropriate residential railing 1.2m.
- Concrete post with timber panelling c 2.7 m high is proposed along the northern boundary to screen the existing commercial buildings. It is envisaged that this is a short-term measure to provide visual screening of the existing dilapidated structures and will be replaced with a permanent boundary incorporating gates for the required connectivity when development occurs on the adjacent SHD application site.
- Existing c. 1.8m masonry walls topped in places with timber fencing to the rear gardens on Collins Avenue and Crestfield Close are retained. On the application site side, the walls will be re-rendered.
- Existing c. 2m high masonry wall to the local green at Crestfield Close/ Crestfield Road is retained. On the application site side, the walls will be re-rendered, and provided with a precast concrete coping. The existing palisade fencing above the wall will be replaced with a more appropriate residential railing 1.2m high.



Figure 45: existing boundary to Milner's Square.

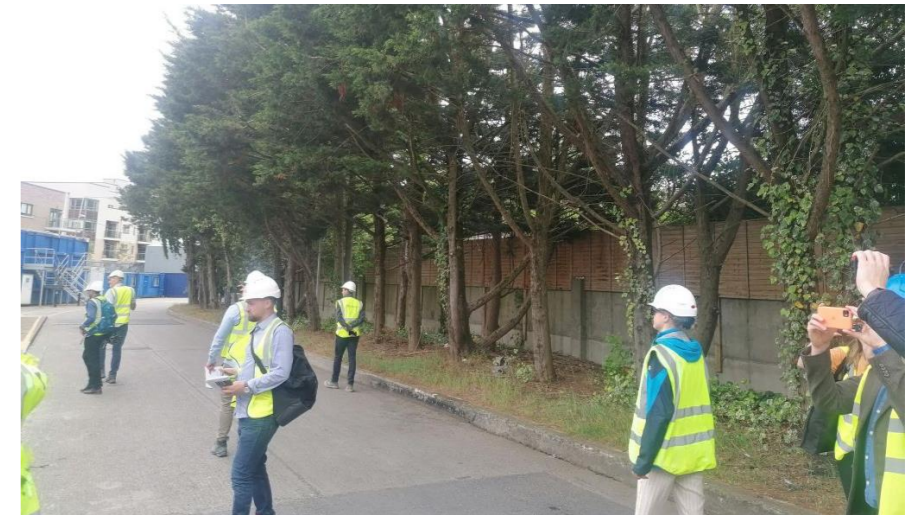


Figure 48: existing boundary to Crestfield close rear gardens.



Figure 46: existing boundary to Shanowen Hall.



Figure 49: existing boundary to close open space.



Figure 47: existing commercial units to northern boundary.

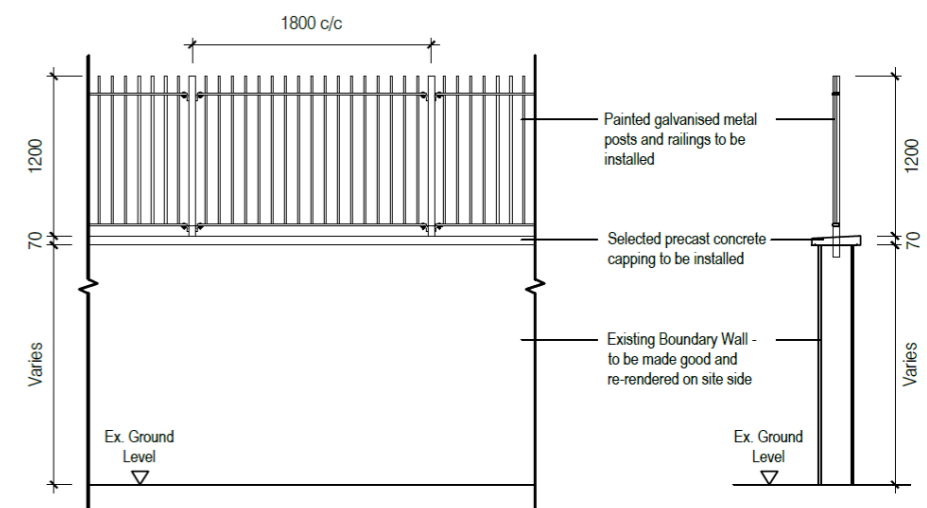


Figure 50: proposed boundary railing detail.

5.6 Wind Microclimate Modelling

This application includes a Wind Microclimate Modelling Report prepared by B-Fluid. This consist of an assessment of the wind microclimate of the site with the proposed development surrounded by existing buildings.

The effect of the geometry, height and massing of the proposed development and existing surroundings including topography, ground roughness and landscaping of the site, on local wind speed and direction as well as the expected pedestrian activity has been considered.

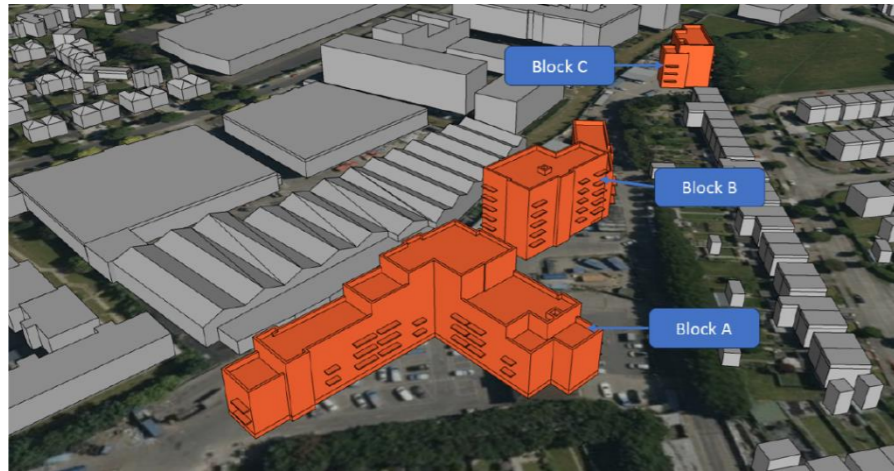


Figure 51: microclimate computational fluid dynamic (CFD) model

The evaluation of the proposed scenario indicates that the planned development aligns with the Lawson Comfort Criteria, confirming that no areas are unsafe, and the proposed development does not create conditions of distress. All the ground and the courtyard amenities can be utilized according to their intended scope. All balconies are safe for occupants and there are no identified distress areas.

As a result of the proposed development construction, the wind on the surrounding urban context remains suitable for the intended use when compared with the baseline situation. The proposed development does not impact or give rise to negative or critical wind speed profiles at the nearby adjacent roads, or nearby buildings. Refer to B-Fluid report for further details.

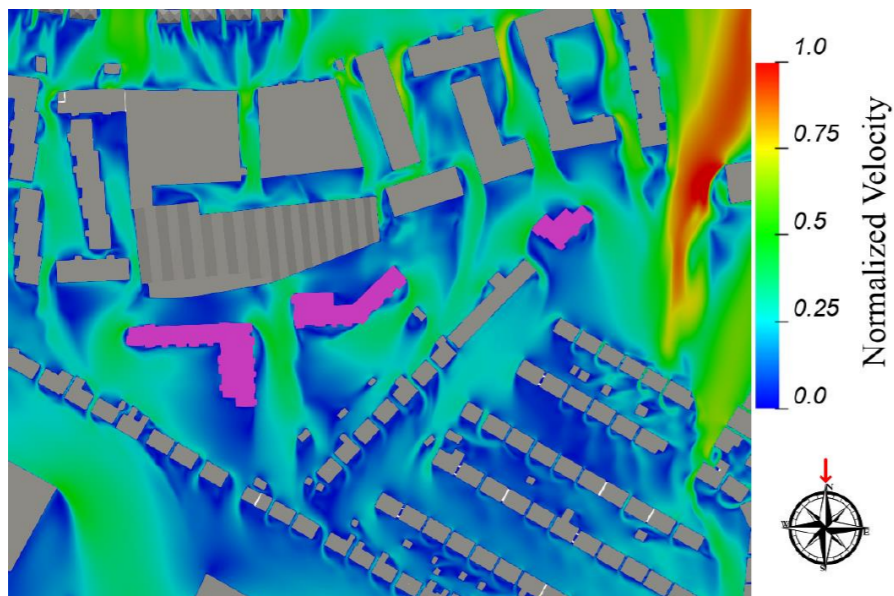


Figure 52: flow velocity results at 1.5m above the ground

5.7 Glint and Glare Assessment

A Glint and Glare Assessment was prepared by Macro Works to determine the potential for solar reflectance effects upon aviation receptors in respect of proposed roof-mounted solar PV installations.

This analysis was produced to assess the potential for impacts upon aviation receptors, resulting from the proposed solar installation. Dublin Airport is located slightly over 4.5km to the north of the proposed development and comprises 3 active runways. Beaumont helipad is located just over 1.6km east of the site.



Figure 53: site location in relation to Dublin airport and Beaumont hospital

From the analysis and discussions contained herein, it is considered that there will not be any significant nuisance effects from glint and glare at the proposed development, because of the proposed roof mounted solar PV panels.

Refer to Macro Works report for further details.

5.8 Waste Management

To ensure that design proposals comply with relevant legislation and the objectives of the Development Plan, an Operational Waste Management Plan (OWMP) has been prepared and accompanies this application. This report includes the strategies for achieving sustainable methods of waste and recycling management during the operation of the development. Provisions for dealing with the estimated waste arising from the development have been made in the sizing and locations of the bin stores included in each Block. These rooms will be brightly lit, safe and spacious enough for easy manoeuvrability, be well ventilated and have ready access if required for the control of potential vermin. Sufficient access and egress are provided to enable receptacles to be moved easily from the storage area to the collection points within the curtilage of the development.

Refer to the Traynor Environmental OWMP for further information.

6. OPEN SPACE

6.1 Landscape Design Strategy

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

The design incorporates wildlife considerations in the retention/ protection/ management and reinforcement of existing hedgerows/treelines. All landscaped areas are designed to be attractive and usable, catering for both active and passive uses and at the same time fulfilling the objectives of movement and access, biodiversity enhancement and nature-based SUDS requirements.

The main constraint on this site is a wayleave which runs east-west through the site, preventing the planting of trees along the northern boundary of the site development.

The development at Collins Avenue will include one public open space and three communal open spaces.

The central public open space (POS) will allow for east west permeability as well as connections to the north and south. The extensive inclusion of planted swales along the road at the east and west side of the public open space provide a buffer zone for the pedestrians. Together with the selection of native and pollinator friendly trees, swale features will provide for a particular habitat and enhance the site's biodiversity. A planting zone with the line of trees along the north side will also provide a buffer zone for the residents of Block A.

The POS provides the opportunity for informal recreation and active play for smaller children with the traditional and natural play equipment for individual and group play; social interaction, imaginative play, climbing and sliding. The grass and meadow space with mounding and tree planting will allow for kick-about areas. South facing seating along the play space allow parents, guardians, and residents passive supervision, while the seating at the north-east corner of the open space is for relaxation and social interaction.

Communal open space at the east side of the development is located within the Block A, and it is in a proximity to the neighbouring houses. For that reason, the boundary along the south is carefully considered to provide a well-defined boundary. The existing trees and hedgerow will be cut back and reinforced with additional screen planting with the selection of proposed evergreen and deciduous trees which will provide a good screening and seasonal interest through the whole year. Shrub, groundcover planting at lower scale and tree planting to give a vertical, upright structure and spatial definition while the hard landscaping will inform a general hierarchy. Play opportunities are provided in the form of open grass 'kick-about' space and natural play equipment for smaller children.

The communal open spaces at the back of the Block B and C have the similar landscape language through the materiality used and amenities provided. In addition, these two areas contain the detention basins which are used as a part of SUDS strategy.

As the detention basins are normally dry, those depressed areas are designed to provide useable play opportunities by incorporating natural play elements, such as stepping logs, boulders, tree trunks or a slide. Seating opportunities (benches) will be provided along the path and around the amenity areas with the planting incorporated to enhance site's biodiversity and visual amenity as outlined above.

Existing trees and hedgerows along the boundaries will be protected, retained, and managed to maximise the visual softening of the proposed scheme and to maintain and improve site's biodiversity.

The landscaping and biodiversity proposals are described in detail in the Landscape Report from Mitchell & Associates.



Figure 54: proposed landscape plan



Figure 55: concept landscape images

6.2 Public Open Space

A minimum provision of 10% public open space (POS) is required, as per the zoning objectives for the site. The landscaped area central to the site meets this provision.

The POS is accessible to both the new residents, and the wider existing community. The relationship of the Community/Cultural/Art facilities and the connectivity route through the site to the north have been carefully considered to activate the space.

The site layout allows for good passive surveillance from the residents of Blocks A and B. The proposed location also ensures that overshadowing is minimised, with direct access to east and south sunlight to ensure it is bright and attractive during the day, maximising the potential for it to be well used. The POS also benefits from the existing mature trees to the Crestfield boundary, in addition to the proposed new landscape interventions.

Calculations are based on the net site area excluding the public roads and paths, consistent with the density calculation. See table below for POS demand and provision:

POS	Area (Ha)	%
Site Area (Net)	1.640	100%
Required	0.164	10%
Delivered	0.1925	11.7%

6.3 Communal Open Space

Within the overall development separate communal open spaces are provided for each apartment block. These courtyard areas are enclosed primarily by the forms of the proposed buildings, supplemented by railings and gates being brought to the site boundary. This arrangement ensures that the communal spaces are clearly defined, secure, with access only possible for residents or invited guests. Communal amenities, such as bin and cycle storage are accessible from the courtyards and help to ensure that the spaces are actively utilised. A mix of uses are proposed within the communal open spaces, and further details can be found within the landscape documentation included separately within application.

The following table sets out the minimum requirements and actual provision of communal open space for the development. The quantum of communal open space proposed is significantly in excess of the requirement.

COS	Total	M ² /apt	Total M ²
1B2P Apartment	49	5	245
2B4P Apartment	37	7	259
3B5P Apartment	20	9	180
Required			684
Delivered			3140

6.4 Public Realm Contribution

The proposed development will revitalise a current brownfield site. The development will also provide a public realm contribution in the provision of the central POS and the delivery of the southern element the Development Plan objective to connect Collins Avenue to Shanowen Road.

6.5 Private Open Space

At ground level, perimeter apartments are provided with private terraces facing the communal courtyards or onto the public realm. In both instances generous buffer planting and balustrades are provided to ensure sufficient privacy and security for residents. Paths for external access are not provided to ensure privacy is maintained.



Figure 56: public and communal open space.

At upper floors, each apartment has a balcony projecting from the primary building form. In the limited instances where balcony adjoin, privacy screens are provided for separation between residents.

Balconies are generally finished with a vertical metal railing powder coated to match the glazing, to offer visual permeability for views to the surroundings context. Each balcony is sized to meet or exceed the minimum area targets of:

- 5m² for 1B2P
- 7m² for 2B4P
- 9m² for 3B5P

7. RESIDENTIAL AMENITY

7.1 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).

A full breakdown of the statistics associated with the individual unit types in contained in the Housing Quality Assessment.

Proposed standard apartments are typically:

- 1B2P apartment - Gross Internal Floor Area (GIFA) = 50.4m² to 53.6m²
- 2B4P apartment - Gross Internal Floor Area (GIFA) = 75.6m² to 78.5m²
- 3B5P apartment - Gross Internal Floor Area (GIFA) = 95m² to 99.6m²

Proposed UD apartments are typically:

- 1B2P UD – Gross Internal Floor Area (GIFA) = 53.7m²
- 2B4P UD - Gross Internal Floor Area (GIFA) = 81m²

The minimum provision of 50% '+10%' apartments is easily achieved with 70% of the units exceed minimum area plus 10%.

32% of the units are UD apartments, exceeding the 25% minimum target.

56% of the units are dual aspect.



Figure 57: proposed view of Block A across central public open space

7.2 Daylight and Sunlight

A daylight and sunlight assessment has been completed for the proposed development, and the Digital Dimensions report is included separately as part of this submission. There will be minimal reduction to the daylight or sunlight availability of the adjacent properties and any impact will be negligible. The proposed development meets the recommendations of the BRE guidelines BR209:2022 (third edition). All the rooms within the proposed development achieve the minimum target daylight levels set out in BS EN 17037:2018+A1:2021 as referred to in The BRE guidelines BR209:2022 (third edition) and no compensatory measures are required.

7.2.1 Daylight to Adjacent Properties

The impact on the VSC levels is in-line with the recommendations for developments in urban locations and the Sustainable and Compact Settlements: Guidelines for Planning Authorities (2024).



Figure 58: amenity spaces to neighbouring properties

7.2.2 Sunlight to Adjacent Properties

There will be minimal reduction to the available sunlight to the neighbouring properties and any impact will be imperceptible. There will be no reduction to sunlight to existing adjacent private amenity spaces and any perceived reduction will be negligible.



Figure 59: proposed site plan showing the zone of influence on adjoining properties.

7.2.3 Assessment of Daylight within the Proposed Development

100% (96.6% with the influence of trees) of the Living, Dining, Kitchen and Bedroom spaces within the proposed development achieve the target values set out in BS EN 17037:2018+A1:2021 section NA.1. These are the minimum values, per specified use, to be achieved in habitable rooms and meet the recommendations of the BRE guidelines.

7.2.4 Assessment of Sunlight within the Proposed Development

This scheme is well designed for sunlight, with 95.3% (84% with the influence of trees) of units meeting the minimum recommended 1.5 direct sunlight hours. This is in line with the BRE guideline example for an apartment layout where 1 in 5 achieves the target sunlight hours.



Figure 60: sunlight to amenity within the proposed development.

7.2.5 Sunlight to the Amenity Space within the Proposed Development.

All of the proposed communal and public amenity spaces achieve sunlight levels that exceed 2 hours sunlight over 50% of the amenity space on the 21st of March.

The overall Communal Open Space to the rear of Block B is 885m², far in excess of the 256m² requirement for this block. The 280m² functional areas (S4) provided for residents including the children's play spaces have been located in the areas of the courtyard that achieve the sunlight requirement. The excess communal open space in the zone of the SuDs detention basin has been excluded from the sunlight calculation.

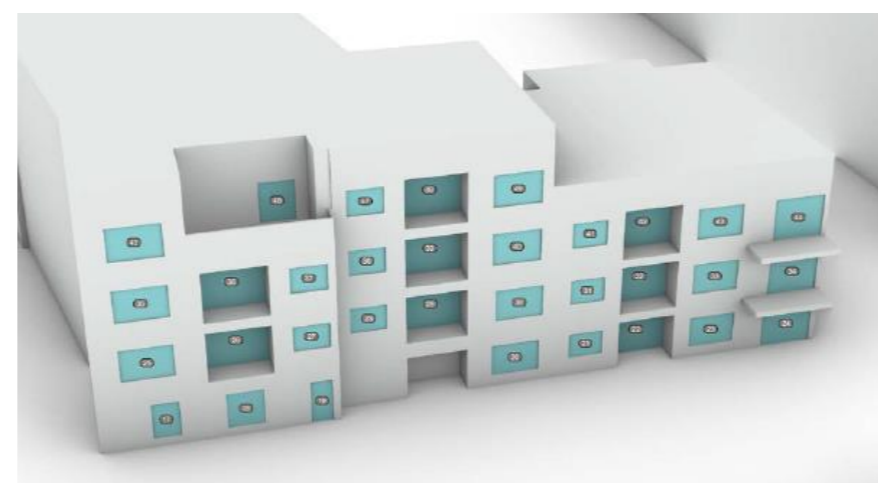


Figure 61: daylight assessment to adjoining dwellings.



Figure 62: block A minimum room specific daylight provision..



Figure 63: block B minimum room specific daylight provision



Figure 64: block C minimum room specific daylight provision

7.3 Overlooking, Overbearing, Overshadowing

7.3.1 Overlooking and Overbearing

The proposed development is similar in scale and height to the existing apartment developments at Shanowen, Hall, Shanowen Square and Milner's Square. It is noted that the proposed development is of an increased scale and density relative to adjacent low-rise, 2-storey housing on Collins Avenue and Crestfield Close, which could give rise to the potential for overbearing.

The layout of the proposed building forms as described in Section 5.1 has been carefully considered, particularly in their relationships to the adjoining two-storey housing. Balconies and glazing have generally been located obliquely to the existing dwellings and provided with generous separation distances to minimise overlooking.

The proposed development does not give rise to any separation distance between opposing windows of less than 16m, either to the front or rear of any existing dwellings.

The building heights have been considered to meet the minimum 60uph required by the Development Plan whilst protecting the existing adjoining residential amenity. The 6 storey elements of Block A and B are in the centre of the site, furthest from the existing adjoining rear gardens. Block A steps down to a modest 3 storeys at the closest proximity to the boundary. Block B, with its greater separation distance steps down to 4 storeys. The balconies and living spaces of the 4/5 storeys to Block C are orientated north and south, away from the adjoining dwellings.

7.3.2 Overshadowing

The orientation and setbacks to adjacent properties also ensure that there are no overshadowing implications. A shadow study has been completed and is included in the Digital Dimensions Daylight and Sunlight Assessment.



Figure 65: Shadow diagrams 21 March 11:00 UTC.

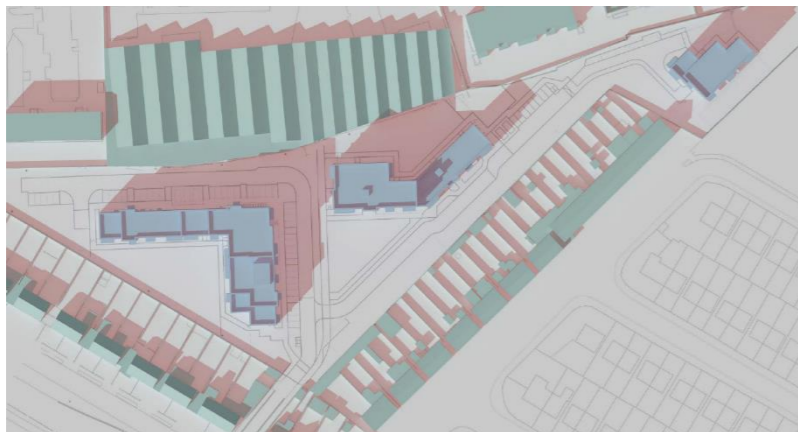


Figure 66: Shadow diagrams 21 March 15:00 UTC.



Figure 67: distances to boundaries

7.3.3 Neighbouring Gardens

A series of 3D massing images of the proposed development viewed from the adjoining rear gardens of the dwellings on Collins Avenue and Crestfield Close have been prepared. These images include the scale and extent of the existing evergreen and deciduous trees based on the arboricultural survey. Views prepared include:

- existing and proposed conditions.
- winter and summer foliage on the deciduous trees

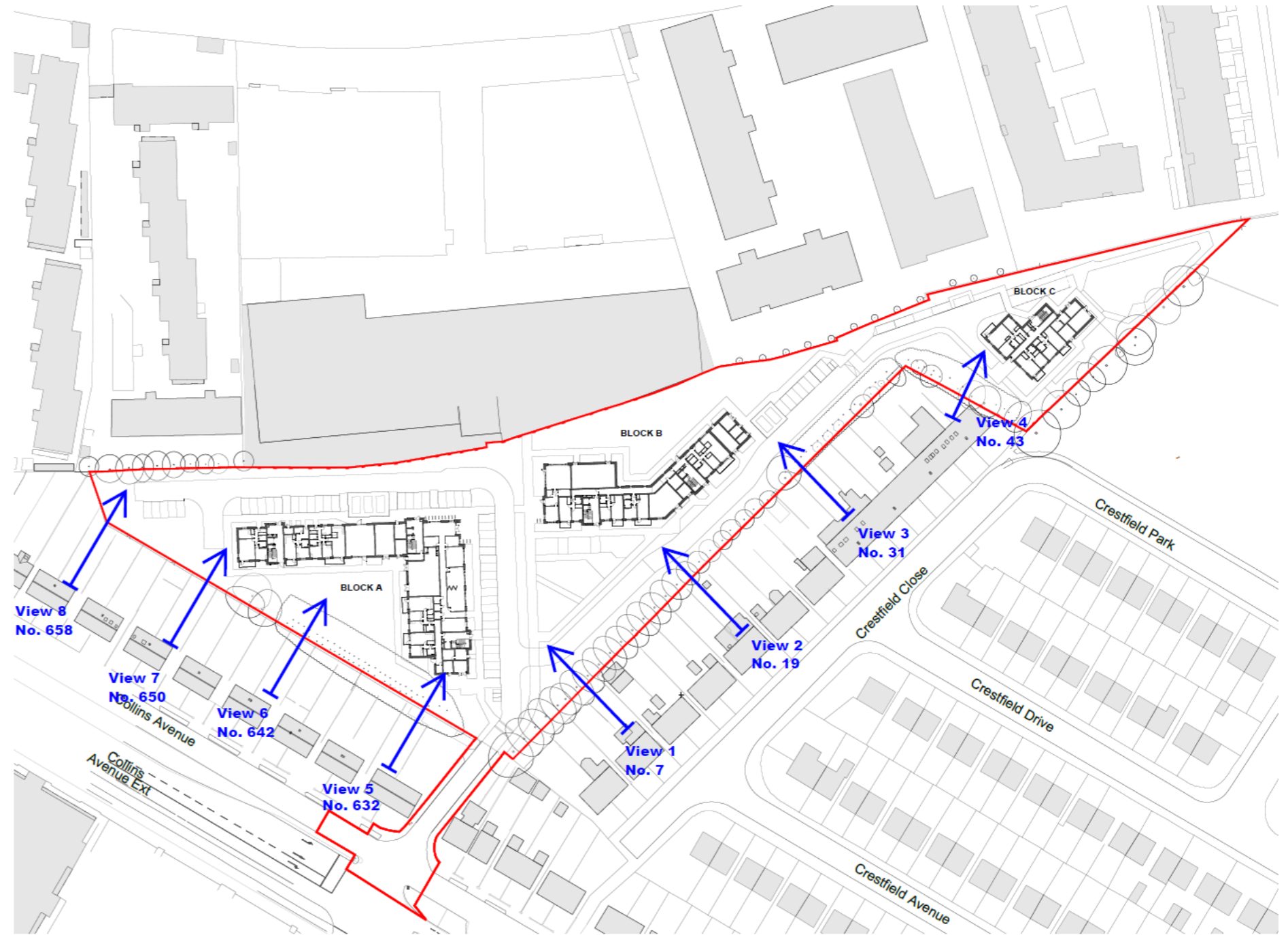


Figure 68: Key Plan - views from neighbouring gardens



Figure 69: view 1 – No. 7 Crestfield Close – existing (summer trees)



Figure 71: view 1 – No. 7 Crestfield Close – proposed (summer trees)

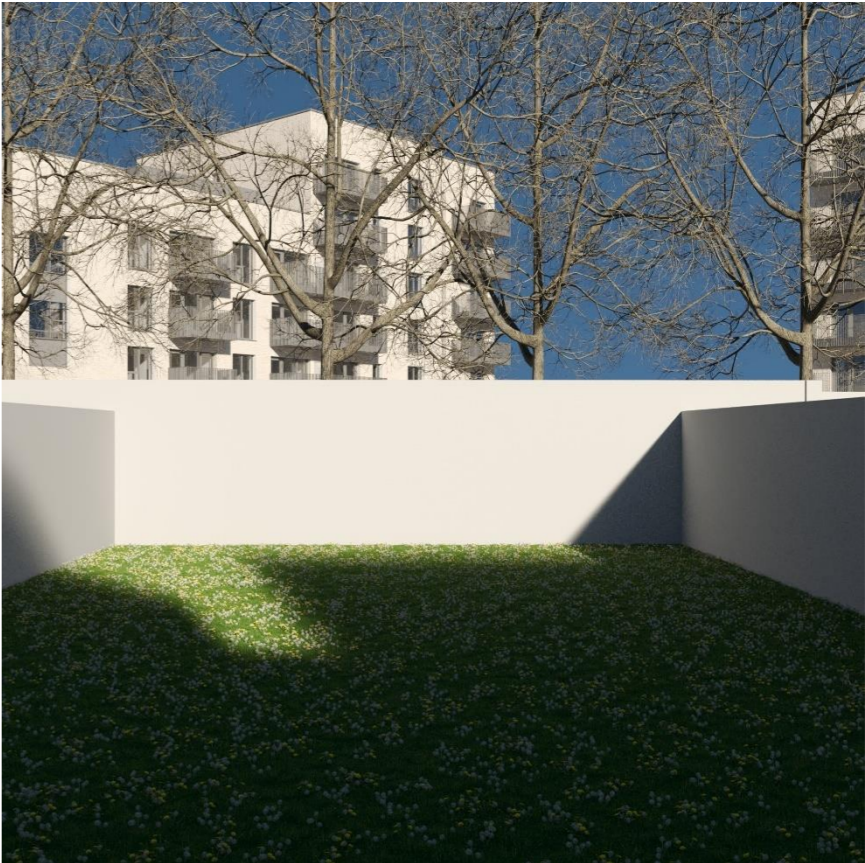


Figure 73: view 1 – No. 7 Crestfield Close – proposed (winter trees)



Figure 70: view 2 – No. 19 Crestfield Close – existing (summer trees)

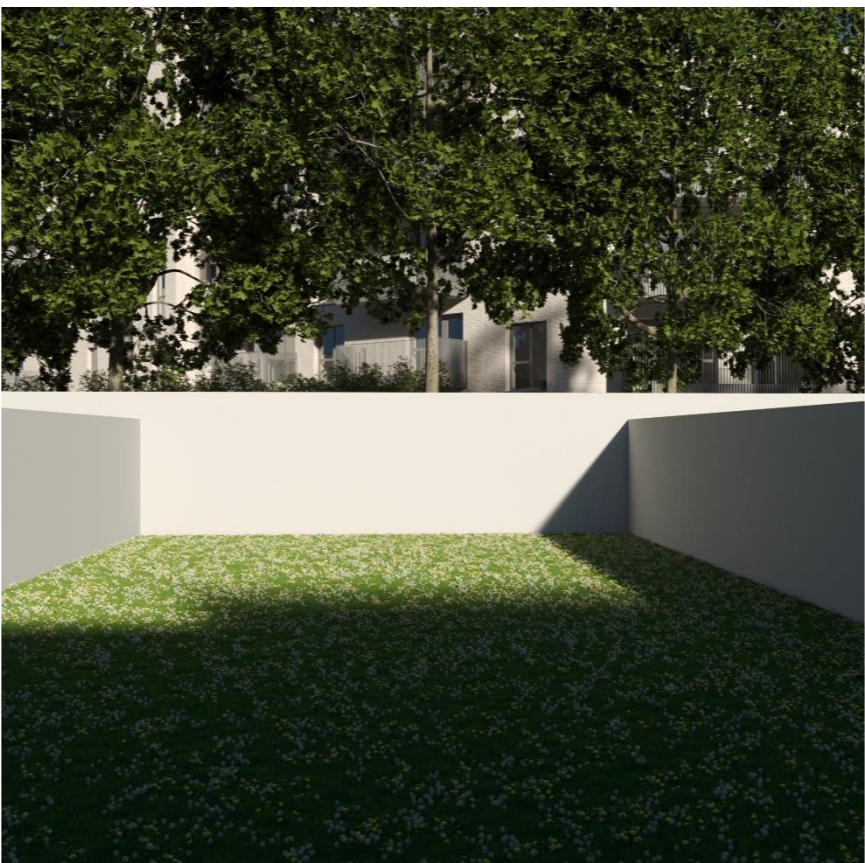


Figure 72: view 2 – No. 19 Crestfield Close – proposed (summer trees).

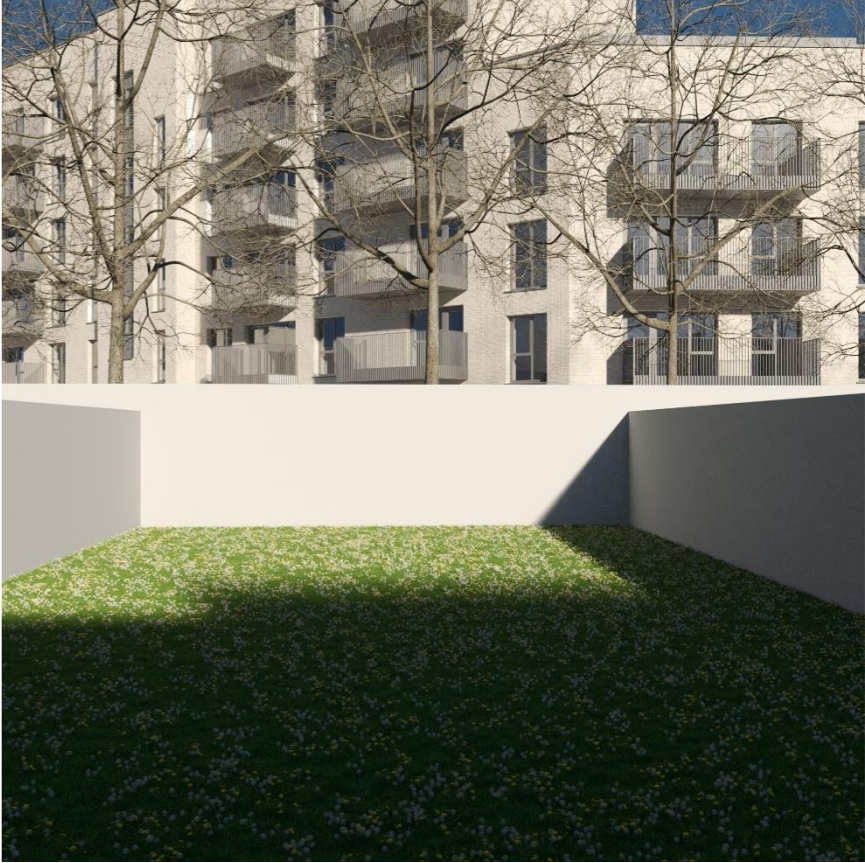


Figure 74: view 2 – No. 19 Crestfield Close – proposed (winter trees).



Figure 75: view 3 – No. Crestfield Close – existing (summer trees)



Figure 77: view 3 – No. 31 Crestfield Close – proposed (summer trees)

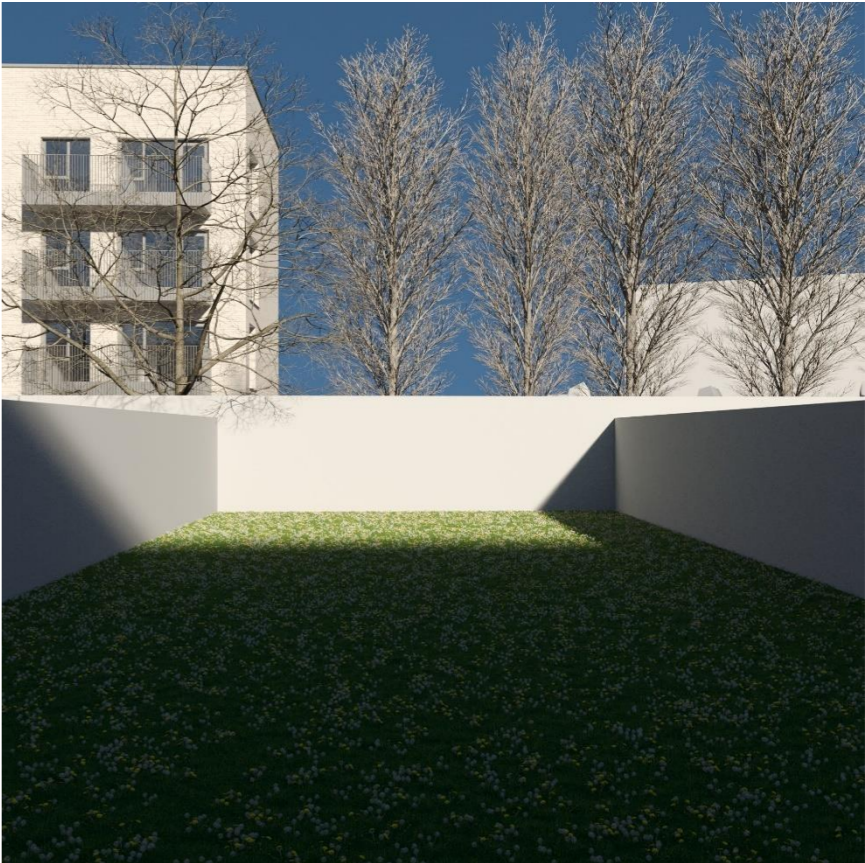


Figure 79: view 3 – No. 31 Crestfield Close – proposed (winter trees)

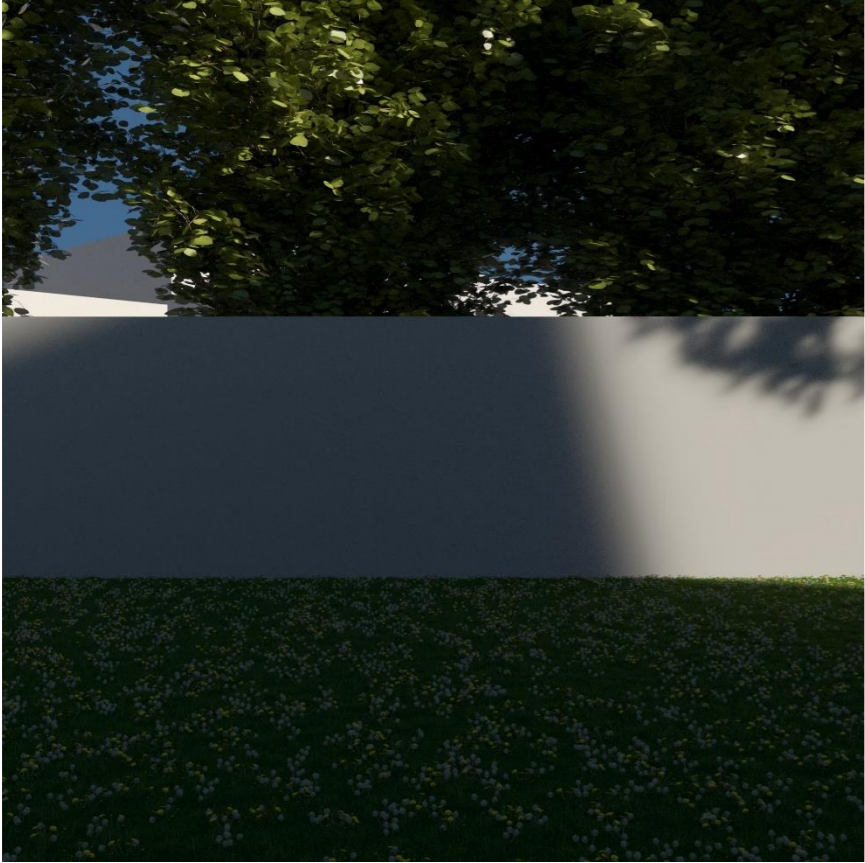


Figure 76: view 4 – No. 43 Crestfield Close – existing (summer trees)



Figure 78: view 4 – No. 43 Crestfield Close – proposed (summer trees).

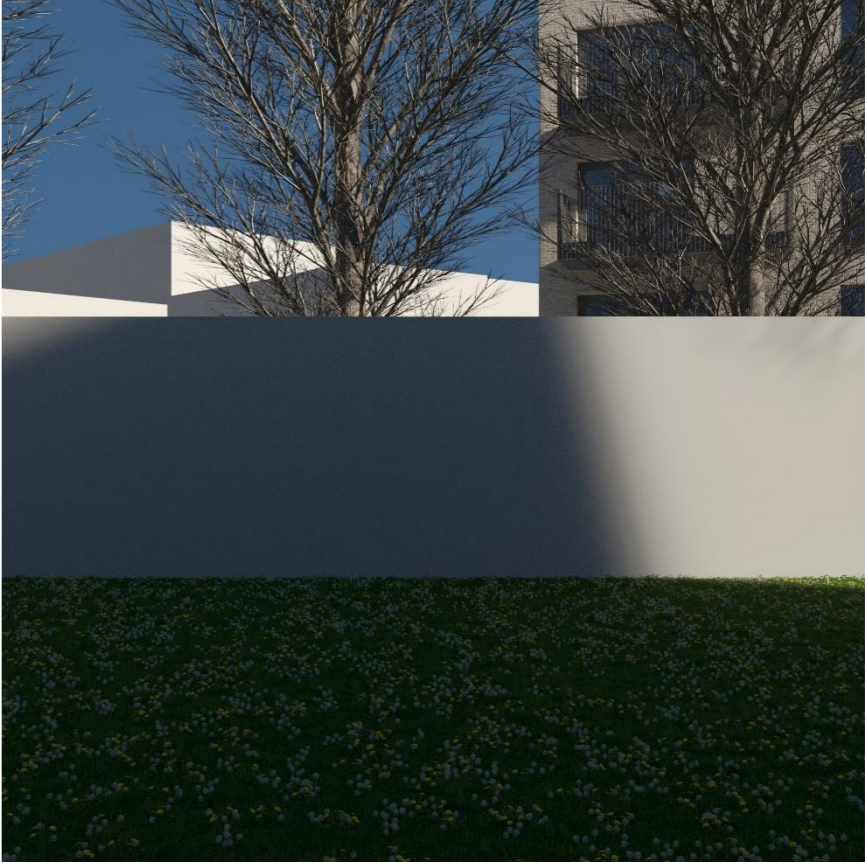


Figure 80: view 4 – No. 43 Crestfield Close – proposed (winter trees)

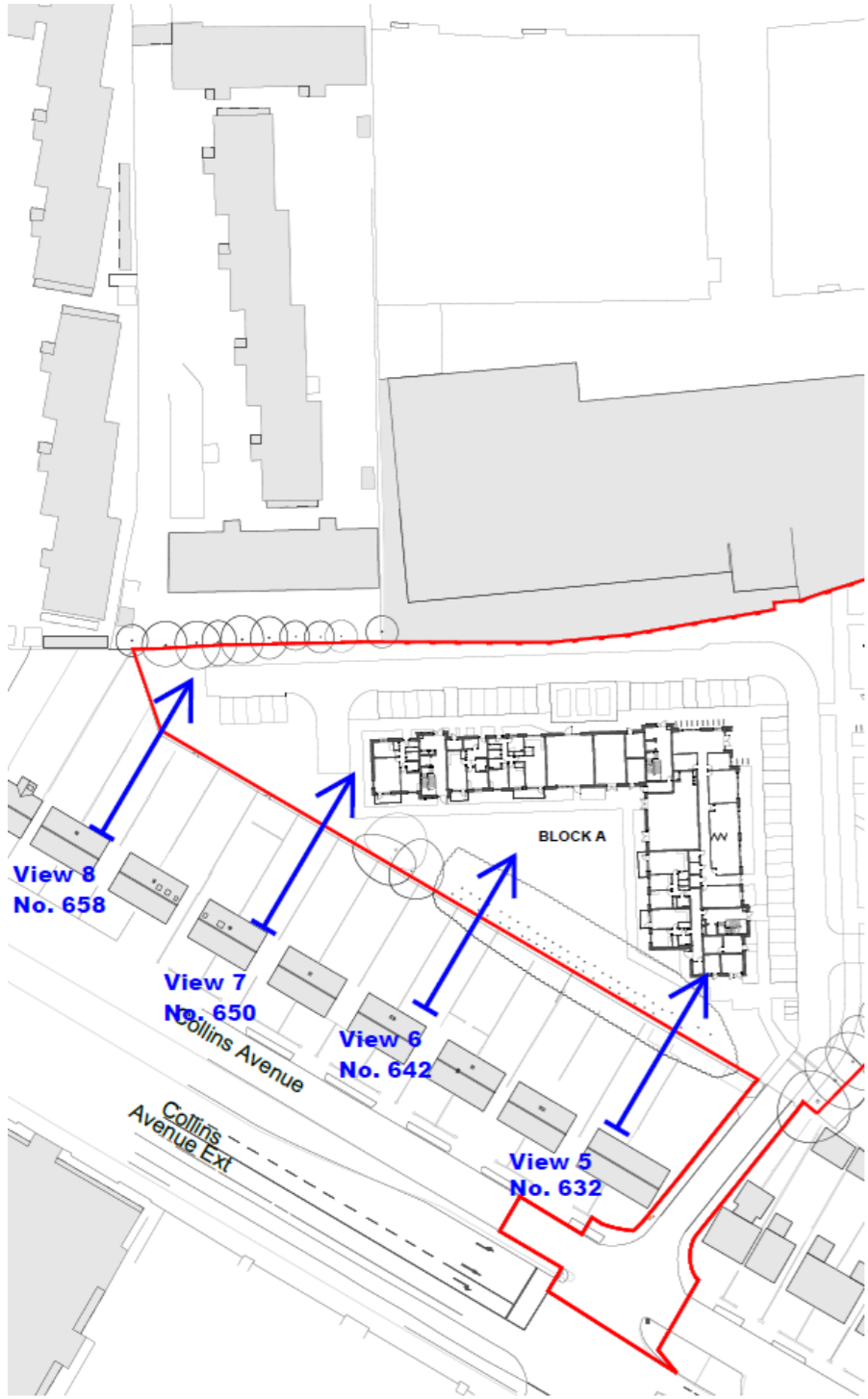


Figure 81: views from neighbouring gardens – Collins Avenue

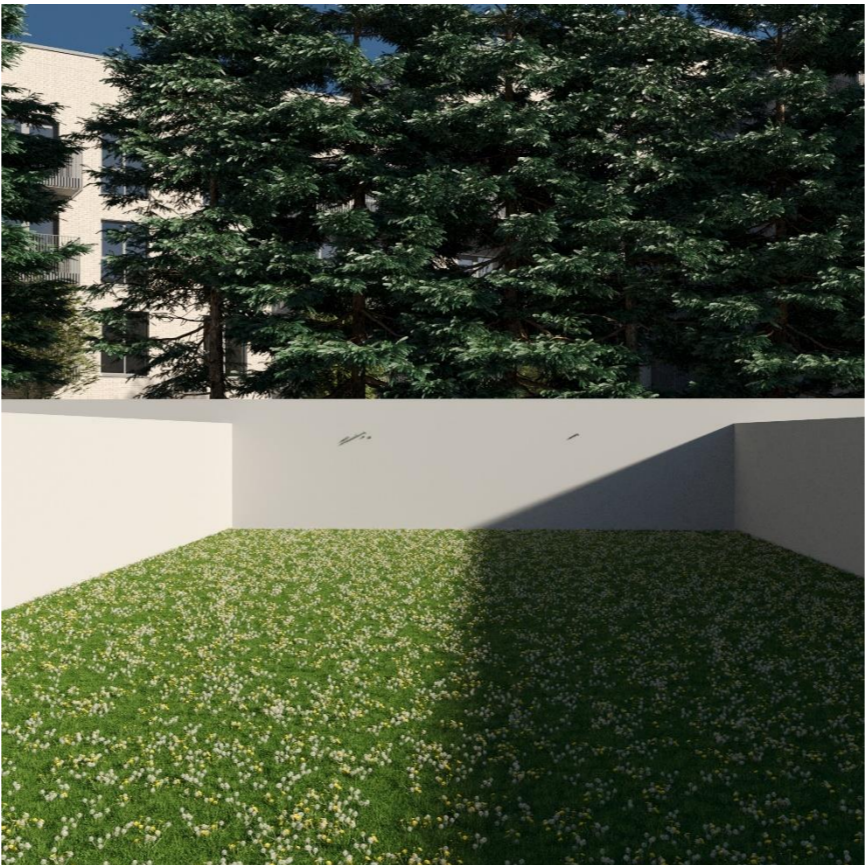


Figure 82: view 5 – No. 632 Collins Avenue - existing

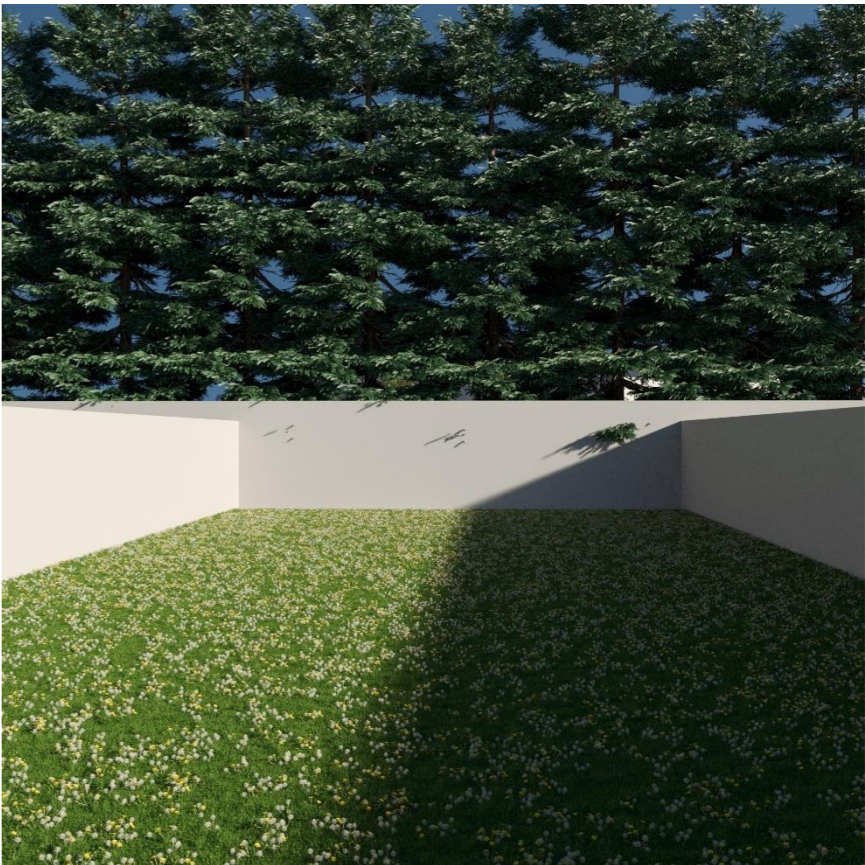


Figure 84: view 5 – No. 632 Collins Avenue – proposed



Figure 83: view 6 – No. 642 Collins Avenue - existing

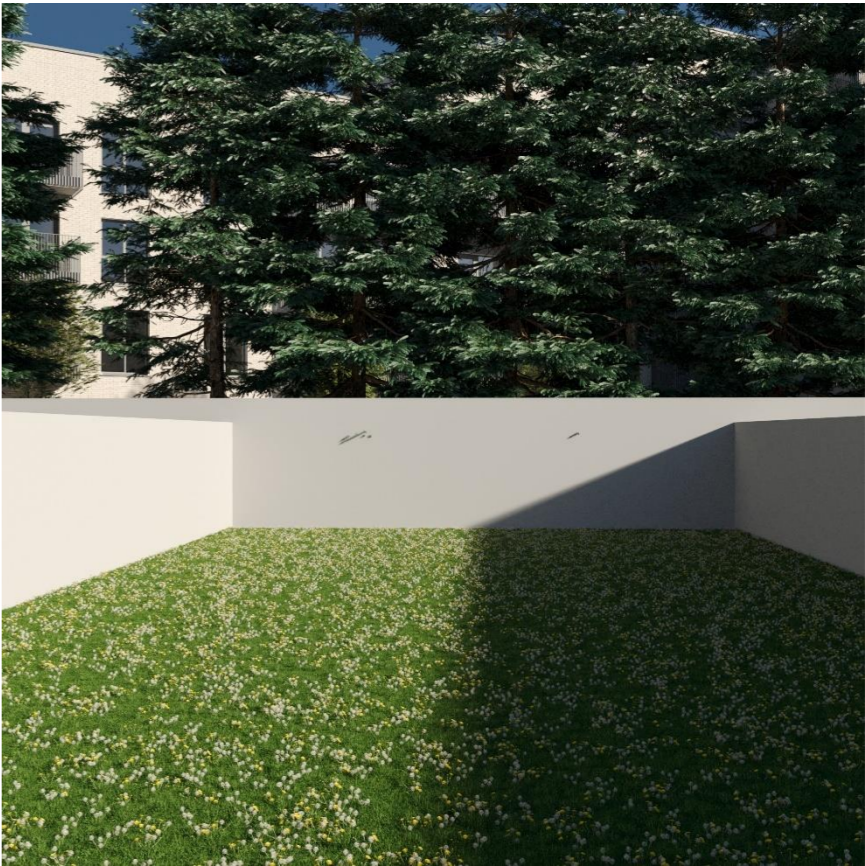


Figure 85: view 6 – No. 642 Collins Avenue - proposed

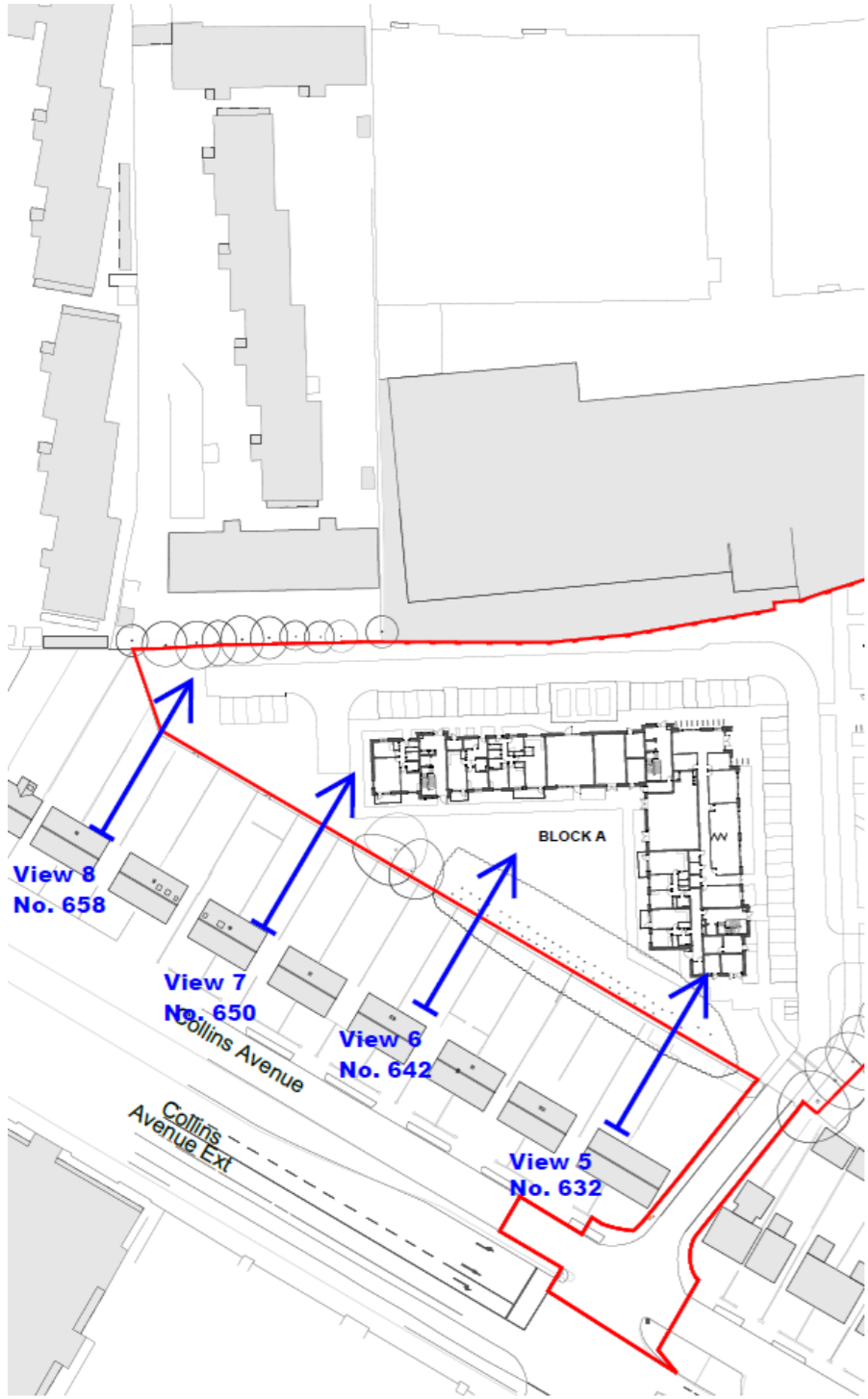


Figure 86: views from neighbouring gardens – Collins Avenue



Figure 87: view 7 – No. 650 Collins Avenue - existing



Figure 89: view 7 – No. 650 Collins Avenue – proposed



Figure 88: view 8 – No. 658 Collins Avenue - existing



Figure 90: view 8 – No. 658 Collins Avenue - proposed

8. COMMUNITY CULTURAL & ARTS FACILITIES

8.1 Requirements

“CU025 SDRAs and large-Scale Developments

All new regeneration areas (SDRAs) and large-scale developments above 10,000 sq. m. in total area must provide at a minimum for 5% community, arts and culture spaces including exhibition, performance, and artist workspaces predominantly internal floorspace as part of their development at the design stage.....The balance of space between cultural and community use can be decided at application stage, from an evidence base/audit of the area. Such spaces must be designed to meet the identified need.*

The development is greater than 10,000 sq m and therefore, the provisions of CU025 have been applied.

“CU030 Co-Design and Audits: Large development applications (over 10,000 sq. m., either in phases or as one application) will, in the absence of a DCC local area culture audit (CU044 refers), be required to undertake a cultural audit for the local area to identify shortcomings within the area; and to work with DCC Arts Office to identify and agree appropriate arts or cultural uses, preferably as part of a co-design process in advance of lodging an application, for inclusion in the development. Such audits shall be informed by the existing cultural mapping resources in the Dublin City Cultural Infrastructure Study and by Culture Near You maps.”

8.2 Proposal

The gross internal residential area of the proposed development is 7427m², which results in an area of 371 sqm (5%) provision required at the site to comply with CU025. The proposed development includes 375 m² of internal community, arts and cultural use.

The Community/Cultural/Arts area is split between the ground floors of Blocks A (275m²) and B (100m²). The proposal locates the facilities at the most appropriate location at the central 6 storey nodal point, facing the central public open space and north south connectivity link. This gives the facilities prominence in development and provides ease of access for the wider community.

The facilities are visually differentiated from the residential accommodation with change in wall cladding between generous floor to ceiling glazing. Canopies signify the entrances.

The design is flexible in nature to cater for a range of cultural/arts and community activities. An indicative layout has been illustrated on the drawings with multifunctional spaces to support a variety of future uses. These primary spaces are supported by WC's, stores, and kitchenettes. The final details of the internal layouts will be discussed and agreed with Dublin City Council and the detailed design and tender stage of the project.

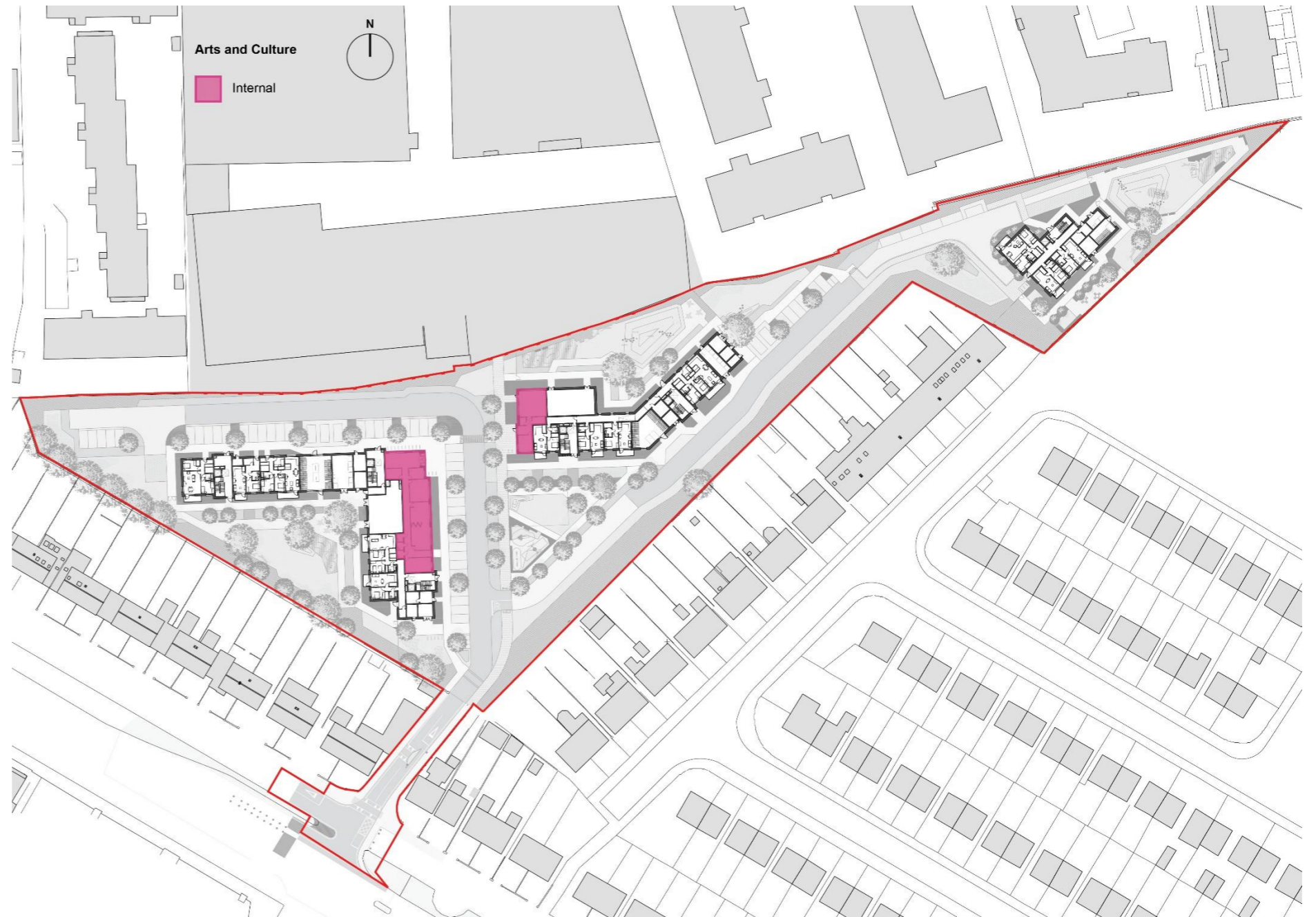


Figure 91: proposed community, cultural and arts provision.

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 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, with a single entrance and no frontage to a public roadway, there are no new vehicular through routes proposed. The north south link in compliance with the Development Plan connectivity objective to Shanowen Road is pedestrian/cycle only.

Full details for compliance with DMURS in the design of the layout of the internal road network are contained in the engineering reports included in this application.

9.2 Car Parking & Delivery Vehicles

Surface carparking is proposed along the new internal road network to serve each block with accessible spaces as required by Technical Guidance Document Part M. Carparking provision and ratios are as per the table included below:

Car Parking	Total	%
Standard Parking	51	89%
Accessible Parking	6	11%
Delivery Vehicles	3	
Motorcycles	5	
Total Apartments	106	
Total Parking	57	100%
Parking Ratio	0.54	

Areas for the temporary parking of a delivery vans is provided for each new building.

Vehicular maintenance access to the substations and switch rooms has been provided in accordance with ESB requirements.



Figure 92: proposed car parking.

9.3 Cycle Parking

For long term cycle parking, dedicated stores have been provided, one for each building. The larger stores for Block A and B are positioned centrally with easy access from the internal roads. The smaller store for Block C is located to the rear served by a pathway linking it to the paved forecourt.

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

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, and the demand and supply has also been provided in the table below. An EV charging point will also be provided in each bicycle store.

Short term cycle parking for visitors is provided in small clusters at the building perimeters. The Community, Arts and Cultural spaces will also generate some short-term visitor parking, with a very modest number of long-term spaces for staff. However, as the long-term requirements are particularly low, it is proposed that both long term and short-term parking for the Community facility will be located within the public realm at the respective entrances.

Demand and supply calculations are as per the table below:

Cycle Parking	No. of Units	Required		Proposed	
		Long Term	Short Term	Long Term	Short Term
1B2P Apartment	49	49	24.5	49	24.5
2B3P Apartment	37	74	18.5	74	18.5
3B5P Apartment	20	60	10	60	10
Community, Cultural & Arts			10		10
Total		183	63	183	63

9.4 Emergency Access Vehicle Strategy

It is proposed that Emergency Access Vehicles (EAVs) will have access to the outer building perimeter of all buildings through the internal roadways and over areas of reinforced grass, with direct access to each of the stair cores. The proposed routes have been auto track designed for a suitable high-reach fire tender, and details are included in the civil engineering documentation of this application.



Figure 93: proposed cycle parking.

10. URBAN DESIGN RATIONALE/ DESIGN CRITERIA

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

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 proposed Part 8 site is a landlocked infill brownfield site with one existing access point to the site. The site has no road frontage and is bound by existing and proposed residential development and open space. As a result, it is proposed to retain and improve the existing access point to the site via Collins Avenue and Collins Avenue Extension. Within the site, internal streets have been proposed to cater for minimal vehicular on-site traffic. The building form and layout has been developed to optimise the irregular nature of the site while also creating a legible network of streets and spaces within the site. As part of the Development Plan the zoning map of the subject site also indicates a 'roads, street and bridge schemes' which is discussed in earlier sections of this report, the Planning Statement and the Engineering Report. In summary, to comply with the zoning requirements, provision of a cyclist and pedestrian link across the site has been proposed with provision made for the future connection towards Shanowen Road.

In addition, the site avails of high-quality existing and planned public transport connectivity with several Dublin Bus routes operating services along Collins Avenue and the surrounding area. In addition, the site is located c.600m from the proposed Collins Avenue Metro Station and the permitted BusConnects upgrade works along Ballymun Road.

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 proposed scheme is located within a predominately residential and neighbourhood services centre with the exception of DCU located south of the site on Collins Avenue. The proposed development accommodates the provision of a future link between Collins Avenue and Shanowen Road, which would improve the connectivity with and between established communities.

The accompanying Social Infrastructure Audit has identified a wide array of community services and amenities located in the vicinity of the site. The site is located within walking and cycling distances to educational, community, leisure, sporting and public open spaces, healthcare and retail services and therefore is ideally placed to achieve the principles of the 15-minute city envisaged in the Dublin City Development Plan.

The application site is ideally located within an established area that can serve the needs of perspective residents.

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 objectives for the proposed site are 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, with a single entrance and no frontage to a public roadway, there are no new vehicular through routes proposed. The north south link in compliance with the Development Plan connectivity objective for Collins Avenue to Shanowen Road is pedestrian/cycle only.

Full details for compliance with DMURS in the design of the layout of the internal road network are contained in the engineering reports included in this application.

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?

The site is located within parking zone 2 due to its location along key transport routes. Owing to the site's proximity to public transport nodes and access to a range of services and amenities in nearby neighbourhood centres as well as its location to the city centre, reduced parking standards have been applied at the site. The maximum parking standards under zone 2 for houses, apartments/ duplexes is 1 per dwelling.

Having regard to the location and the urban infill nature of the site, it is considered appropriate that the car parking standards are reduced in order to deliver upon key policy objectives of the development plan including consolidation of the built environment, compact growth and the 15-minute city. The proposal includes 57 no. spaces which equates to a parking ratio of 0.5 at the site.

Surface carparking is proposed along the new internal road network to serve each block with accessible spaces as required by Technical Guidance Document Part M

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 the site was derived from the applicable zoning on the site of Z1 Sustainable Residential Neighbourhoods'. Residential is permitted under Z1. The zoning objective is to protect, provide and improve residential amenities. Given the site is in excess of 10,000 sqm, it is a policy objective of the Development Plan under CUO25 to include 5% provision of community, arts and cultural facilities at the site. In this regard, 375 sqm of internal community, arts and cultural space has been proposed across blocks A and B.

In terms of density, the site is located in an area classed as outer residential area according to the Development Plan and therefore, the applicable density is 60-120 uph. The Development Plan requirements for a minimum 60uph will result in a significantly denser development than that of adjacent housing on Collins Avenue and Crestfield Close. No explicit Development Plan parameters are placed on this site for height but achieving the density necessitates proposed buildings of scale and height similar to the Shanowen Road existing apartment and student housing complexes. The proposed net density is 65 uph and therefore accords with the density provisions of the development plan.

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 includes 1, 2 and 3 bed apartment units. The proposed unit mix has been informed by the DCC housing Waiting List for the area. The provision of social housing units on this site will facilitate diversity in tenure and facilitate housing mix in this part of the City. The general area of Whitehall is largely dominated by semi-detached and terraced housing. The proposed development of 106 social homes will help alleviate the dominance of private housing in the area. Even taken cumulatively with other social housing development in the area, including that further east at the Dublin Port Tunnel Compound, there will not be a dominance of social housing in the area with shares as part of the overall housing mix remaining relatively modest. Further statistical data is presented in the Planning Statement accompanying this application.

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

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 utilises a current brownfield site, and serves to provide housing led, in-demand facilities. Since the relocation of the Dublin City services from the site, such as the bring centre to the new purpose-built facility in Ballymun, the site has remained vacant. The proposal is a supportive and positive contribution to the regeneration and revitalisation of the Whitehall area. The delivery of 375 sqm of community, arts and cultural space and 1,925 sqm of public open space will also positively contribute to the established community and social infrastructure network in the area.

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 site has no main frontage with the only links to the public realm being the existing vehicular entrance and the secure boundary to the open green at Crestfield Close. The infill nature of the development and the existing context presents limited opportunities to integrate with the existing public realm. Within the site, a key priority of the design process has been to deliver a high quality landscaped public realm through the retention of the existing mature trees located along the boundary of the site and in the delivery of the public open space. Blocks A and B naturally define and provide passive surveillance to the centrally located proposed public open space and the cyclist and pedestrian link, with allowance made for a future connection to the adjoining Shanowen Business Estate area located to the north of the site.

The proposed development will also improve the existing pedestrian environment at the access to the site via Collins Avenue. Having regard to irregular nature of the site, it is considered that the proposed enhancement to the public realm is appropriate.

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?

Strong lines of existing trees are present along the boundaries within the application site. Approximately 60% of the southwest boundary to gardens to Collins Avenue has a dense line of Leyland Cypress (Evergreen) 11m to 12.5m in height. The entirety of southeastern boundary to the gardens Crestfield Close is a line of deciduous Hybrid Black Poplars (Deciduous) ranging from 7 to 17m in height. A significant line of Poplars trees exists outside of the application site along the northeast boundary to the green at Crestfield Close ranging in height from 14m to 22m. A further line of 6m to 11m high Sycamore and Ash occurs outside of the northeastern corner of site beyond the boundary to Shanowen Square. All trees surveyed have been identified as low-quality Category C or Category U recommended for removal.

The landscape character of the linear open space along the southern boundary will be passive, focusing on biodiversity and passive amenity. Existing trees and hedgerows along the boundary will be protected, retained, and managed to maximise the visual softening of the proposed scheme and to maintain and improve site's biodiversity.

The existing trees and hedgerow will be cut back and reinforced with additional screen planting with the selection of proposed evergreen and deciduous trees which will provide a good screening and seasonal interest through the whole year.

Native and naturalised tree species are to be planted within the amenity space to increase opportunities for native wildlife. The existing trees and hedgerows are to be protected where possible in order to preserve the identity of the site and reduce the impact of the development on the existing biodiversity.

As part of the Landscape Design Report prepared by Mitchell + Associates, several biodiversity enhancement measures are detailed, including measures on native hedgerows and trees and pollinator friendly grasslands, biodiversity enhancement for fauna, bats and mammals. Please refer to this report for further information.

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?

This public open space will allow for east west permeability as well as connections to the north and south. The extensive inclusion of the planted swales along the road at the east and west side of the public open space provide a buffer zone for the pedestrians. Together with the selection of native and pollinator friendly trees swale features will provide for a particular habitat and enhance the site's biodiversity.

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 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 POS provides the opportunity for informal recreation and active play for smaller children with the traditional and natural play equipment for individual and group play; social interaction, imaginative play, climbing and sliding. The grass and meadow space with mounding and tree planting will allow for kick-about areas. South facing seating along the play space allow parents, guardians, and residents passive supervision, while the seating at the north-east corner of the open space is for relaxation and social interaction.

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 proposed development will be designed in accordance with the principles of Sustainable Drainage Systems (SuDS) as embodied in the recommendations of the Greater Dublin Strategic Drainage Study (GSDSDS) and will significantly reduce run-off rates and improve storm water quality discharging to the public storm water system. A wide range of SuDS measures are proposed across the site to maximise interception and treatment, which are detailed in the Engineering Report prepared by Malone O'Regan. These measures include:

- Bioretention swales in areas beside roads and green spaces
- Tree pits in suitable areas beside the development roads and car parking
- Green and blue roofs for flat roofs above the apartment buildings.
- Rain gardens, particularly in green spaces beside roads.
- Permeable paving in homezones and car parking spaces*
- Detention basins in the communal open spaces available.

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?

Refer to Section 5 of this report.

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 scheme will create a new internal road network to serve access to Blocks A, B and C. The site layout allows for good passive surveillance with all streets, open spaces and play areas overlooked by multiple apartment windows and balconies, providing strong for passive surveillance.

The central public open space is accessible to both the new residents, and the wider existing community. The relationship of the Community/Cultural/Art facilities to the connectivity route through the site to the north has been carefully considered to activate the space. The proposed layout also ensures that overshadowing is minimised, with direct access to east and south sunlight to ensure it is bright and attractive during the day, maximising the potential for it to be well used.

Public, communal, and private realm are all very clearly defined within the proposed development. This has largely been achieved by using the buildings themselves to clearly define the boundaries between communal and public. Entry to the communal open space is secure, with access for residents only. Private open space is accessible only from with the apartments themselves.

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?

Much consideration has been given to the layout and design of the scheme with a particular focus on providing a high-quality residential development, creating a sense of place for its residents whilst integrating into the existing built environment. The layout is particularly derived from the infill nature of the site. It has no main frontage, abuts a development site with a pending planning application and is surrounded on two sides by low rise housing units. Along Shanowen Road, development is of a greater height and scale. The layout and design therefore sought to both utilise the site to its optimum capacity but also to preserve existing and future residential amenities. There are several trees and hedgerows on the perimeter of the site, which currently shield its use from the residential units bounding the site to the south and east. These are being retained.

The site's highly irregular shape was also a major factor in the design. One main access is proposed to follow the existing access point but with one spur toward the larger part of the development site. The design maintains a lower height where it has an interface with the houses facing Collins Avenue. The tallest six storey elements of Blocks A and B are located some distance away from existing and proposed buildings and will be at least 24m away the rear of the block proposed on the Shanowen site.

The layout allows for the provision of a future cyclist/ pedestrian link to the Shanowen business park, where the student accommodation SHD scheme is proposed. This reflects the provisions of the CDP.

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

10.4.4 *Coherent architectural and urban design strategy*

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

A coherent architectural design strategy has been delivered with cognisance to the sites surrounding characteristics, which will make a positive contribution to the regeneration and revitalisation of the former bring centre site at Collins Avenue. The completion of the subject site will deliver greater variety in housing tenure and typology to the Whitehall area.

Architecturally, the development aims to be both distinctive and subservient, Within the wider context, the subject development will be distinctive and will deliver an increased urban scale as a contrast to the uniform, low rise surroundings along Collins Avenue and Crestfield Close but also integrate with proposed and existing development along Shanowen Road. This will help to achieve a sense of place, and aid orientation. The proposal will also create a new internal road layout and building forms within the site and provides provision for pedestrian and cyclist link between Collins Avenue towards the Shanowen Road. The proposed public open space and pedestrian and cyclist link will also benefit from passive surveillance from Block A and B and positively contribute to the urban design strategy for the area.

Appendix.A. ACCESSIBILITY

A.1 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 32% of apartments designed to UD standards. 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 near main entrance cores.
- All stair cores have been designed as TGD Part M Ambulant Disabled.
- All lifts are UD compliant.
- All internal corridors have been designed at 1.8m width, allowing 2 persons to pass easily, and for full TGD part M compliant turning circles.

The Universal Design units consist of:

- Apartment Type 1B2P-2
- Apartment Type 1B2P-11
- Apartment Type 2B4P-2

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

Kitchen/ Dining/ Living Room

- Large and flexible room with ample unobstructed space to access all areas for everyone with ease of movement through the kitchen
- Minimum 800mm wide clear route between furniture and in front of windows and routes between doors
- 1200mm clear space on three consecutive sides of a table
- Kitchen is not a thoroughfare. Cooker / hob and sink are in the same run of worktop.
- The kitchen space located next to the dining area to ease access for carrying food and crockery.
- Large and accessible bathroom door opens outwards, with level access shower
- Bathroom adjacent to the main bedroom with flexibility to provide direct access from the bedroom.
- Clear access space of 800mm on both sides and at the end of the double bed.
- Provide a clear space for a turning circle of 1500mm
- 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
- Entrance door with a clear width of circa 1000mm; with 1200 mm x 1200 mm clear landing.
- Level access to the front and rear doors.

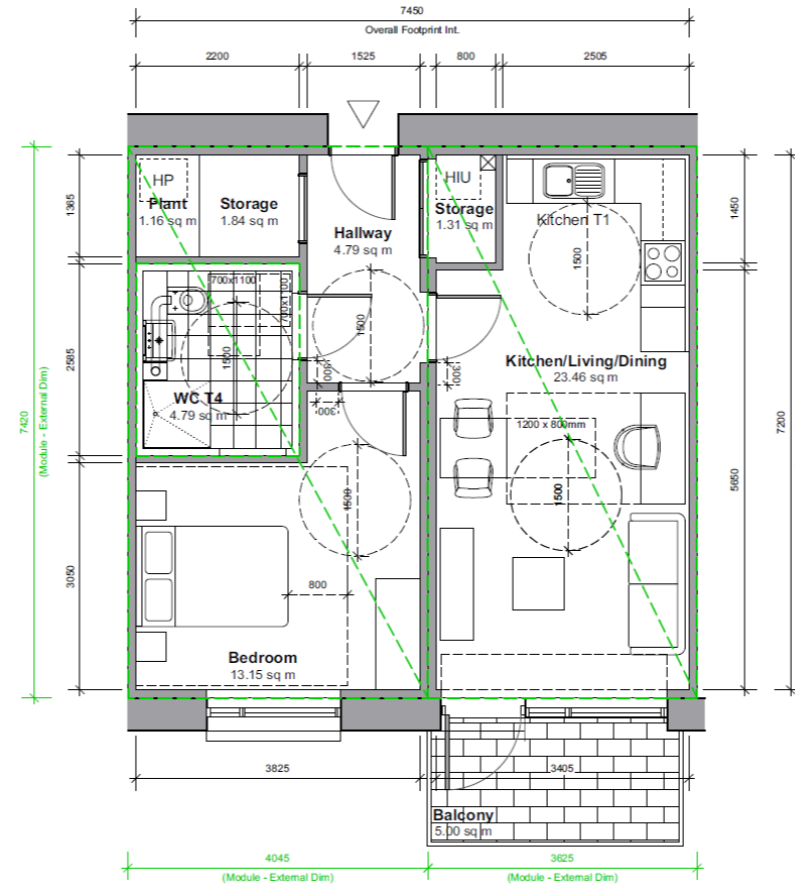


Figure 94: typical 1 bed UD unit

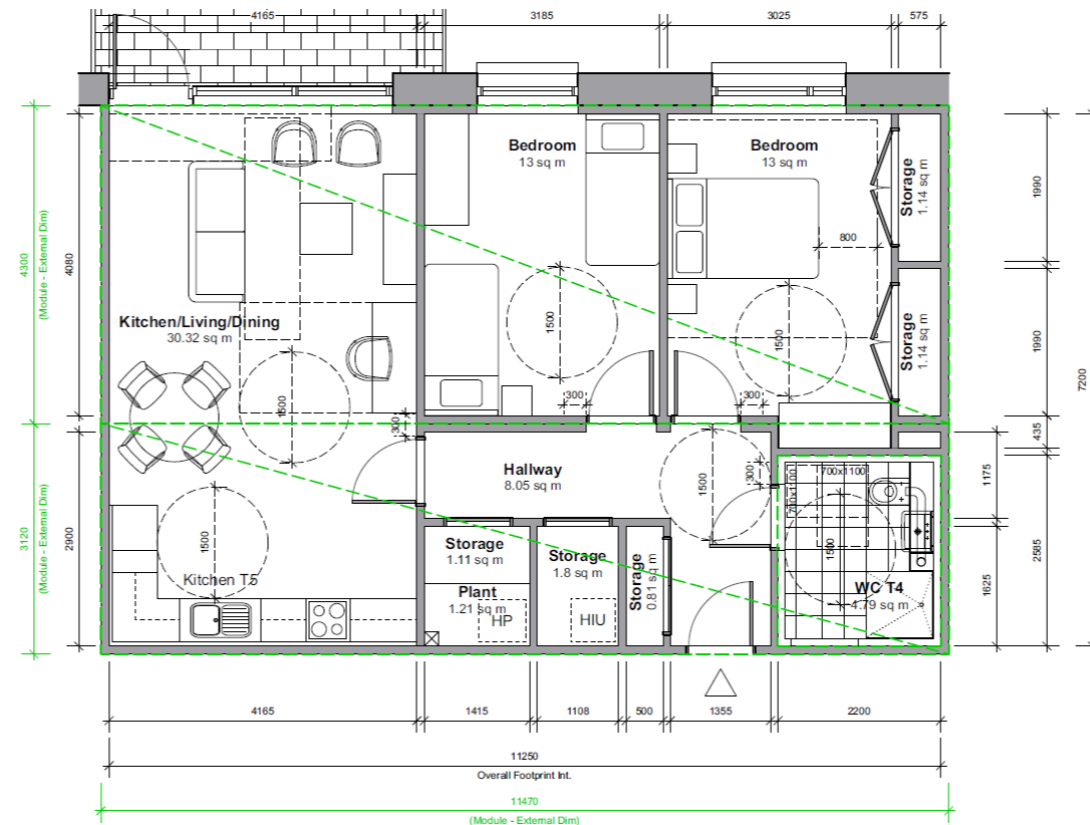


Figure 95: typical 2 bed UD unit

Appendix.B. Community Safety Strategy

B.1 General

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

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

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

- Maximising passive surveillance of streets, open spaces, play areas and surface parking.
- Avoiding the creation of blank facades, dark or secluded areas or enclosed public areas.
- Eliminating leftover pockets of land with no clear purpose.
- Providing adequate lighting.
- Providing a clear distinction between private and communal or public open space, including robust boundary treatment.
- Enabling residents to watch over the entrance to their home; recessed entrances should be avoided, and front doors should also be overlooked from other houses or from well-trafficked public areas.
- Locating back gardens next to other back gardens or secure private areas rather than onto roadways or other public areas.
- Ensuring that the layout and design of roads within residential areas encourages appropriate traffic volumes and speeds.
- Providing clear and direct routes through the area for pedestrians and cyclists with safe edge treatment, maintaining clear sight lines at eye level and clear visibility of the route ahead.
- Using materials in public areas which are sufficiently robust to discourage vandalism.
- Avoiding the planting of fast-growing shrubs and trees where they would obscure lighting or pedestrian routes; shrubs should be set back from the edge of paths.
- Consulting with An Garda Síochána crime prevention design advisor where appropriate; Dublin City Council will also have regard to the Guidelines on Joint Policing Committees as established under the Garda Síochána Act 2005 as amended (2014), in order to ensure safe and secure communities.

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

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

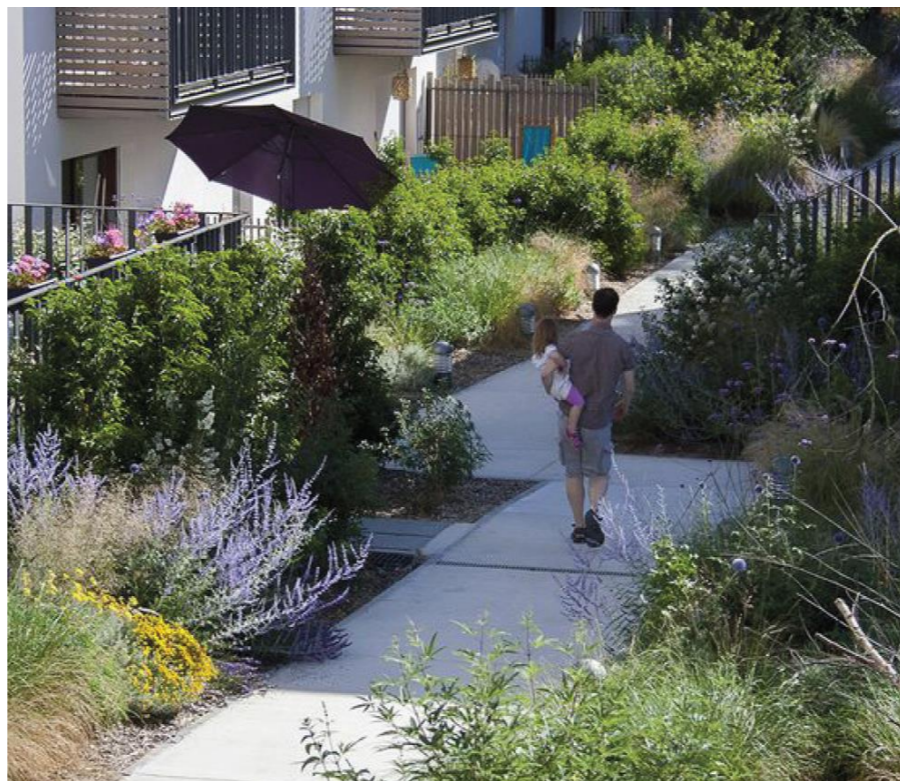


Figure 96: Concept images

B.1.1. Maximising passive surveillance of streets, open spaces, play areas and surface parking.

All streets, open spaces and play areas are overlooked by multiple apartment windows and balconies, providing strong for passive surveillance. The principal spaces are addressed separately as follows:

Carparking and Internal Streets:

Carparking is primary positioned along the public perimeter of Block A overlooked by multiple windows and balconies. The balance of the parking in the eastern side of the site is also overlooked by Blocks B and C.

At ground level residential units and the community/cultural/ arts spaces directly engage with the public paths and internal streets. In addition to the primary elevations windows and balconies have been provided in the gables of all three buildings to ensure adequate passive supervision.

Public open space and play areas:

The public open space including the children's play area is in the centre of the site framed along the full extent of its north and west boundaries by Blocks A and B, ensuring that it is well overlooked. The proposed location also ensures that overshadowing is minimised, with direct access to east and south sunlight to ensure it is bright and attractive during the day, maximising the potential for it to be well used.

Communal open space and play areas:

The communal open spaces are to the rear of each block with passive surveillance provided from the residential accommodation addressing it at all floor levels.

B.1.2. Avoiding the creation of blank facades, dark or secluded areas or enclosed public areas.

The buildings are outward looking blocks with windows on all elevations except the 3-storey southern end of Block A closest to the rear gardens on Collins Avenue. This ensure that all areas, both public and secure communal are overlooked. Railings that secure the communal open spaces are aligned with the building lines to ensure that recessed or secluded areas are avoided.

The building forms are flush from plinth to roof level, with minimal projections or recesses that could create a dark space for someone to hide. The only projections of any note the entrance canopies to the communal staircores and the community/cultural/arts facilities, all of which are areas that will be well lit, and highly trafficked. More modest canopies are also featured on ground floor own door apartments.

B.1.3. Eliminating leftover pockets of land with no clear purpose.

The site is an irregular form of two overlapping triangles. The building forms and layout have been developed to utilise the full extent of the site, the residual areas outside of the building footprints being public open space, communal open space or parking. This ensures that every aspect of the development has a defined purpose, and there are no leftover, or underdeveloped pockets of land.

B.1.4. Providing adequate lighting.

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

B.1.5. Providing a clear distinction between private and communal or public open space, including robust boundary treatment.

Public, communal, and private realm are all very clearly defined within the proposed development. This has largely been achieved by using the buildings themselves to clearly define the boundaries between communal and public. Entry to the communal open space is secure, with access for residents only. Private open space is accessible only from within the apartments themselves. Refer to Section 6 of this report for further details.

B.1.6. 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.

There are no recessed entrances to either the own door apartments or the communal staircores. All entrances are from the public realm, well-lit and overlooked by the adjoining active uses. Each apartment will be connected to the communal entrances with video enabled access control.

B.1.7. 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.

B.1.8. 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 internal street network has been designed in accordance with DMURS with horizontal deflection provided along the eastern boundary. Improvement and traffic calming measure are proposed to improve the existing entrance junction at Collins Avenue. Refer to the engineering documentation accompanying this application for full details.

B.1.9. 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.

A road safety audit of the design has been undertaken to support the safety of cyclists and pedestrians. The recommendations of the audit have been incorporated which include the design of junctions, location of pedestrian crossings, provision of dedicated pedestrian routes through the shared surface areas and consideration on the type and location of tree planting to ensure adequate sight lines are maintained.

B.1.10. 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 buildings adjoin the public areas, at ground floor level, additional consideration has been given to this interface. Brick and natural stone is proposed at the residential and Community/Cultural/Arts entrances, as they are both robust and easily cleaned. The ground floor non-residential

areas will also feature robust curtain walling and infill panelling, that is easily maintained.

B.1.11. Avoiding the planting of fast-growing shrubs and trees where they would obscure lighting or pedestrian routes; shrubs should be set back from the edge of paths.

The development features the retention of mature trees along the site boundaries. Proposed soft landscaping has been selected with a preference for native species, that are robust and low maintenance. The planting strategy will include a combination of mown grass, wildflower meadows, ground cover shrubs, and trees with canopies above eye level.

The public lighting design has been fully co-ordinated with the landscaping to ensure that compliant lux levels have been achieved. Refer to the Services Engineering documentation accompanying this application for further details.

B.1.12. 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.

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