

ARCHITECTURAL REPORT

for

Proposed development of 121 no. apartments, creche, & associated site works

at

Mayeston, Poppintree,

Co. Dublin

for

FINGAL COUNTY COUNCIL

prepared by

O'BRIAIN BEARY ARCHITECTS

PART 8 APPLICATION

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Table of Contents

1.	DESCRIPTION OF PROPOSED DEVELOPMENT	3
2.	ARCHITECTURAL DESIGN STATEMENT	4
3.	HOUSING QUALITY ASSESSMENT.....	11
a.	Residential Zoning	11
b.	Sustainable Community Proofing	11
c.	Residential Density:	13
d.	Public Open Space and Play Provision:	14
e.	Separation Distances:	14
f.	Site Safety and Security:	14
g.	Accessibility	14
h.	Communal Amenity Space.....	15
i.	Bicycle Storage.....	15
j.	Car Parking:.....	16
k.	Refuse Storage and Bins:	16
l.	Gross Floor Areas of Dwellings:	16
m.	Space Standards:	16
n.	Layouts of individual units:.....	17
o.	Aspect of dwellings:.....	17
p.	Ceiling Height:.....	17
q.	Kitchens:	17
r.	Internal Storage:	17
s.	Private Amenity Space:.....	17
t.	Creche:.....	18
u.	Daylight, Sunlight:.....	19
v.	Acoustic Privacy:.....	19
w.	Energy Performance:	19
x.	Design Standards:	20
4.	APPENDIX A:.....	21
a.	Site Location Map	21
b.	Site Development Plan	22
5.	APPENDIX B:.....	23
a.	Internal Area Schedules.....	23
b.	Unit Schedules	23

1. DESCRIPTION OF PROPOSED DEVELOPMENT

The proposal is for a residential development of 121 no. residential apartment units and creche, arranged in 5 buildings varying in height from 3 storeys to 6 storeys (Block A – 16 no. 1-bedroom units, 12 no. 2-bedroom units, 6 no. 3-bedroom units; Block B – 9 no. 1 bed units, 30 no. 2 bed units; Block C – 6 no. 3 bed units and creche; Block D – 8 no. 1 bed units, 15 no. 2 bed units; Block E – 3 no. 1 bed units, 16 no. 2 bed units), all associated carparking and bicycle parking including an external covered bike store, hard and soft landscaping, an acoustic fence to the northern boundary and acoustic screens between Blocks D, A and B, connections to existing services and all ancillary/enabling site development works.

The proposed site for the development is located in the townland of Mayeston, Poppintree, Co Dublin. The site is bounded on the north by the M50, to the west by a large public landscaped space, to the south by Mayeston Downs houses and to the south and south-east by Mayeston Green and Mayeston Downs, and to the east by Silloge Green Lane.

The application site has an extent of 1.35ha, and falls approximately 2.2m from the north-west towards the south-east. The surrounding context is characterized by perimeter block apartment buildings and terraced 2-3 storey houses. There are no existing buildings on the site, apart from ground floor slabs and a road which were partially constructed circa 2008 (FCC Planning Ref: FCC 06A/1348 and F07A/1423), before the works were abandoned. Some soil heaps remain on the site as part of these works. The main part of the site to the west is fully fenced off and the eastern part of the site is overgrown grass and scrub.

Space standards within dwellings and provision of private amenity space will meet the requirements stated in Fingal Development Plan 2017-2023, as demonstrated in Appendix B of this report. All apartment blocks share communal courtyard space and other facilities such as car parking.

The site is accessed via existing road network as part of the overall Mayeston estate. A car parking area is proposed to the north of the site, accessed via the existing road network from Mayeston Downs and Mayeston Green. This occupies the area of the site that is in the 30m wide no build zone adjacent to the M50 and provides an environmental buffer from the M50. All roads are designed to the standards as set out in Design Manual for Urban Roads and Streets (DMURS 2019) and their design has been reviewed as part of the Road Safety Audit prepared by Roadplan.

An EIAR Screening Report and an Appropriate Assessment Screening Report have been undertaken and conclude that EIAR and NIS are not required for the proposed development.

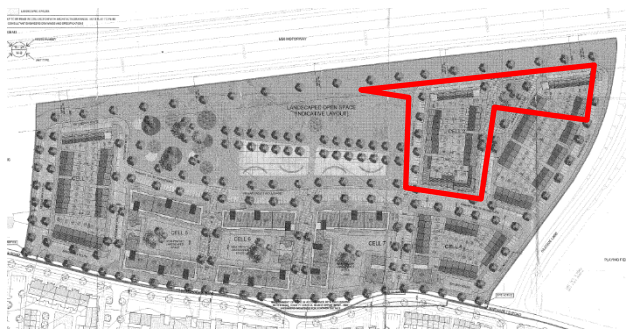
The intent is that the development will improve the amenity of adjoining areas and provide quality housing with a variety of units and communal amenity space.

2. ARCHITECTURAL DESIGN STATEMENT

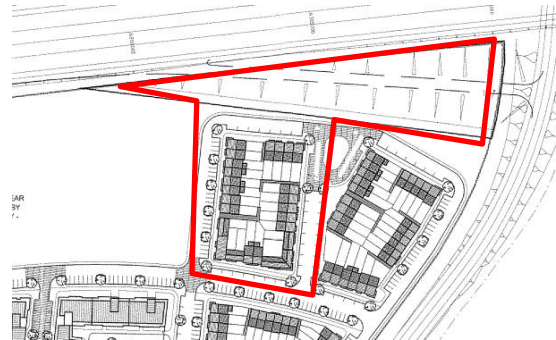
SITE PLANNING HISTORY

APPLICATION NO. F04A/1127

This application was for development of 423 units for the larger overall Mayeston development, with an overall density of 54 units/ha. The application site was within Cell 2 and Cell 3. 50 dwellings were proposed to Cell 2 and 3 combined. Cell 2 comprised a 2 storey creche and 26 no. 2 & 3 storey houses. A further information submission allowed for a possible future access road to the M50, resulting in a reduction in the number of dwellings proposed. Cells 2 and 3 were omitted by condition when permission was granted, as it was considered premature to develop these lands while the future connection to M50 was under consideration.



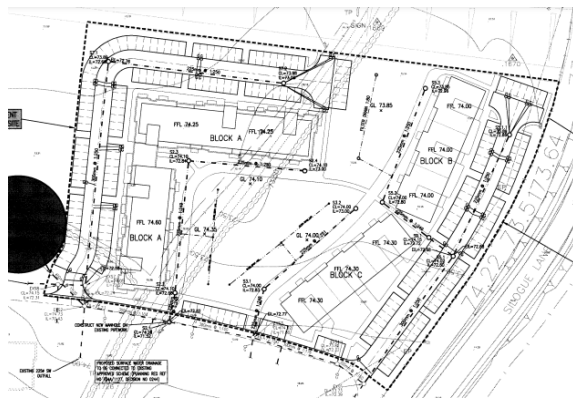
Proposed site plan extract application site in red



FI plan showing M50 access road and revised layout

APPLICATION NO. F06A/1348 (Extended in 2012 under F06A/1348/E1)

A new planning application was submitted in 2006, to respond to Condition 18 in the grant for F04A/1127, which had omitted Cell 2 and 3. This application proposed 136 apartment units on Cell 2 and 3 combined. The future M50 connection was omitted, but that area of the site was proposed to be undeveloped to allow the potential for the slip road to be constructed in future. The proposed density was 70 dwellings/ha. Block A was a 4 storey L-shaped block with 73 units. A creche was not included. A further information request and response resulted in a reduction to 103 units overall, and included a creche, with a radically altered layout. Cell 2 contained 30 houses. The final grant resulted in a reduction to 88 units in total, due to a condition that 12 apartment units from Blocks A/B, and 2 houses from Blocks 1-3 be omitted. Block 1-3 as permitted contained 28 no. 2 & 3 storey houses and a creche. The location of the creche was revised by another condition, to the north-west corner of the site. There was also a condition that noise reduction barriers be provided along M50. Block A and B were developed as per this final grant of permission.



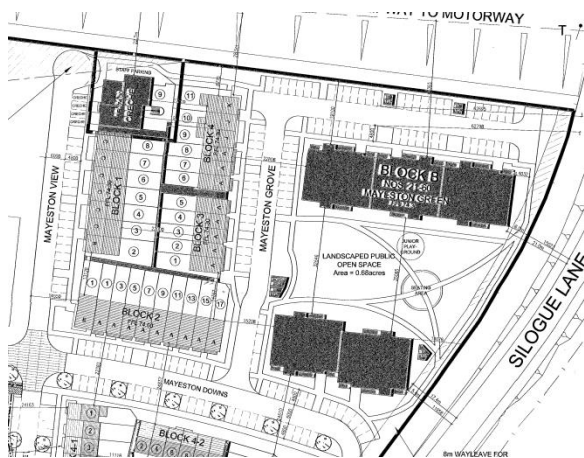
Proposed site plan extract – original application



Proposed site plan extract – FI response

APPLICATION NO. F07A/1423

As a result of the condition relating to the creche location in F06A/1348, an application was submitted proposing a 2 storey creche to the north-west corner of the site with an area of 358sqm, and with a play area of 105sqm. FCC requested further information in relation to issues of overlooking, visual amenity of external stairs, and car parking provision. The application was granted with conditions to reduce the creche area, and to address concerns in relation to parking and outdoor space. The ground floor slabs of the 3 residential blocks and the creche were constructed in line with this grant of permission, prior to abandonment of the project.



Proposed site plan extract – further information response

URBAN DESIGN

A consideration of the site location and the surrounding context, of the various brief requirements and of the FCC Development Plan objectives and standards has determined the building locations, sizes and heights within the scheme. The scheme plugs into the existing road network and proposes no new roads other than the access to car parking and to the northern building perimeter for the fire tender.



Street View of Proposed Development from Mayeston Downs

The main body of the scheme, comprising Blocks A – D inclusive, is arranged in a pinwheel configuration surrounding a central courtyard, and occupies the main part of the site between Mayeston Green and the park. Block E is placed in the narrower part of the site addressing the cul de sac that provides the majority of the car parking to the Mayeston Green apartments. Building footprints respect the 30m setback distance which was a requirement for the earlier development in the area. This setback means that buildings are distant from the M50

noise and it allows a linear space to the north of the site where the majority of carparking is located. The pinwheel configuration of the courtyard buildings and the gaps between them allow for connections to neighbouring buildings and the public open space to the east, and for penetration of sunlight throughout the day.

The buildings vary in height to engage with the immediate context and the broader location and orientation of the development. Thus, the buildings step down from the 6-storey block at the northern edge of the site (Block A), which screens the M50 and causes no loss of sunlight to the central space, to the 3-storey block on the southern edge of the site (Block C). The scale of Block C reflects the existing 2- and 3-storey houses opposite and the adjacent 3-storey apartments to the east. The block addressing the park (Block D) is 4-storey while the block on Mayeston Green (Block B) is 5-storey. Block B faces the gable end of the existing 3 storey apartment building on Mayeston Green, which contains 6 small opes comprising bathroom windows and secondary windows to the kitchen/living space. The primary window for these kitchen/living spaces are double French doors to a full south-facing balcony. The 4 storey block that completes the end of the Mayeston Green cul-de-sac (Block E) is located opposite the existing 4 storey apartment block.



Building Height Study

The proximity of the M50 motorway impacts significantly on the environmental quality of the site and specific impacts and measures are discussed in Sections 2 & 3 below and in the specialist reports. At a high level the principal measures undertaken have been to propose an acoustic fence to the site boundary, to plan the blocks and dwellings so that no apartment has a primary orientation of its living spaces facing the M50, to specific window & ventilation systems that will meet the relevant acoustic criteria, to provide wintergardens and other acoustic measures to the units most affected by noise and to shield the communal courtyard from noise with glazed acoustic screens between the buildings.

MOVEMENT AND PERMEABILITY

The open nature of the pinwheel arrangement, as opposed to the perimeter blocks used elsewhere in the area,

will permit permeability through the scheme while establishing clear thresholds and securely overlooked communal space. The principal pedestrian entrance to the scheme will be from Mayeston Downs in the defined entrance between the Creche (Block C) and Block D. The entrances on the eastern and western sides of the courtyard is designed facilitate permeability from Mayeston Green to the park. The entrance on the northern side facilitates easy access from the car parking area, and the car park itself also provides a route from the eastern Block E & Mayeston Green to the park. The creche is located on the southern edge of the site to provide maximum pedestrian accessibility to the surrounding Mayeston and Hampton Woods development. All access within the scheme is level or gently sloping and no external steps are proposed, other than to private terraces. All pedestrian areas are also accessible to bicycles and details of the bicycle parking provision is included in Section 3 below. All footpaths are a minimum of 1.8m wide.

As noted above the principal car parking area is located to the north of the site in the buffer zone to the M50, with other on-street parking available on Mayeston Green. The new parking area is accessed with a new entrance off the existing roadway to Mayeston Green. Informal surveys of the Mayeston Green parking suggest significant over provision in the current arrangement with the 9no. end-on spaces at the northern apartment block gable rarely being used. For details of the car parking provision see Section 3 below and accompanying Parking Assessment report.

A drop-off bay is proposed in front of the creche. The creche location will minimize vehicular penetration of the development and facilitate turning at the existing junctions. As the creche is sized as a neighbourhood facility it is expected that the majority of access will be on foot or bicycle.



Fire tender access diagram

The scheme has been designed to permit fire tender access to the required building perimeter areas as defined by TGD Part B including the necessary turning areas. This includes fire tender access to the courtyard in the areas shown on the fire tender access diagram – the access will be controlled by bollards or other means to be agreed with the Fire Brigade. Refuse collection will be from the building perimeter and will not necessitate entry of the refuse vehicle into the courtyard.

BOUNDARY TREATMENTS

The site is currently surrounded by palisade fencing which will be removed. New boundaries will be made primarily by the new building edges. To the northern boundary a new 2.4m high acoustic fence is proposed to mitigate noise from the motorway. Existing planting on the M50 side of the boundary will be unaffected and as much of established perimeter planting on the site will also be retained, supplemented by new planting to the car parking area.

On the western boundary to the park a low fence and beech hedge boundary is proposed. Likewise, all ground floor dwellings have an external terrace and planted space which will be surrounded by a low fence and hedge. Gated access is also provided to the adjacent courtyard or footpath which will animate the building perimeter. Along the eastern boundary where the dwellings address Mayeston Green the apartment terraces are raised

slightly above footpath level and accessed via steps. This will provide a greater sense of privacy and security, establishing a deeper threshold.

LANDSCAPING & OPEN SPACE

The principal objectives of the landscape strategy are to make high quality communal amenity space for the residents and to contribute to the sustainability of the proposed development.

The communal amenity space is located to the large central courtyard. This space has been designed to facilitate excellent sunlight penetration at all times of the year, as demonstrated in the sunlight studies prepared, and is overlooked by a large number of the dwellings in the project. Play and seating areas are proposed and the grassed areas are shaped to provide natural swales as part of the SUDS strategy. Permeable concrete pavers are proposed in the majority of the hard landscaped areas and native tree planting is proposed for visual interest, biodiversity and occasional shade. It is not proposed to close off the courtyard with gates and railings but the combination of the clear thresholds to the space and the supervision by ground and upper floor dwellings will assist in creating a safe secure space.



Courtyard View

The applicant proposes a Natural Play space of a minimum of 200 square meters, located centrally in this development. The shortfall of 284 square meters of play provision will be adequately catered for in the new playground facilities in Lanesborough Park which is within walking distance (800 metres approximately) of this residential development. These play facilities will be over 5,500 square meters in area, and have Part 8 planning approval as part of the park improvement works for Lanesborough Park.

The site configuration does not facilitate the creation of any Public Open Space in excess of the 500m² threshold established in the FCC Draft Development Plan. Given the immediate adjacency of the large park the strategy adopted has been to provide more than twice the minimum Communal Amenity Space required in the Development Plan, and to rely on the park to meet the Public Open Space needs of the development. This will facilitate the management of the public open space provision on site by the management company without burdening FCC with fragments of space to be maintained. New connections to the park are made directly from the

courtyard and from the parking area. These are designed to accommodate the residents of the new development along with existing residents in Mayeston Green and Mayeston Downs.

The design of the ground floor interface Private Amenity Spaces is described above. All car parking spaces are designed with permeable paving while the access roadway itself is asphalt. The parking broken up by build-outs which are planted with native trees in tree pits to provide further attenuation.

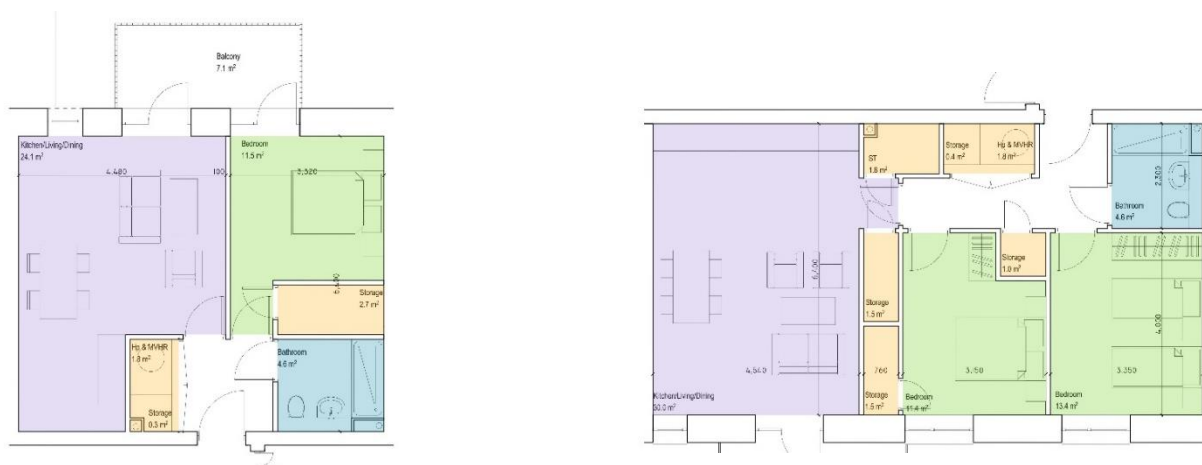


View towards carparking area to north of site

DWELLING DESIGN

The guidelines and cost parameters issued by the Department of Housing, Planning and Local Government suggest the arrangement of apartments in a double loaded corridor with a single central vertical circulation core. This is the approach that has been adopted while ensuring all corridors areas have natural light and ventilation. The design rationale for the arrangement of the 5 blocks on the site has been discussed above. Blocks A, B, D & E have 6, 8, 6 & 5 apartments per core respectively. Blocks A, B & D are accessed from the communal courtyard with Block A also having direct access from the car parking area. Block E also has access from both north and south side.

The ground floor accommodates the entrance hall, internal bicycle storage (except in Block B), bin stores and plant spaces. The core containing lift and stairs is repeated in all the upper floors and opens into a generous protected lobby and then into the naturally lit and ventilated corridor spaces. Travel distance have been designed to avoid the necessity for sprinkler systems. The design of the individual apartments is based on the exemplar designs prepared by the DoHPLG and comprise 1-, 2- & 3-bedroom units. These are shallow apartment plans avoiding the quality problems associated with deeper room plans. They meet all the compliance criteria as detailed in Section 3 below and 68% of units are dual-aspect.



Typical 1 bed and 2 bed Apartment Plans

Private Amenity Space is provided to the apartments in 4 different forms. At ground floor level the apartments generally have a hedged front garden with terrace as described above. At the upper floor levels the apartments with the most exposure to the M50 have glazed winter gardens, those less exposed (Block D) have continuous balconies with some glazing to provide shelter and a degree of privacy, while those that are more sheltered facing the courtyard and the east have pop-out balconies.

Block C comprises 6 no. duplexes over the creche. The ground floor creche is accessed from the road frontage and has a covered play area to the south onto which open the principal rooms. To the northern side of the main corridor are located the administrative and service areas. The duplex units are accessed via shared open access stairs which rise to a terrace at first floor level off which are the entrance doors. The internal planning is conventional with wc, living, and kitchen/dining at the lower level and three bedrooms with bathroom at the upper level. The living room opens onto a generous south facing terrace.

The buildings will have a mineral painted render finish with biocidal properties to ensure durability of the finish over time and low maintenance (20-30 years generally advised, maybe less given exposure). To minimise visible staining and patchiness warm earthy colours are proposed, rather than whites or lighter colours. Windows have a vertical proportion and will be aluminium with a bronze colour externally which will match the colour of rainwater goods, balconies, acoustic screens, and other trims. Single ply membranes are proposed for the pitched roofs, which are low maintenance.

All apartments comply with the DoHPLG and Development Plan space standards, as demonstrated in the attached Housing Quality Assessment Report, and the vast majority are dual aspect at a minimum.



Contiguous elevation to south



3. HOUSING QUALITY ASSESSMENT

a. Residential Zoning:

The site has a Zoning Objective: *RS-Residential Area (Provide for residential development and protect and improve residential amenity)* in the Fingal Development Plan 2017-2023. Residential and Childcare are listed as permitted in principle in this land use zoning. A small part of the site to the north-west is zoned OS Open Space, and no works are proposed in this area.

The site development and buildings are to fully meet standards and guidelines in the current County Development Plan and all relevant guidelines provided by the DHPLG for residential development. The buildings and access are to be designed and constructed fully in compliance with Current Building Regulations in particular Part M, access and Use and Part B, Fire.



	RS - Residential	Provide for residential development and protect and improve residential amenity
	OS - Open Space	Preserve and provide for open space and recreational amenities

FDP 2017-2023 Zoning Map Extract

b. Sustainable Community Proofing:

The site lies approximately 80m from the R104 regional road (St Margarets Road), approximately 350m from convenience shops in Hampton Wood, 1.4km from Charlestown centre with its shopping and entertainment facilities and 1.7km from Ballymun with its community and shopping facilities. There are numerous recreational activities in the environs including Ballymun United soccer pitches (450m), Poppintree Community Sports centre (1.2km), Lanesborough Park (850m), Poppintree Park (1km) and Sillogue Park Golf Club (2.6km).

The site lies within a mixed tenure, mixed income neighborhood. It is generally accepted that 400m (5-minute walk) to 800m (a ten minute walk) represents the 'pedshed' - a suitable distance from which residents should be able to access local services and convenience shopping. (Ref Quality Housing for Sustainable Communities pages 7, 31).

Within 400m (5 minutes' walk)

- Hampton Wood Spar
- Ballymun Utd Football Pitch

400 to 800m (10 minutes' walk)

- Poppintree Community Sports Centre
- Poppintree Early Education Centre
- PALS Preschool
- Finglas Cricket Club
- Poppintree Centra and Pharmacy
- IKEA

800 to 1200m (20 minutes' walk)

- Future Metro North Station (Northwood)
- St Josephs National School
- Poppintree Community Sports Centre
- Meakstown Shopping Centre
- Melville Medical Centre
- Charlestown Centre



The site has good public transport connectivity. The site is located 80m from R108 St Margarets Road which is served by Dublin Bus route 140 (15-minute intervals off-peak, on the F Spine of the Bus Connects Strategy) at a distance of 360m to the further stop. And by the 155 which terminates at IKEA 700m away (20-minute intervals off-peak using the E Spine) and the 13 bus at Balbutcher Lane 600m away.

Given its proximity to retail, cultural, educational, recreational, healthcare facilities and public transport, along with its status as an established and planned residential neighbourhood the development of the site for housing would contribute to the creation of sustainable mixed communities in accordance with national and local statutory planning policy and raises no concerns as to sustainable community proofing.

Mix of Dwelling Types:

The following mix of unit types is included in the proposal:

1 bedroom – 36

2 bedroom 3 person – 19
 2 bedroom 4 person – 54
 3 bedroom - 12

This mix has been agreed with FCC Housing Department, based upon their assessment of housing need, the objective to achieve a balanced mix of dwelling types and size, and taking account of the location and nature of the proposed development.

The objectives of Fingal Housing Strategy 2017-2023 have also been considered in deciding upon the mix of dwellings. It is considered that the proposal will make a positive contribution to the existing dwelling mix in the locality by providing dwelling types which are not currently available.

The proposal will include two bedroom, three person units; this is in accordance with guidelines in Quality Housing for Sustainable Communities (DEHLG, 2007) and Sustainable Urban Housing: Design Standards for New Apartments; Guidelines for Planning Authorities (DHPLG 2018) paragraph 3.5 and 3.6, which considers this dwelling type necessary in Social Housing. 5 of the units are designed to meet Universal Design criteria and can be specially adapted for medical needs.

A creche is proposed and associated outdoor play area is proposed as part of the development, following an analysis of nearby facilities noted a shortage of available spaces, as per Objectives PM74, 75, 76 and DMS94 of the Fingal Development Plan. The creche is located to the south of the site, away from the M50 noise, and with a south-facing sheltered play space. This location also facilitates the use of public transport and active mobility by being at the most accessible part of the site, with a drop-off area and bike parking immediately adjacent.

c. Residential Density:

The Sustainable Residential Density Guidelines 2009 notes the following in relation to density for public transport corridor development densities:

“The State has committed very substantial investment in public transport under the Transport 21 capital programme. To maximise the return on this investment, it is important that land use planning underpins the efficiency of public transport services by sustainable settlement patterns – including higher densities – on lands within existing or planned transport corridors. The phasing of proposed major residential development in tandem with new public transport infrastructure / services (as in the case of the Adamstown Strategic Development Zone) should be considered.

Walking distances from public transport nodes (e.g., stations / halts / bus stops) should be used in defining such corridors. It is recommended that increased densities should be promoted within 500 metres walking distance of a bus stop, or within 1km of a light rail stop or a rail station. The capacity of public transport (e.g., the number of train services during peak hours) should also be taken into consideration in considering appropriate densities. In general, minimum net densities of 50 dwellings per hectare, subject to appropriate design and amenity standards, should be applied within public transport corridors, with the highest densities being located at rail stations / bus stops, and decreasing with distance away from such nodes. Minimum densities should be specified in local area plans, and maximum (rather than minimum) parking standards should reflect proximity to public transport facilities.”

The site is within 360m of the bus stops on St, Margaret’s Road and hence and thus is recommended for higher densities, in excess of the minimum 50/Ha, in the SRDUA guidelines.

Densities in the area have increased of late in line with these SRDUA policies on maximizing the potential of appropriate located serviced lands. The two recent developments at Hampton Wood Square have densities of 220/Ha (completed) and 173/Ha (9 storey block nearing completion). The average density of the Mayeston estate,

built in the 2000's, prior to SRDUA, is 50/Ha. The area of the proposed site is 13,468 sqm (1.35Ha), giving a net density of 90 units per hectare. The density is appropriate for the following reasons:

- The increased density potential of the site with no adjacent buildings on two sides
- Frontage of primarily blank/ secondary gables on the 3rd side.
- The location in a public transport corridor
- The scale of new and existing development in the area.
- Proximity to public open space

The proposal clearly demonstrates that this density can be accommodated on the site while meeting fully the design and quality criteria outlined in the SRDUA guidelines and the Fingal County Council Development Plan.

d. Public Open Space & Play Provision:

The proposal is to provide a larger than required communal amenity space for the residents within the courtyard, which will be a secure, pedestrian-friendly environment sheltered from the M50 noise. The adjacent park already serves as a large Public Open Space, and was built to serve the application site as part of the overall Mayeston estate (FCC planning ref: F04A/1127). The smaller adjacent Public Open Space on Mayeston Green was also sized to serve the site of this proposed development.

The applicant proposes a Natural Play space of a minimum of 200 square meters, located centrally in this development. The shortfall of 284 square meters of play provision will be adequately catered for in the new playground facilities in Lanesborough Park which is within walking distance (800 metres approximately) of this residential development. These play facilities will be over 5,500 square meters in area, and have Part 8 planning approval as part of the park improvement works for Lanesborough Park.

e. Separation Distances:

Separation distances of minimum 22m between opposing first floor windows to neighbouring buildings is achieved between opposing faces within the development and to neighbouring properties, as per Objective DMS28. Within the development the gables of three blocks are just under 22m from the facades of the adjoining buildings. In all instances the glazing on gables is secondary and will be opal glazing to avoid overlooking.

f. Site Safety and Security:

Windows to habitable rooms on all elevations provide passive surveillance of communal external areas within the curtilage of the site including the entrance to the site, parking areas and locations providing access to bin and bicycle storage. A site lighting scheme will be included in the detailed design to ensure safety and security at night.

g. Accessibility:

As required by Part M, Access and Use, of the Building Regulations, the buildings are designed to ensure that people can safely and conveniently approach and gain access to all the units. Where the habitable rooms are not located at ground level, the stairs provided are suitable for use by ambulant disabled persons. An accessibility audit has been conducted by our accessibility consultant. 5 no. Universal Design apartments are provided and designed in line with guidance outlined in *Universal Design Guidelines for Homes in Ireland*.

h. Communal Amenity Space:

The Sustainable Urban Housing: Design Standards for New Apartments outlines a requirement below for communal amenity space for apartments:

- 1 bed – 5 sqm
- 2 bed 3 person – 6 sqm
- 2 bed 4 person – 7 sqm
- 3 bed – 9 sqm

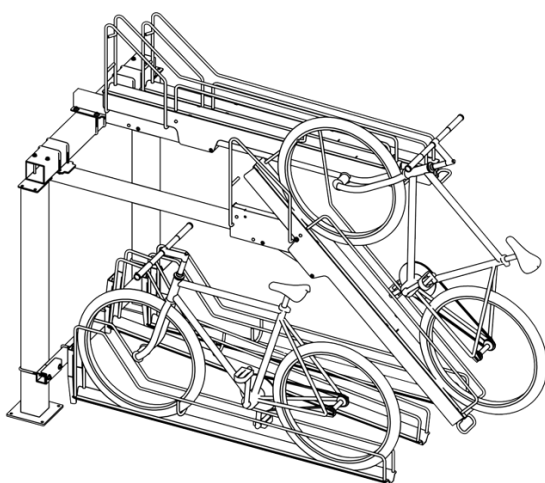
This results in a minimum requirement of 799 sqm for the development. A total of 1,864 sqm communal amenity space is provided in the courtyard. This is just under 2.5 times the minimum requirement and all the space provided is accessible, secure, sheltered and usable. Play and seating areas are proposed to cater for all levels of mobility and accessibility. The daylight studies submitted confirm that the courtyard will receive good sunlight penetration during all seasons. All site curtilage areas will be overlooked by habitable rooms and outdoor lighting will ensure safety.

i. Bicycle Storage

A total of 306 bike parking spaces are proposed, which significantly exceeds the requirement of 273 for residential use outlined in Sustainable Urban Housing: Design Standards for New Apartments, calculated as follows:

1 bed apartment	1 per unit
2 bed apartment	2 per unit
3 bed apartment	3 per unit
Visitor	0.5 per unit

Creche staff and visitor parking is based on FDP 2023-2029 requirement of 1 long stay space per classroom and 5 visitor spaces per classroom. Short stay bike parking is located in convenient locations close to the entrance to each building. In all but one block the long-stay bike parking is located in secure internal rooms in a double-stacked arrangement. Storage rooms have been sized to accommodate this equipment. Bike stores are internal and adjacent the main entrance, apart from one external bike store adjacent Block B. Spaces for cargo bikes and bike lockers are provided in the external bike store, along with e-bike charging points.



Example of double-stacked bicycle system



j. Car Parking:

A total of 90 car parking spaces are provided, based on the rates below:

1 bed apartment – 0.5 per unit	18.5
2 bed apartment – 0.8 per unit	57.6
3 bed apartment – 1 per unit	12
Creche – 0.5 per classroom	2
TOTAL	90

This achieves a balance between the differing requirements under the current FDP 2017-2023 and the Draft FDP 2023-2029, summarized below:

	FDP 2017-2023	FDP 2023-2029
1 bed apartment	1 per unit	0.5 per unit
2 bed apartment	1.5 per unit	0.5 per unit
3 bed apartment	2 per unit	1 per unit
TOTAL (EX CRECHE)	169.5	66.5

The detailed rationale for the car parking numbers provided is outlined in the Car Parking Assessment Report prepared by Roadplan Ltd.. Access from parking spaces to the building entrance will comply with Part M Access and Use, of the Building Regulations. 5no. disabled parking spaces have been provided close to building entrances, being 5% of the total number of bays. 10% of car spaces will have EV charging points upon completion. Provision by way of ducting will be made for electric charging points to all car spaces, to facilitate non-disruptive retro-fitting of EV charging points throughout. A drop-off bay has been provided in front of the creche. Motorbike parking spaces are also provided.

k. Refuse Storage and Bins:

All apartment blocks are provided with communal bin storage areas within the footprint of the building. These rooms have been sized according to input from a local waste service provider, and allow operation of a three-bin system of segregation i.e. black, brown & green bins, based on a once-weekly collection.

l. Gross Floor Areas of Dwellings:

In the interest of safeguarding standards and avoiding building to minimum standards, for schemes of more than 10 units, the majority of units must exceed the minimum floor area standard by 10%; (DHPLG 2020 and Fingal Development Plan 2017-23, Objective DMS26)

All units in the current proposal exceed the minimum Gross Floor Area; 10% exceedance is indicated in the internal table of space standards in Appendix B – a total of 47 units are 10% larger than the minimum area. While this means that 39% of units are 10% larger than minimum, all units benefit from a generosity of space. Averaged across all units, the Gross floor Area is 8.2% above the minimum guidelines.

m. Space Standards:

The dwellings have been planned to ensure compliance with space standards in Fingal Development Plan 2017-23 and guidelines in DHPLG (2020) as follows (see appendix B of this report and dwelling plans):

- Gross floor areas
- Individual room sizes

- Aggregate floor areas
- Principal room dimensions
- Private amenity space

n. Layouts of individual units:

Floor plans included in submission, demonstrate:

- Typical arrangement of furniture for each room.
- Freedom of circulation, appropriate to activities.
- Potential for movement of larger items of furniture into and between rooms.
- Living space appropriate for family gatherings, including occasional visitors.
- Working area and storage facilities appropriate to likely activities.
- Door swings do not interfere with other doors, furniture or circulation routes.
- Principal room dimensions.

o. Aspect of dwellings:

The DoHPLG is that a minimum 50% of dwellings shall be dual aspect. 68% of dwellings have dual aspect. All apartments have living areas facing east, west or south to ensure adequate indoor light quality during the day.

p. Ceiling Height:

Ground floor units have a minimum ceiling height of 2.7m, and the upper floors are in excess of 2.4m.

q. Kitchens:

Kitchens are located adjacent to dining and living areas. Sizes and layouts have been designed to provide:

- Adequate high and low level storage;
- Adequate worktop surface and space for appliances,
- Optimum work sequence.
- Efficient ducting for services.

r. Internal Storage:

Appendix B demonstrates that each unit meets the minimum internal storage requirement. In units where the storage requirement is greater than 3.5sqm, it is divided into two or three locations so that none exceed 3.5sqm. The storage provided is split between general storage accessible from circulation areas and storage provided within bedrooms, a total of which exceeds the standard for internal storage as set in Table 12.1 of the Fingal Development Plan 2017-2023.

s. Private Amenity Space:

Each unit is provided with Private Amenity Space in the form of either a terrace for ground floor units and balconies for upper floor units. All apartments have a private amenity space facing east, west or south to ensure adequate light quality during the day. Balconies adjacent to the M50 are enclosed in winter gardens. Those facing the park in Block D are continuous along the façade, covered and are screened by glass to provide a degree of shelter and privacy. The balconies to Block B facing Mayeston Green have a high opal glass screen on the northern side to provide privacy and noise abatement, and the balustrades are of opal glass to provide privacy. Balconies to the

central courtyard space have metal rail balustrades as they are more sheltered and face a semi-private space. Block C has large terraces to the front and rear of each unit, with large, glazed privacy screens on the southern side.

Areas of Private Amenity Space for each unit exceed the minimum requirements of guidelines as demonstrated on the architectural floor plans.

All Private Amenity space is accessible from living areas through glazed doors. Balconies are guarded in accordance with guidance in Building Regulations Technical Guidance Document K.

t. Creche:

Objectives PM74, 75, 76 and DMS94 of the Fingal Development Plan 2017-2023 recommend the provision of one childcare facility (equivalent to a minimum of 20 child places) for every 75 dwelling units. An analysis of nearby childcare facilities identifies a need for creche spaces in the area. The Development Plan guidelines note that for new residential developments, a ground floor unit within a proposed building is a suitable location.

The criteria for assessing childcare facilities under DMS94 have been considered as follows:

- Suitability of the site for the type and size of facility proposed – site is in an established residential area with good connectivity.
- Adequate sleeping/rest facilities – suitably sized sleep room proposed for younger children
- Adequate availability of indoor and outdoor play space – south facing sheltered play space of 125sqm provided, accessed directly from each classroom, and with a landscaped privacy barrier to the public realm.
- Convenience to public transport nodes – Creche located at southern-most point on site, to encourage use of public transport and active travel modes
- Safe access and convenient off-street car parking and/or suitable drop-off and collection points for customers and staff – car set-down area provided adjacent to main entrance. A public hard-landscaped area gives space for safe drop-off and collection, as well as congregating and socialising. Visitor bike parking provided in this location.
- Local traffic conditions – area does not have significant through-traffic.
- Hours of operation – the facility is envisaged as Full day-care, defined as the provision of a structured day-care service for children for more than 3.5 hours per day, supervised by competent personnel. Full day-care includes crèches and nurseries.

The quantum of childcare accommodation is based on government publication Childcare Facilities – Guidelines for Planning Authorities 2001 and in particular Appendix 2 which requires minimum 20 childcare spaces per 75 dwellings in excess of one-bed. The crèche consists of approx. 387sqm of childcare and support accommodation and caters for approx. 64 children, based on the minimum clear floor space per child of 2.32sqm – this clear floor space per child does not include extraneous areas such as kitchens, toilets, sleeping and other ancillary areas are deemed to be separate, as outlined in Childcare Facilities – Guidelines for Planning Authorities 2001.

The facility is designed in accordance with Universal Design Guidelines for Early Learning and Care Settings, a publication by Dept. of Children and Youth Affairs and the National Disability Authority. It will provide care and early learning to children from birth to toddlers. 4 classrooms are proposed to cater for 4 typical age groups – less than 1 year old (babies), 1-2 years old (wobblers), 2-3 years old (toddlers), and 4+ (preschool). A generous lobby, overlooked by staff, provides storage for buggies, a visitor WC, and appropriate security/surveillance. Classrooms and staff facilities are accessed via a central daylit corridor to one side of the lobby and managers office. A summary of the universal design principles of the proposed facility are as follows, in line with the Universal Design Guidelines for Early Learning and Care Settings:

- Integrated into neighbourhood - located within a residential development in a residential area

- Easy to approach, enter and move about - spacious public plaza space at entrance, with a generous lobby and simple internal circulation with generous corridor width
- Easy to understand, safe to use and manage – plan is a simple arrangement with separation of public from private, and classroom for support/staff areas. Facility is on a single level
- Weaving together indoor and outdoor space – classrooms have direct access to outside and central corridor is daylit at either end

u. Daylight, Sunlight:

The following guidance and standards have been considered in the design of the proposed development:

- Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (B.R.209, 2011); and
- B.S. 8206 Lighting for Buildings, Part 2 2008: Code of Practice for Daylighting.

Building massing has been carefully considered to allow sunlight penetration to the courtyard communal amenity space, and sun studies show no significant overshadowing to neighbouring buildings.

v. Acoustic Privacy:

The site is adjacent the M50 and partially within Dublin Airport Noise Zone C. The Noise mitigation measures form an essential part of the brief for the new residential development and acoustic consultants have been appointed at the project inception. The measures outlined below address the acoustic issues on the site. A detailed acoustic assessment forms part of the planning documentation.

External:

The building massing and site layout is designed so as to minimise the number of dwellings facing the M50 and to use the buildings to acoustically screen the external amenity and creche play areas. Communal amenity space is located in a semi-enclosed courtyard and the creche play space is located at the farthest part of the site from the M50 and is south-facing, away from the source of the traffic noise. An acoustic screen is proposed along the northern boundary to the M50, and additional acoustic screens are proposed between the buildings – these measures have been reviewed by means of computer modelling by the acoustic consultants to quantify and demonstrate their effectiveness. The proposed new housing will also provide the added benefit of acoustic shelter to existing homes on Mayeston Downs and Mayeston Green.

Internal:

All homes will be designed to be compliant with British Standard 8233: Sound Insulation and noise reduction for buildings - Code of practice and sound control for homes. All dwellings will have suitable R_w acoustic ratings to glazing, as determined by the acoustic model. Those dwellings exposed to noise from the M50 will have additional acoustic mitigation measures including some or all of the following: acoustically dampened ventilation systems, acoustic windows and winter gardens. In addition to these minimum standards in the apartments facing the M50 this mechanical ventilation system can be supplemented if desired by occupants using windows with an external glazed balustrade which acts as an acoustic baffle, avoiding excessive noise entering the dwelling. The specification of these will be based on the computer modelling prepared by the acoustic consultants at detail design stage. The internal ambient noise levels recommended in the British Standard will be achieved with mitigation measures outlined above.

w. Energy Performance:

Detailed design of individual dwellings will ensure high levels of occupant comfort, and compliance with requirements expressed in current, relevant parts of the Building Regulations:

- Part F: Ventilation;
- Part J: Heat Producing Appliances;
- Part L: Conservation of Fuel and Energy.

In particular the requirement for nearly zero energy buildings and renewable sources of energy will be addressed in the detailed design and construction stages. The detailed approach to sustainability issues is included in the Life Cycle Report included with the tender documentation.

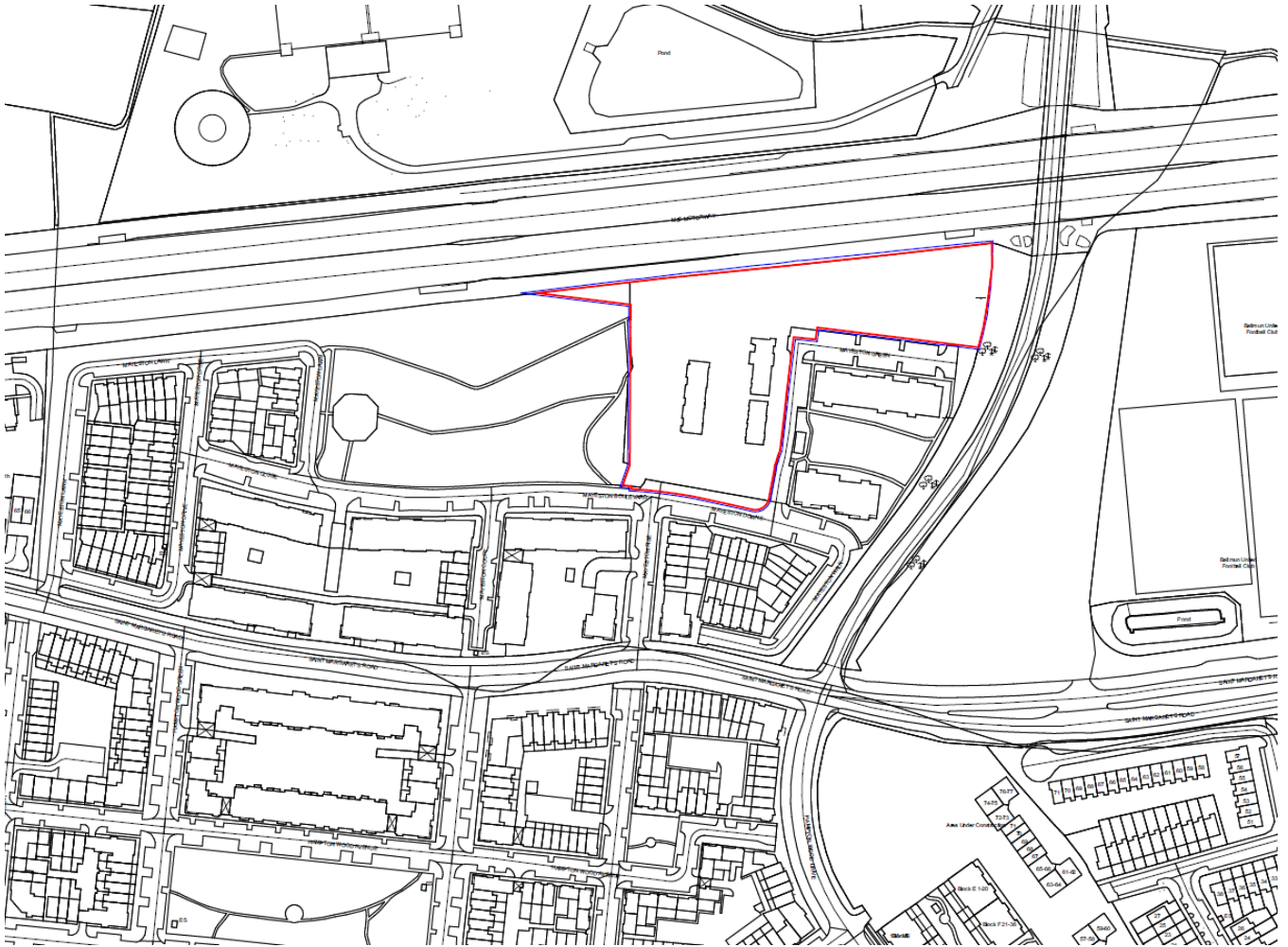
x. Design Standards:



The following documents have been consulted in the pre-planning design stage:

- Fingal Development Plan 2017-23 (FDP, 2017-23)
- Draft Fingal Development Plan 2023-2029 (FDP, 2023-29)
- Quality Housing for Sustainable Communities; (DEHLG, 2007)
- Sustainable Urban Housing: Design Standards for New Apartments; Guidelines for Planning Authorities; (DHPLG 2020)
- Sustainable Residential Development in Urban Areas; Guidelines for Planning Authorities (DEHLG 2009)
- Recommendations for Site Development Works for Housing Areas; (DOELG 1998)
- Design Manual for Urban Roads and Streets (DMURS 2019)

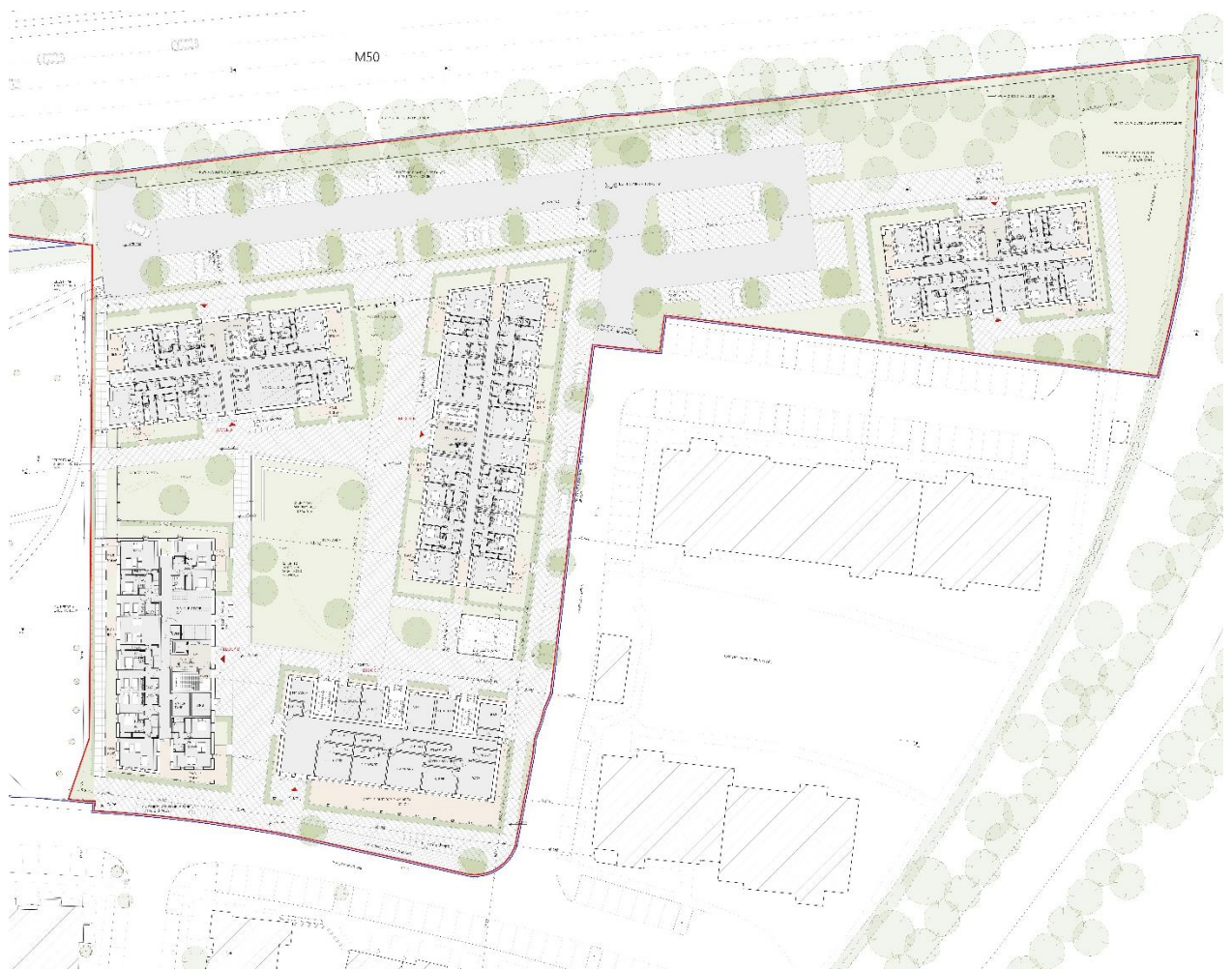
4. APPENDIX A:

a. Site Location Map



-  SITE OWNERSHIP BOUNDARY
-  APPLICATION BOUNDARY

b. Site Development Plan



5. APPENDIX B:

a. Internal Area Schedules

UNIT AREA SCHEDULE REV 3

01.11.2022

UNIT TYPE	DESCRIPTION	AMOUNT	BEDROOM 1 AREA	BEDROOM 2 AREA	BEDROOM 3 AREA	AGG. BEDROOM AREA	K/L/D AREA	STORAGE AREA	GROSS AREA	P.A.S. AREA
1A	1 BEDROOM APT	36	11.5	0	0	11.5	24.1	3	50.6	7.1
2A	2 BEDROOM 3 PERSON APT	8	13	7.1	0	20.1	28.1	5	66.9	9.1
2B	2 BEDROOM 3 PERSON APT	5	13	7.1	0	20.1	28.6	5	68.1	7.6
2C	2 BEDROOM 4 PERSON APT	51	13.4	11.4	0	24.8	30	6.2	77.4	7.3
2D	2 BEDROOM 3 PERSON UD APT	5	14.2	8.4	0	22.6	36.9	5.3	81.7	8.1
2E	2 BEDROOM 4 PERSON APT	4	13.4	11.4	0	24.8	31.8	6.2	78.8	28
3A	3 BEDROOM APT	6	13	11.4	7.2	31.6	24	9	92.2	9.6
3B	3 BEDROOM DUPLEX APT	6	13	14	7.1	34.1	35.4	9.2	104.4	22

GROSS INTERNAL AREAS (INCL STAIRS AND LIFTS ON UPPER FLOORS)

	BLOCK A	BLOCK B	BLOCK C	BLOCK D	BLOCK E	ANCILLARY (BIKE SHED)	TOTAL
LEVEL 0	529.6	710.8	469.4	540	451.9	58	2759.7
LEVEL 1	529.6	710.8	332.5	540	451.9	0	2564.8
LEVEL 2	529.6	710.8	332.5	540	451.9	0	2564.8
LEVEL 3	529.6	710.8	0	540	451.9	0	2232.3
LEVEL 4	529.6	710.8	0	0	0	0	1240.4
LEVEL 5	529.6	0	0	0	0	0	529.6
TOTAL	3177.6	3554	1134.4	2160	1807.6	58	11891.6

b. Unit Count & Mix Schedule

UNIT COUNT

	BLOCK A	BLOCK B	BLOCK C	BLOCK D	BLOCK E	TOTAL
1 BED	16	9	0	8	3	36
2 BED 3 PERSON	0	10	0	0	9	19
2 BED 4 PERSON	12	20	0	15	7	54
3 BED	6	0	6	0	0	12
TOTAL	34	39	6	23	19	121

UNIT MIX

	TOTAL
1 BED	29.75%
2 BED 3 PERSON	15.70%
2 BED 4 PERSON	44.63%
3 BED	9.92%