

## DESIGN RATIONALE

Project: **PUBLIC REALM IMPROVEMENTS FOR  
A PEDESTRIANISED NEW STREET**

Project no.: **Fc.03**

Prepared on behalf of: **FINGAL COUNTY COUNCIL**

Prepared by: **DFLA**

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## **Introduction**

### **1.1 General**

In 2022, *Fingal County Council (FCC) Architects Department*, in association with *FCC Environment Climate Action and Active Travel*, commissioned DFLA as part of a landscape architecture led multi-disciplinary team for public realm improvements for a pedestrianised New Street. The objective of this document, together with the overall planning package, in line with the requirements of the Planning and Development Regulations, is to describe the nature and extent of the proposed development and the principal features thereof.

DFLA and the wider design team visited the site on several occasions from May 2022 to October 2022 in order to observe conditions on site, such as existing vegetation, layout, usage, materials and other items which would have a bearing on the design process. *The Tree File* arborists were commissioned before the design process began to carry out a Tree Survey and Tree Constraints Plan in compliance with BS 5837:2012. These documents are included separately as part of this planning package.

During the design process, DFLA worked closely with *Connect the Dots (CtD)* and FCC to engage with a wide range of stakeholders and consultees, to arrive at a proposal which maximises the opportunities for high quality, usable and enjoyable public realm that, where possible, responds to the feedback obtained throughout the consultation process. The non-statutory consultation process is summarised in Section 3.1.

### **1.2 Planning Context**

A number of policy documents are relevant to the formulation of the public realm proposals for New Street. These include the *Fingal County Development Plan*, *Fingal Climate Action Plan*, as well as documents of a more specific or localised nature such as the *Malahide Public Realm Strategy*, *Malahide Historic Core Architectural Conservation Area (ACA)*, *The Forest of Fingal* and other policy documents of significance.

Please refer to the *Planning Report* produced by *BMA Planning* and included in the overall planning package.

### **1.3 Documentation**

This document should be read in conjunction with other documentation included in this planning package, by DFLA, as well as the inter-disciplinary design team which comprises *Punch Consulting Engineers*, *Axiseng Consulting Engineers*, *Coady Architects*, *BMA Planning*, *Faith Wilson Ecologist*, *Archaeology Plan*, *The Tree File* arborists, supported by *Connect the Dots (CtD)* stakeholder and community

engagement consultants. An EIA Screening Report has been prepared by BMA Planning and an AA Screening Report has been prepared by Faith Wilson Ecologist. The following documents produced by DFLA, additional to this document, are included as part of the overall planning package:

<b>No.</b>	<b>Scale</b>	<b>Size</b>	<b>Title</b>
2000	1:500	A1	<i>Site Location Map</i>
2001	1:200	A1	<i>Public Realm Plan</i>
2401	1:100	A2	<i>Landscape Sections 1</i>
2402	1:100	A1+	<i>Landscape Sections 2</i>
2500	1:20	A1	<i>Typical Landscape Details</i>

## Landscape Appraisal

### 2.1 The Site

The subject site is situated in the centre of Malahide Village. It is broadly rectangular in shape, approximately 14m wide and 150m in length, extending from the Diamond junction at the south end towards the Strand Street junction to the north. There is a broadly continuous slope with a level change of approximately 6m between the higher point at the southern end of the site and the northern end which then leads towards Malahide Green and the Marina.



*New Street, looking south, towards the Diamond.*

The existing public realm is predominantly hard-standing and impervious in nature. There is a line of medium to large size trees along the kerb edge of the footpath on the west side of the street. There are two trees on the eastern side, close to the junction with Strand Street.

Prior to the outbreak of Covid-19 in March 2020, New Street, Malahide accommodated two-way traffic movement. Following a government mandate to review road networks in urban areas to identify areas that could prioritise pedestrian and cycle movements, New Street was pedestrianised from June 2020 to December 2020. This arrangement was modified to a one-way system for vehicular traffic from December 2020 to June 2021. In June 2021, Fingal County Council pedestrianised New Street. As a result, there is currently time limited one-way access from 7am to 11am each day for deliveries and emergency vehicles from Main Street/ The Diamond to New Street and two-way access from Strand Street to Ross's Terrace via New Street.

New Street comprises a variety of uses including retail, café, restaurant, bar, health and financial or other business outlets. Outdoor dining is available on the street, with furniture provided by individual premises. A range of street furniture has been installed such as bollards, cycle parking, signage and planters which vary in terms of material and design.



*View from New Street, looking east, along the laneway to Ross Cottages.*



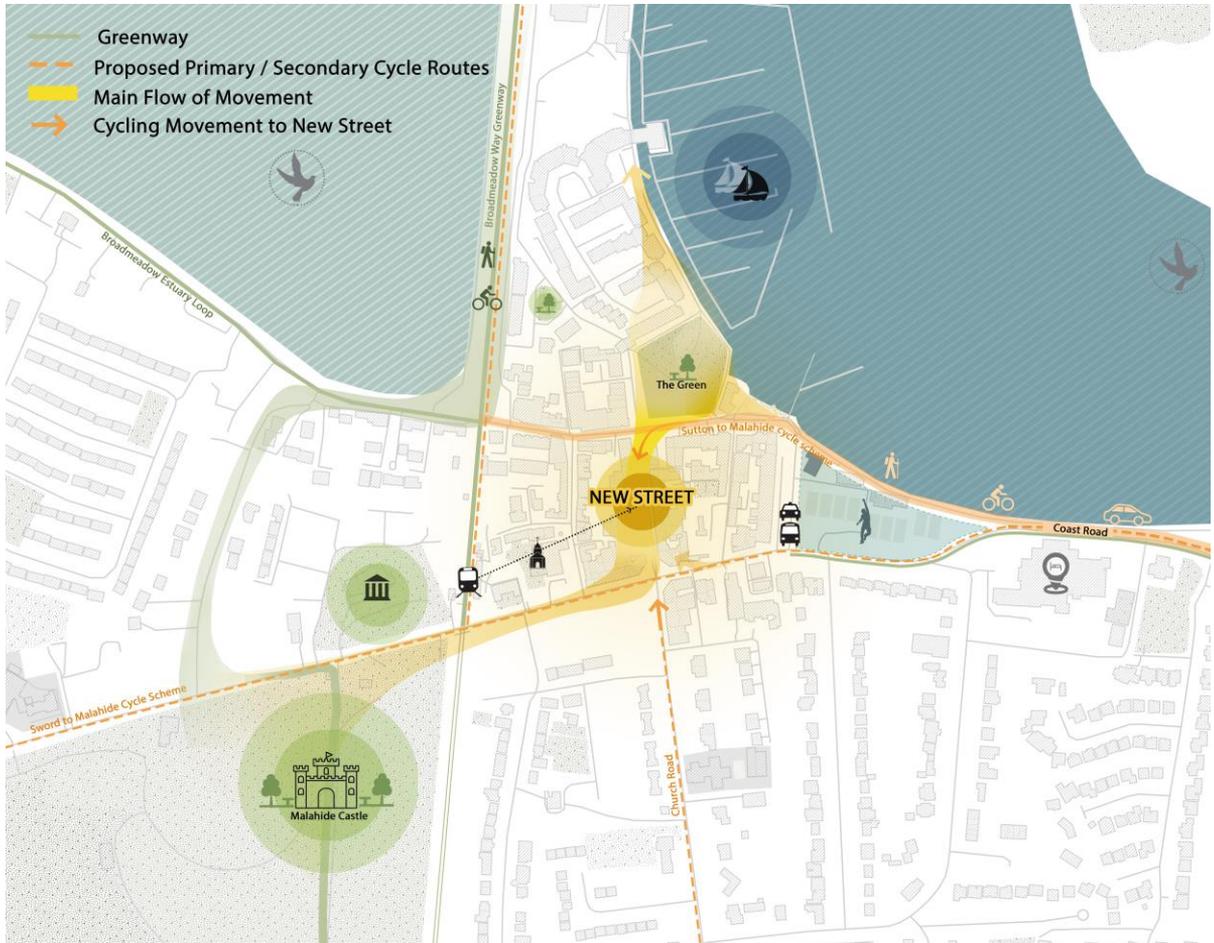
*A typical existing arrangement for outdoor dining on New Street.*



*An example of the range of street furniture currently on site.*

## **2.2 Wider Physical Context**

In its wider context, New Street is located in close proximity to Broadmeadow Estuary, recognised internationally as an environmentally important asset due to it being designated as a Special Area of Conservation, Special Protection Area and proposed Natural Heritage Area. The street is also located within the Architectural Conservation Area of Malahide (ACA), with protected structures and monuments located in the vicinity. New Street is served by good public transport links. It is close to many recreational and tourist amenities and commercial opportunities in Malahide. A number of planned cycle routes and strategic infrastructure interface with the site, including the Fingal Coastal Way and Sutton to Malahide Pedestrian and Cycle Scheme.



Plan diagram illustrating New Street in the wider context of Malahide. Not to Scale.



Photo taken at the south-western corner of Malahide Green, looking north, towards the Marina.

### 2.3 Existing Trees

Existing trees have been surveyed by *The Tree File* arborists in accordance with BS 5837:2012. BS 5837:2012 calls for a realistic assessment of the viability of retaining trees in the context of proposed construction. The British Standard has been used here to rigorously assess the stock of existing trees and to make recommendations which are realistic and represent a fair assessment of the quality and long-term viability of the trees on site.

The Tree Survey describes the physical condition of the trees and the way in which the trees are interacting with the surrounding urban environment. It highlights the conditions in which the trees have been planted and the consequent continuing damage to the adjacent paved surfaces. The survey identifies the particular issue of species selection and the expected future and ongoing maintenance requirements with regard to lifted and cracked paving surfaces.

A total of 11 Norway Maple (*Acer platanus*) trees exist on the site at New Street. Of the 11 trees, three have been identified as 'Category B2' and seven trees are noted as 'Category C2'. Tree no. 1782, to the north, has been classed as 'Category U'. This tree has been identified as unsuitable for retention, as a result of its poor condition, regardless of whether or not development is proposed. Excluding Tree no. 1782, a total of ten trees are considered for replacement.

The Tree Survey, the Tree Constraints Plan and the Arboricultural Impact Assessment, produced by *The Tree File* are included in the overall planning package.

Refer to Section 3.7 of this document for tree replacement proposals.



*Existing trees at New Street. Black rubber surfacing has been installed locally to replace lifted and cracked paving.*



*Existing trees at New Street. Granite kerbs are pushed out of alignment at the base of the tree.*

### 3 Consultation and Design Process

#### 3.1 Summary of Non-Statutory Consultation Process

DFLA worked closely with *Connect the Dots (CtD)* and FCC in non-statutory stakeholder and public consultation as well early engagement with relevant statutory bodies. Meetings were held regularly, and feedback was received on the emerging design in relation to planning, traffic, civils, environment, public realm, heritage and conservation, operations, archaeology and waste. In addition to the regular meetings and workshops, the following lists include the main meetings that took place with internal FCC stakeholders and external stakeholders, as part of the consultation process:

<b>Date</b>	<b>Attendees/Purpose</b>
22.06.2022	<i>FCC Departmental Stakeholders</i>
29.06.2022	<i>FCC Councillors</i>
01.07.2022	<i>An Garda Siochana</i>
01.09.2022	<i>FCC Departmental Stakeholders</i>
22.09.2022	<i>FCC Councillors</i>
18.10.2022	<i>Workshop with Disability Representatives</i>
21.10.2022	<i>FCC Departmental Stakeholders</i>
27.10.2022	<i>Early Engagement with Statutory Bodies</i>

Two non-statutory public consultation events were held in Malahide Library, facilitated by CtD with support from DFLA. The events occurred on the following dates:

<b>Date</b>	<b>Attendees/Purpose</b>
09.07.2022	<i>Public Consultation Event 1</i>
24.09.2022	<i>Public Consultation Event 2</i>

These in-person non-statutory public consultation events were complemented by online submissions. During the design process a number of options were developed by the design team with FCC, in response to feedback from stakeholders. The proposals were considered in detail and revised to reflect comments during consultation where possible. For example, the locations of trees and other proposed planting was revised to allow for more direct lines of site, quantity and locations of public seating was revised and updated, kerb alignments and drainage strategy clarified and developed in detail.

The results from the non-statutory public consultation (in-person and online) were analysed and summarised in two reports, prepared by CtD and published online by FCC. Where possible, and in line with the overall brief and objectives for the proposed public realm

improvements, the feedback received at the events and from the online submissions was incorporated into the proposals.

### 3.2 Design Principles

DFLA have developed a number of design principles which have helped to formulate the public realm proposals. The design principles have emerged following the period of consultation and after having gained an understanding of the context and setting of the project, through site visits and meetings with stakeholders. The design principles (DPs) are summarised below:

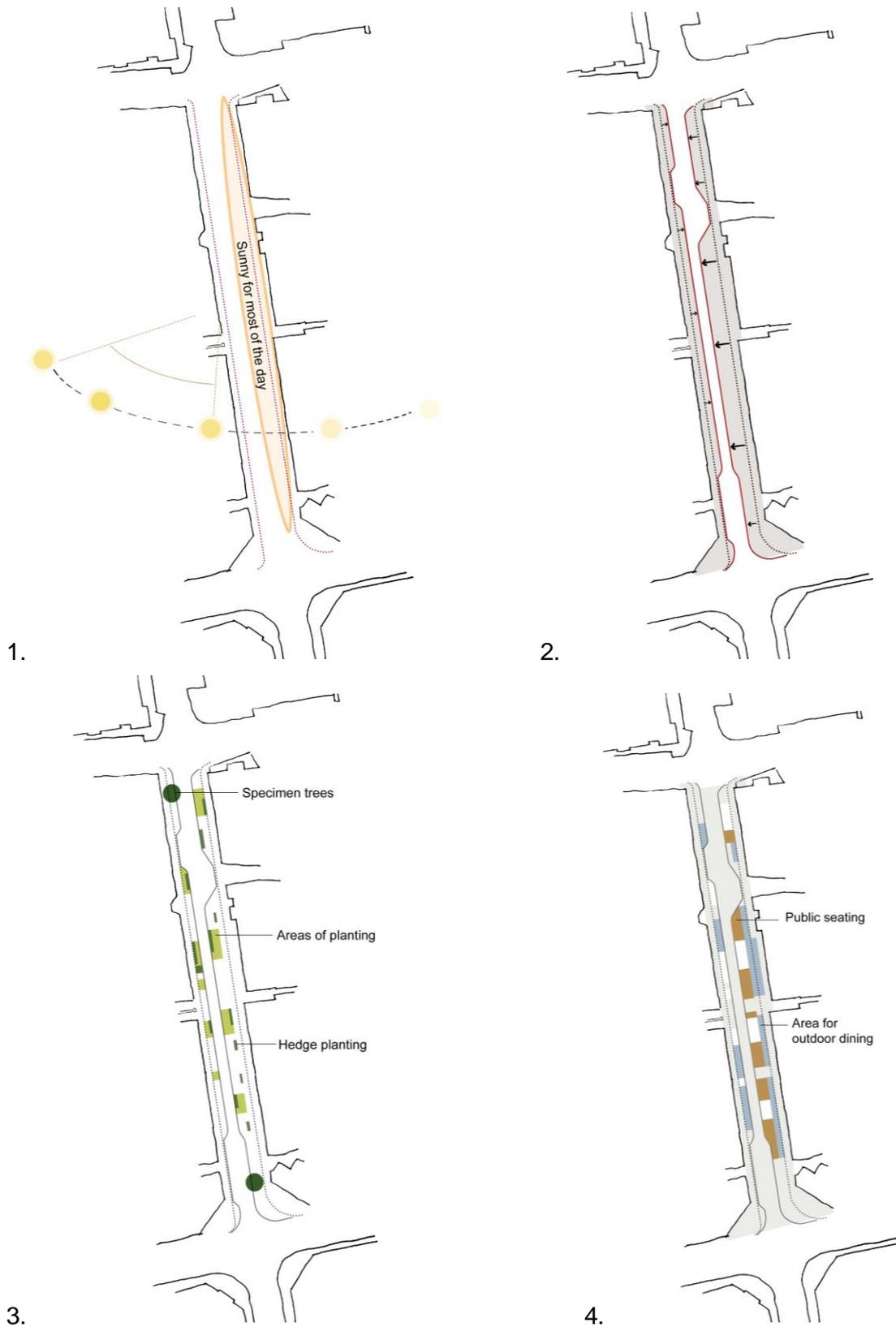
- **DP1. An understanding of the wider context:** recognising New Street as a key node within the overall urban and historic fabric of Malahide, as well as a hub for an emerging active travel network;
- **DP2. New Street as a destination:** realise the potential of the street as a destination and build on its existing positive qualities to create a distinct identity which would be attractive to locals and visitors alike;
- **DP3. Facilitate flexibility of use:** recognise and allow for future change while at the same time ensuring a recognisable, enjoyable and welcoming experience, in sympathy with the Architectural Conservation Area;
- **DP4. Promote material and aesthetic quality:** avoid clutter and develop a suite of site-specific interventions which help to create a coherent and legible space, with a sense of material unity.
- **DP5. Deploy innovative solutions:** use low tech (SuDS) as well as high tech (Smart) innovation to expand the functionality and added-value of public realm.

### 3.3 Public Realm Design Strategy

The design principles help to generate a strategy for the public realm improvements for a pedestrianised New Street, which was formulated in conjunction with FCC and the design team in order to integrate the existing site context, architecture, improved circulation and accessibility, traffic, civil engineering, lighting, archaeological and ecological considerations with the overarching public realm design and the key objectives of the brief. These include:

- Provision of a high-quality urban environment which enhances the 'sense of place' on the street and respects the context as part of Malahide's Historic Core Architectural Conservation Area;
- Consider accessibility and safety for people of all ages and abilities;
- Find a balance between existing and possible future proposed uses along the street in a way which is attractive to visitors and locals alike;
- Innovate, taking into account principles of sustainability and resilient public spaces;
- Ensure access for local residents, deliveries, fire tender, emergencies and refuse collection;
- Provide opportunities for resting and socialising to increase dwell time, while at the same time taking into consideration overall functionality;
- Provide trees and planting as well as incorporating sustainable drainage solutions.

New Street is a key node within Malahide's town centre. The public realm improvements increase the area provided for civic amenity along the thoroughfare and improve pedestrian priority and accessibility for the public. It creates new opportunities for visitors and passers-by to engage and enjoy the space by increasing the width of the footpath on either side of the street. The eastern side remains sunny for the majority of the day; therefore, an asymmetric layout is proposed, taking full advantage of the orientation. Large trees are proposed to 'book-end' the street and signify threshold, tying the public realm into its surrounding context. Areas of planting are proposed as the main organisational device, incorporating sustainable urban drainage (SuDS) and increasing biodiversity on site. Opportunities for seating, art and informal play installations are proposed to be located in between the areas of soft landscape. Some areas of planting are also proposed to be introduced to act as buffer zones between public use and existing residential buildings. Clearly marked zones for outdoor dining are proposed to be organised in linear strips on both sides of the narrowed central carriageway.



A range of plan diagrams was developed to inform the design and organisation of the proposed public realm. These include organisation as response to orientation (1), kerb alignment and drainage (2), soft landscape as an organisational and drainage device (3), delineation between civic space and outdoor dining (4).

### 3.4 Conservation and Heritage

New Street is located in the *Malahide Historic Core Architectural Conservation Area (ACA)* and the proposals for public realm have been developed as a direct response to the ACA and in conjunction with FCC Architects and FCC Architectural Conservation Officers. During the design process FCC Architectural Conservation Officers played a central role in determining the nature of the proposals.

The proposed public realm elements have been considered to be in sympathy with the historic context. The space is proposed to be substantially open to allow a fuller appreciation of the existing buildings. The existing granite kerbs are proposed to be re-laid in their existing alignment. New high-quality materials, including Irish stone paving, channels and other details are also proposed as part of the public realm design to complement the existing character of the street. These are outlined in further detail in Section 4. It is proposed that historic interpretation will form part of the materials palette and detailing for the street. Examples of material detailing for interpretation include the engraving of paving flags to tell the story of the street and disseminate the heritage of the place as part of the visitor experience.

The proposals are cognisant of, and seek to address, the Malahide Historic Core Architectural Conservation Area Statement of Character, in the area of declutter and views and specifically with regard to the following policies:

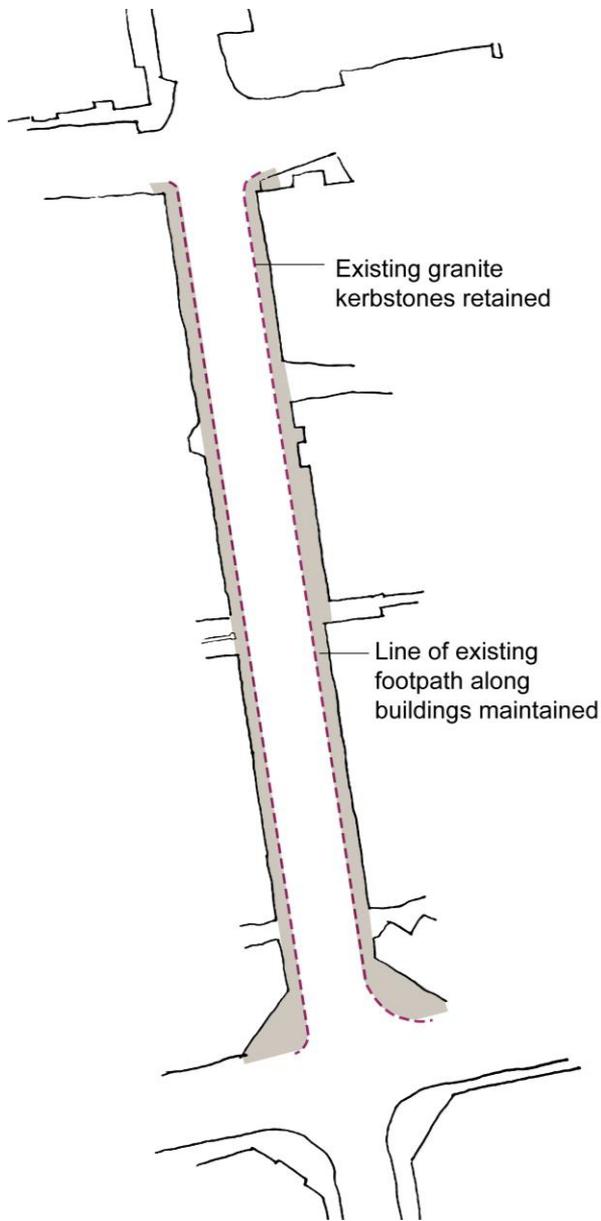
*Cluttered traffic signage and poles prevent proper appreciation of buildings and architectural spaces in the ACA. Fingal County Council will therefore seek to minimise clutter through the use of innovative integrated designs. Designs for lighting, signage and fittings such as parking meters, litter bins and bollards should be of a scale sympathetic to the character of the ACA. Where historic evidence of street furniture does not survive, new elements should be chosen to be high quality and low-key, and conspicuous arrays of lamp standards or bollards should be avoided.*  
(p.54)

*Trees have been planted along the Dublin Road, Old Street, New Street Church Road, The Mall and Diamond and while the trees provide welcome greenery, they have been planted in very limited space and consequently reduce the pavement widths and obscure proper views of the buildings.* (p.55)

Please also refer to the *Architectural Heritage Assessment* produced by *Coady Architects* and included in the overall planning package.



*Examples of historic interpretation forming part of the surface materials palette.*



*Plan diagram to highlight the extent of the existing footpaths (grey brown) and the alignment of existing granite kerbs (dashed red line). The kerbs are proposed to be lifted, protected and re-laid in their current alignment. Not to Scale.*

### 3.5 Accessibility, Circulation and Access

New Street has a generally uniform slope from the Diamond north down to Strand Road, with approximately six metres change in level. In that context the proposals have been designed to make the public realm as accessible as possible. Design tools of note that have been developed, either as part of the general design process, or specifically arising from consultation with relevant and interested parties include:

- A rational approach to the organisation of elements on the street
- The retention of the existing building fronts, or 'shoreline', clear of furniture
- Retractable bollards to limit traffic on the street
- Signage for cyclists to dismount
- The use of differential surfacing
- The use of dropped kerbs where appropriate at crossings
- Wall mounted public lighting to minimise the number of poles
- Pull-in areas for occasional loading
- Seating for resting and pausing
- Smart digital functionality throughout the street

The retention of the existing building frontage, provides two north-south zones for pedestrian circulation which follow the building line at its existing gradient. These zones are effectively the same as the existing footpaths, with the kerbs in the same alignment but re-laid flush where the footpath is extended into the area that is currently tarmac carriageway. They are proposed to be free from obstacles or clutter. Public seating is proposed at key locations along the street to provide opportunities for rest. 'Outside' the original kerb alignment differential surfacing is used to demarcate areas for planting, public seating, cycle stands and other street furniture. The 'carriageway' is reduced in width to allow for one-way use during certain times of the day (except at the north end of street where two-way is required locally for access to Ross Cottages at all times) and access for residents, emergency vehicles and deliveries.

The proposed public realm improvements include a time limited one-way access from 7am to 11am each day for deliveries and emergency vehicles from Main Street/ The Mall to New Street and an unrestricted two-way access from Strand Street to Ross's Terrace via New Street. 2no. loading bays are proposed at the southern and northern ends of New Street and an accessible parking space in front of the HSE building.

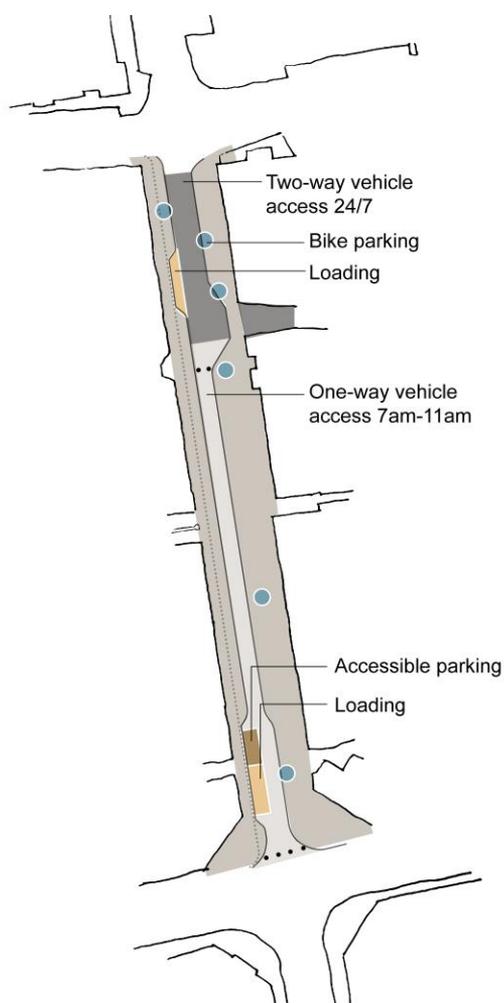
Cyclists will be required to dismount on entering the street. Cycle parking stands are proposed throughout, particularly at the northern and southern thresholds. Parking for

unusual or emerging bicycle formats and sizes such as cargo bikes and e-bikes is also catered for.

The proposed improvements shall be in accordance with the relevant accessibility regulations and best practice.



*Images illustrating examples of e-bike charging station and cargo bike parking.*



*Plan diagram – access and circulation. Not to Scale.*

### **3.6 Sustainability**

The public realm proposals include the use of locally sourced materials such as Irish stone, sustainably sourced timber for seating, indigenous plant species where possible, and Sustainable Urban Drainage Systems. Please refer to Section 4 for more detail on proposed materials.

The proposed public realm improvements for a pedestrianised New Street will bring positive impacts in terms of enhancing the streetscape at New Street and promoting active travel modes with improved facilities for pedestrians and cyclists. Other significant considerations include minimising the use of steel poles and signage as well as the use of cowled and energy efficient light fittings to minimise light pollution and reduce carbon emissions.

A separate *Mechanical and Electrical Services Installations* report is produced by *Axiseng Consulting Engineers* and included in the overall planning package.

### **3.7 Tree Replacement**

Historically, the spatial impact of trees on New Street has varied. For extensive periods of time there were no trees on the street. Today, the spatial character of the street is generally asymmetrical with trees remaining on the western side of the street, and most of the trees that were on the eastern side now removed. Please refer to Section 2.3 for a brief description of the existing trees and reference to the technical documents that form part of the overall planning package.

As part of the public realm improvements at New Street it is proposed that the existing trees are replaced with new trees which will increase the number of trees on the street, broaden the diversity of tree species, and therefore the resilience of the street, increase the potential for biodiversity, facilitate sustainable urban drainage (SuDS), planted in more extensive green areas with larger soil volumes. The new trees will be less deleterious to existing building fabric, requiring less maintenance in the form of pruning, cleaning gutters and repairs to pavements, and will improve pedestrian safety. The proposal for tree planting has taken the ACA into consideration, in that it opens up the street spatially, allowing a better appreciation of the historic buildings and shop fronts. It is also considered in an integrated fashion with the proposed provision of improved below ground services and drainage infrastructure.

As described in Section 2.3 the existing trees have been surveyed by *The Tree File* arborists in accordance with BS 5837:2012. The British Standard has been used to rigorously assess the stock of existing trees and to make recommendations which are realistic and represent a fair assessment of the quality and long-term viability of the trees on site. In addition to the

Arboricultural assessment, the existing trees were also visually assessed by DFLA and by representatives of Fingal County Council (FCC), including The *FCC Tree Officer* and landscape architects from *FCC Parks & Landscape*. As part of the assessment of trees, an on-site meeting and site walk was carried out in September 2022 with *FCC Tree Officer*, *FCC Parks and Landscape*, *FCC Architects*, *FCC Environment Climate Action and Active Travel*, and DFLA, during which the trees were inspected and the wider area, micro-climate and ground conditions were noted and discussed, with a view to understanding which species could be used to replace the existing trees.

Collectively, the existing trees are recognised by *The Tree File* as being relatively young trees, of fair health, which have achieved less than 20% of their ultimate species mass. Due to the fact that they have yet to grow significantly, thereby exacerbating the issue of lifting, cracked paving and associated safety, operations and maintenance requirements, as well as the context within which they are planted with unsuitable ground conditions, *The Tree File* has recommended that they should be replaced with new trees of more contextually compatible species with sustainable, purposely designed underground conditions.

Proposals for the planting of new trees planting and their integration with the overall proposed works, using constructed tree pits where required with the requisite volume of soil, as well as how trees are used as part of the Sustainable Urban Drainage System (SuDS), are described in Section 4. The proposals for tree planting are integrated with the overall proposals in the sense that the narrowing of the carriageway provides space for new trees to be planted in a more central location, somewhat removed from the buildings.

In addition to the proposed new trees on New Street, *FCC Parks & Landscape* shall organise the planting of new trees at Malahide Green, which is outside the subject site, but which complements the proposals for New Street, by increasing the canopy cover overall and specifically at Malahide Green, while at the same time allowing for a spatial proposal which is sympathetic to the ACA and the architectural heritage of New Street. Furthermore, it is proposed to upcycle and reuse the trunks of the tree to be removed, as timber beams as part of a unique climbable sculpture at Malahide Green.

Generally, the proposal for tree replacement is driven by, or assists FCC in achieving, the objectives of policies 3, 4, 5, 6, 8, 9 of *The Forest of Fingal*.

Please refer to the Tree Survey, Tree Constraints Plan and Arboricultural Impact Assessment produced by *The Tree File* and included in the overall planning package.



early 1900s



early 1900s



1930s



1940s



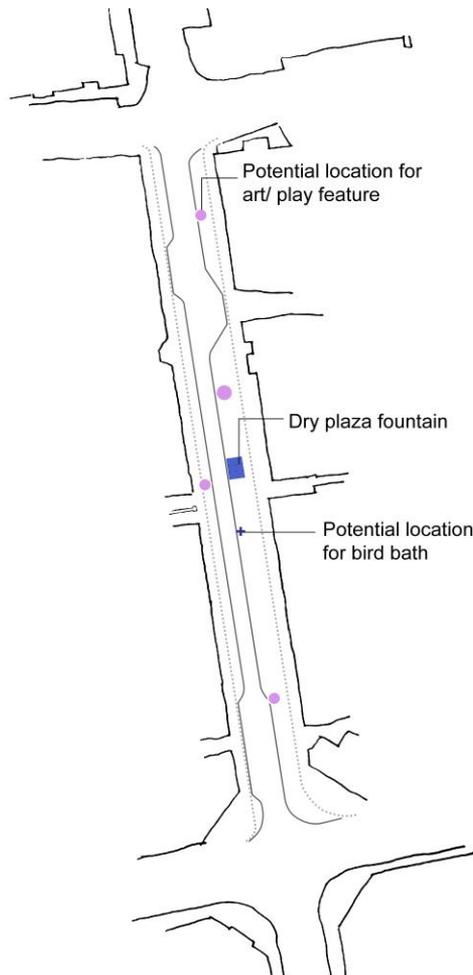
1987

*Various photographs of New Street illustrating the lack of trees historically.*

### 3.8 Unique Elements and Loose Furniture

A number of unique elements are proposed, such as art/play features and a dry plaza fountain. While the detail of these elements is subject to a more detailed design process, their proposed locations are illustrated in the diagram below. They are generally located within the proposed north-south strip that accommodates sustainable urban drainage (SuDS), public seating and other street furniture.

The management of loose, or movable, outdoor furniture for dining which may be used by premises has been considered in terms of the layout of the street, with loose furniture proposed to be located in secondary strips of space running north-south parallel to the main north-south strip as described above.



*Plan diagram illustrating the locations of unique features. Not to scale.*

## 4. Proposed Materials

*Drawing 2001 Public Realm Plan*, includes a legend and schedule of proposed materials including soft landscape and hard landscape finishes. It illustrates the location and extent of surface materials and furniture, groundcover and herbaceous planting, hedge and tree planting.

### 4.1 Tree planting

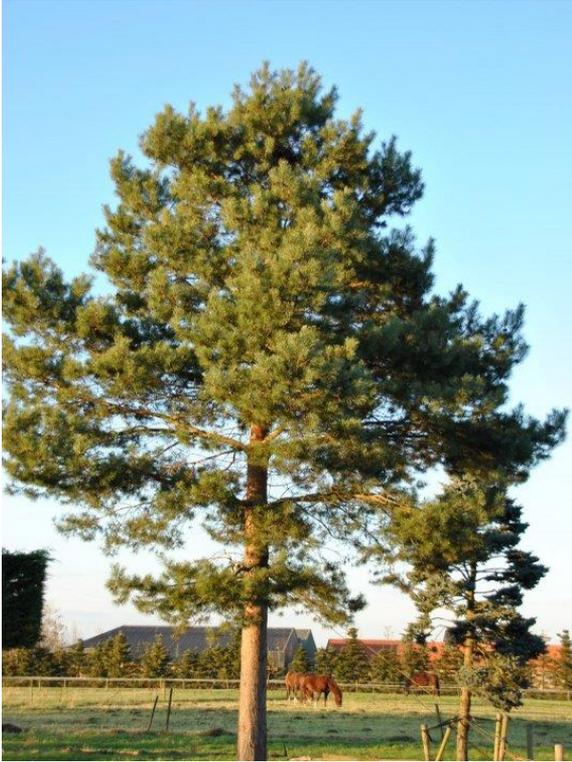
The design proposals include significant new tree planting throughout the site area. Trees are proposed to replace the existing trees, but also generally improve the species mix on site. The proposed tree species are selected for suitability to local conditions and microclimate, biodiversity and where required suitability for close proximity to buildings.

The proposed tree planting, of varying species and size, has been carefully considered in three distinct arrangements: trees on the west side of the street, trees and shrubs in bioretention areas on the east side of the street and specimen trees at each end of the street.

Large specimen trees are proposed to 'book-end' the street to the north and south. These are the native Scot's pine (*Pinus*) at the Malahide Green end and London plane (*Platanus orientalis* 'Minaret') at the Diamond end. On the west side of the street, an informal alignment of multi-stem snowy mespilus (*Amelanchier lamarkii*) is proposed. Tree planting to the east consists of a variety of species planted in bio-retention areas such as the native downy birch (*Betula pubescens*) and snowy mespilus for continuity across the carriageway to the snowy mespilus on the west. A total of 37 new individual trees is proposed.

In addition the native guelder rose (*Viburnum opulus*) is proposed for texture and leaf colour.

All proposed trees shall be planted in large below ground planting pits with substantial volumes of growing medium.



*Images illustrating examples of the typical proposed tree species. Left; Scot's pine, Right; right snowy mespilus.*

#### **4.2 Hedge, Herbaceous, Groundcover**

The proposed planting is conceived as subtle layering of greens within the open spaces, giving way to flower and foliage colour seasonally. The planting is proposed to be layered as follows; lowest - bulb planting, mid-height groundcover planting, highest - clipped hedge planting.

The landscape design proposals proactively address the issue of biodiversity on the site both in terms of the primary design intent and in terms of management of the planting over time. Education and information are also an important factor with regard to for example sustainable drainage, given the diversity of use and user type at New Street, with the possibility of small information panels integrated into the edges of the bio-retention areas. Typical low groundcover and hedge planting is illustrated below.



*Images illustrating examples of the typical spatial effect of the low planting proposed.*

### **4.3 Sustainable Urban Drainage Systems (SuDS)**

*Punch Consulting Engineers* and DFLA have collaborated to integrate proposed SuDS elements within the overall public realm proposals. The proposed system comprises a series of bio-retention areas which are located centrally in a north-south arrangement along the street. The bio-retention areas are proposed to help clean and slow down the rate of storm water run-off. They also provide an important opportunity to introduce planting onto the street.

For more detail on the storm water drainage proposals please refer to documentation produced by *Punch Consulting Engineers* which is included in the overall planning package.



*Proposed moisture tolerant groundcover and herbaceous planting (from left to right): Astilbe, Juncus (sedge).*

#### **4.4 Hard Landscape Materials and Street Furniture**

The proposed public realm facilitates ease of day-to-day use and encourages informal interaction along the street. It incorporates a full range of public realm functions. These include resting, play, circulation, accessible parking, bicycle parking, access for delivery and emergency vehicles. The selection of hard landscape materials is determined by function but also to provide a cohesive palette of materials across the site. The materials palette has been developed to build on the existing character of Malahide. In keeping with the principles established in FCC's Malahide Historic Core Architectural Conservation Area Statement of Character, the public realm has been designed in way that is sympathetic to the character of the street, minimising clutter and establishing a palette of high-quality materials with a low-key, consistent design, colour and style. In addition, durability, robustness and the specific nature of how the materials are proposed to be detailed is of critical importance to the success of the proposals. The selection of both surfacing and furniture is also proposed to provide cohesion and contrast throughout the public realm. Irish limestone and Leinster granite, in a variety of formats and finishes as differential surfacing are proposed for the pedestrian and vehicular areas. These are also proposed for finishes to the low retaining walls forming the edges to the bio-retention areas along the eastern side of the street.

#### **4.5 Public Lighting**

In order to minimise clutter and reduce the number of poles on the street, light fittings are proposed to be wall-mounted where possible. The proposals for public lighting allow for an uninterrupted space in the centre of the street which will benefit from the character of the planted bio-retention areas as well as the civic spaces with public seating, modest incidental play or art pieces and parking facilities for cyclists.

For more detail on the lighting proposals please refer to documentation produced by *Axiseng Consulting Engineers* which is included in the overall planning package.



*Images illustrating the expected effects of the palette of hard landscape materials proposed, including Irish limestone and Leinster granite in variety of formats and finishes, heritage and conservation interpretation and a variety of seating elements that take into consideration day-to-day maintenance and management (from top to bottom): Waterford Viking Triangle by GMKD Architects, Peace Park Dublin by DFLA and Wolfe Tone Square Dublin by DFLA.*

**END.**