

ARCHITECTURAL DESIGN STATEMENT

LOCAL AUTHORITY OWN HOUSING DEVELOPMENT

(Section 179A OF THE PLANNING AND DEVELOPMENT ACT 2000, AS AMENDED)

Mayeston, Poppintree, Dublin 11

NOVEMBER 2023



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1.0 INTRODUCTION

This Architectural Design Statement has been prepared on behalf of Fingal County Council in support of a proposed Local Authority Own Housing Development pursuant to s.179A of the Planning and Development Act 2000 (as amended) and associated Planning and Development Regulations 2001 (as amended) in respect of a site of c.1.35 hectares at Mayeston, Poppintree. The purpose of this Design Statement is to summarise the architectural design approach, describing how the proposal responds to the site and its surrounding context. It identifies key constraints and issues which have informed the design process.

The proposal is for a residential development of 119 no. residential apartment units and creche, arranged in 5 buildings varying in height from 3 storeys to 6 storeys (Block A – 18 no. 1-bedroom units, 10 no. 2-bedroom units, 6 no. 3-bedroom units; Block B – 9 no. 1 bed units, 29 no. 2 bed units; Block C – 6 no. 3 bed units and creche; Block D – 8 no. 1 bed units, 14 no. 2 bed units; Block E – 4 no. 1 bed units, 15 no. 2 bed units), all associated carparking and bicycle parking including external covered bike stores, 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.

Space standards within dwellings and provision of private amenity space will meet the requirements stated in Fingal Development Plan 2023-2029, as demonstrated in this report. All apartment blocks share communal courtyard space and other facilities such as car parking.

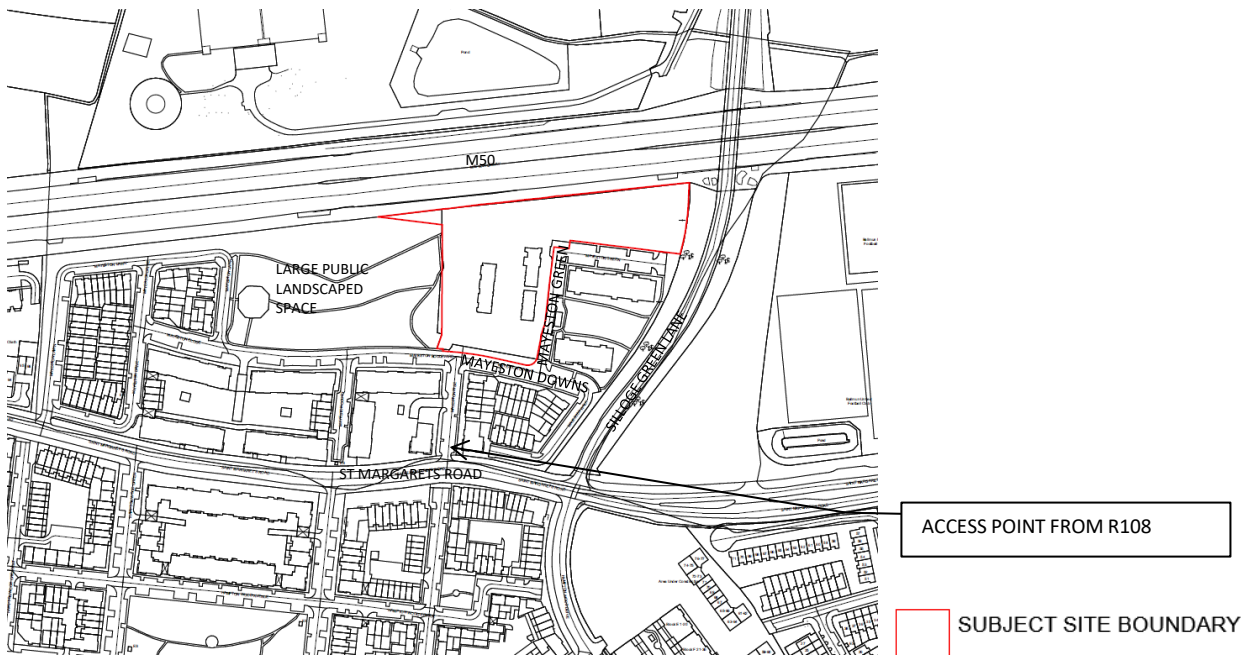
An EIA Screening Report and an Appropriate Assessment Screening Report have been undertaken and conclude that EIAR and NIS are not required for the proposed development.

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

2.0 SITE CONTEXT

2.1 Site Location

The proposed site for the development is located in the townland of Mayeston, Poppintree, Dublin 11. 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 east, south and south-east by Mayeston Green and Mayeston Downs, and to the east by Silloge Green Lane. The site is accessed via existing road network as part of the overall Mayeston estate.



Site Location Map

2.2 Site Physical Characteristics

The application site has an extent of c.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.



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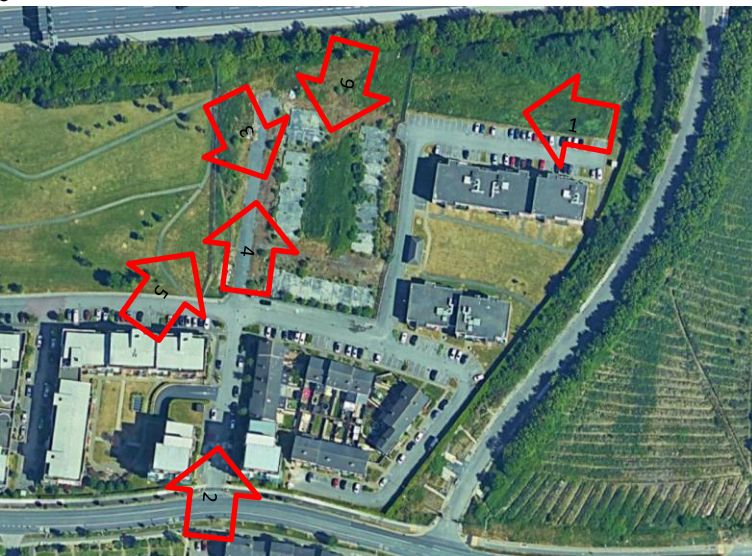
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Photos of site and surroundings

2.3 Development Plan Context

The site has a Zoning Objective: *RS-Residential Area (Provide for residential development and protect and improve residential amenity)* in the Fingal Development Plan 2023-2029. 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 northern part of the site falls within Dublin Airport Noise Zone C.

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, as outlined in full detail in the Planning Report. 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.



FCCDP 2023-2029 Zoning Map Extract

Permitted in Principle		
Bed and Breakfast	Childcare Facilities	Community Facility
Education	Guest House	Office Ancillary to Permitted Use
Open Space	Residential	Residential Care Home/ Retirement Home
Retirement Village	Sheltered Accommodation	Traveller Community Accommodation
Utility Installations		

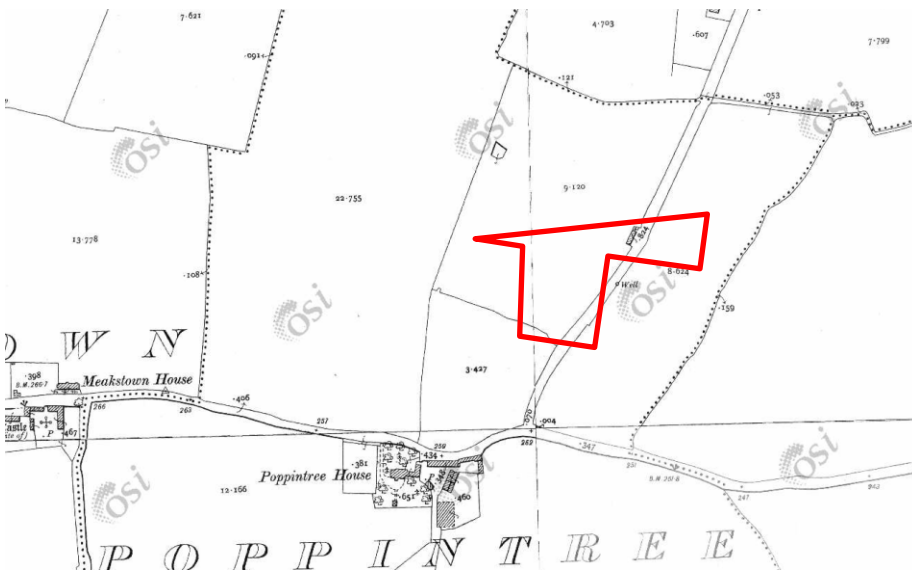
FCCDP Extract – Permitted Uses for RS Zoned lands

2.4 Site Historic Context

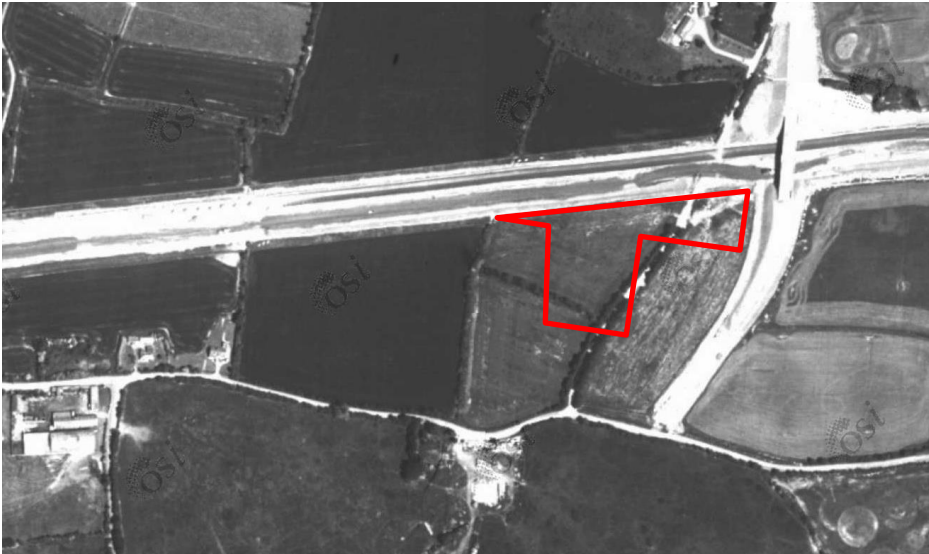
The National Inventory of Architectural Heritage indicates no records of structures, artefacts or historic site within or in close proximity to the site itself. The NIAH register indicates some nearby archaeological finds, clustered around 400 metres to the west of the site near the site of Meakstown House (demolished). Historic Maps indicate that the site was used for agricultural purposes, which was the predominant land use in the environs in what was a rural area prior to the expansion of Dublin city northwards in the second half of the 20th century. The construction of the M50 motorway and surrounding housing estates significantly altered the road network and character of the area. There is no indication that the site was built on prior to the abandoned works in the 2000's.



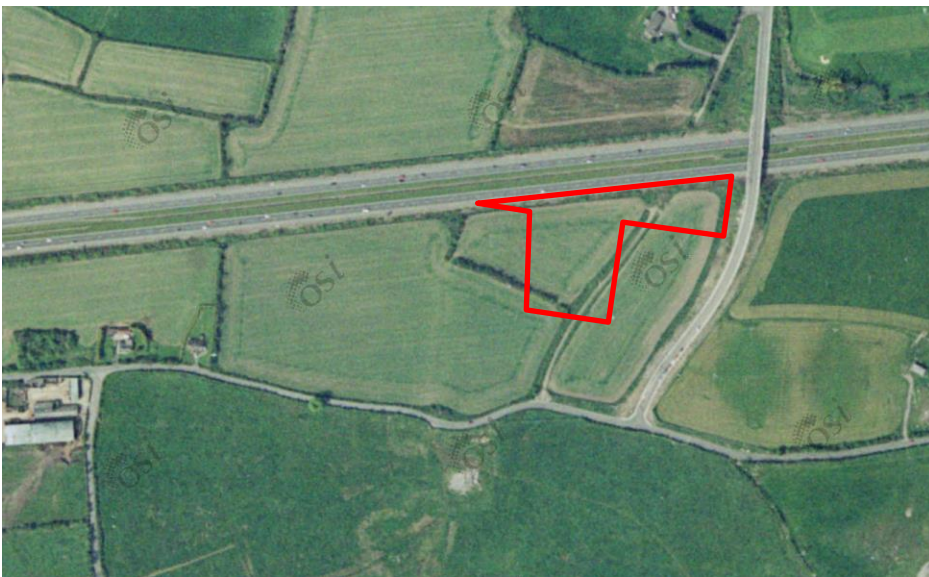
Historic map of site and context, c.1829-41



Historic map of site and context, c.1897-1913



Satellite image of site, c.1995 (M50 under construction)



Satellite image of site, c.1996 – 2000 (M50 constructed, prior to Mayeston Estate commencing)



Satellite image of site, c.2006 – 2012 (Mayeston Estate almost complete)

3.0 URBAN DESIGN PRINCIPLES

3.1 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 neighbourhood. 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 (A)
- Ballymun Utd Football Pitch (B)

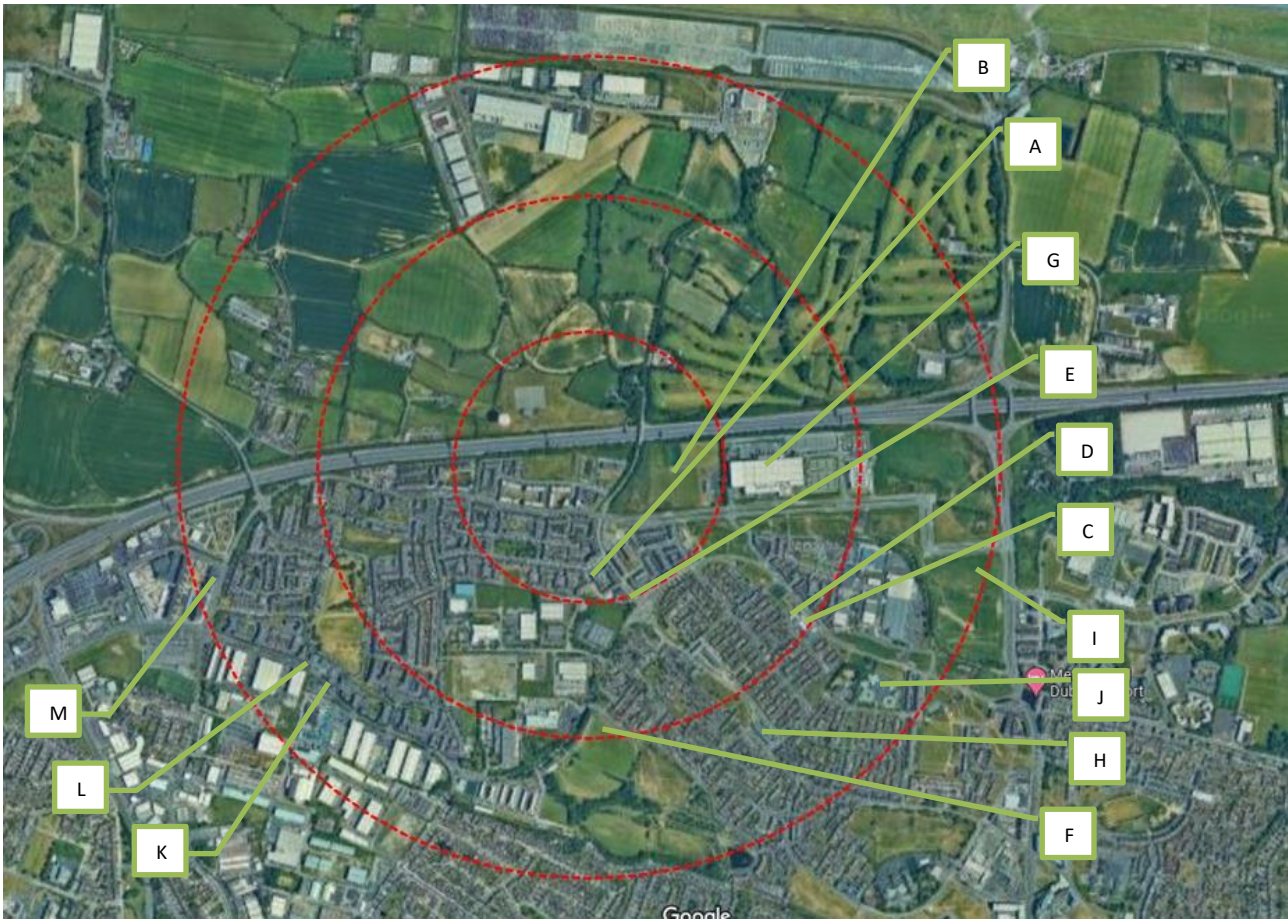
400 to 800m (10 minutes' walk):

- Poppintree Community Sports Centre (C)
- Poppintree Early Education Centre (D)
- PALS Preschool (E)
- Finglas Cricket Club (F)
- IKEA (G)

800 to 1200m (20 minutes' walk):

- Poppintree Centra and Pharmacy (H)
- Future Metro North Station (Northwood) (I)
- St Josephs National School (J)
- Meakstown Shopping Centre (K)
- Melville Medical Centre (L)
- Charlestown Centre (M)

These services are indicated on the diagram below, along with the various distances from the site.



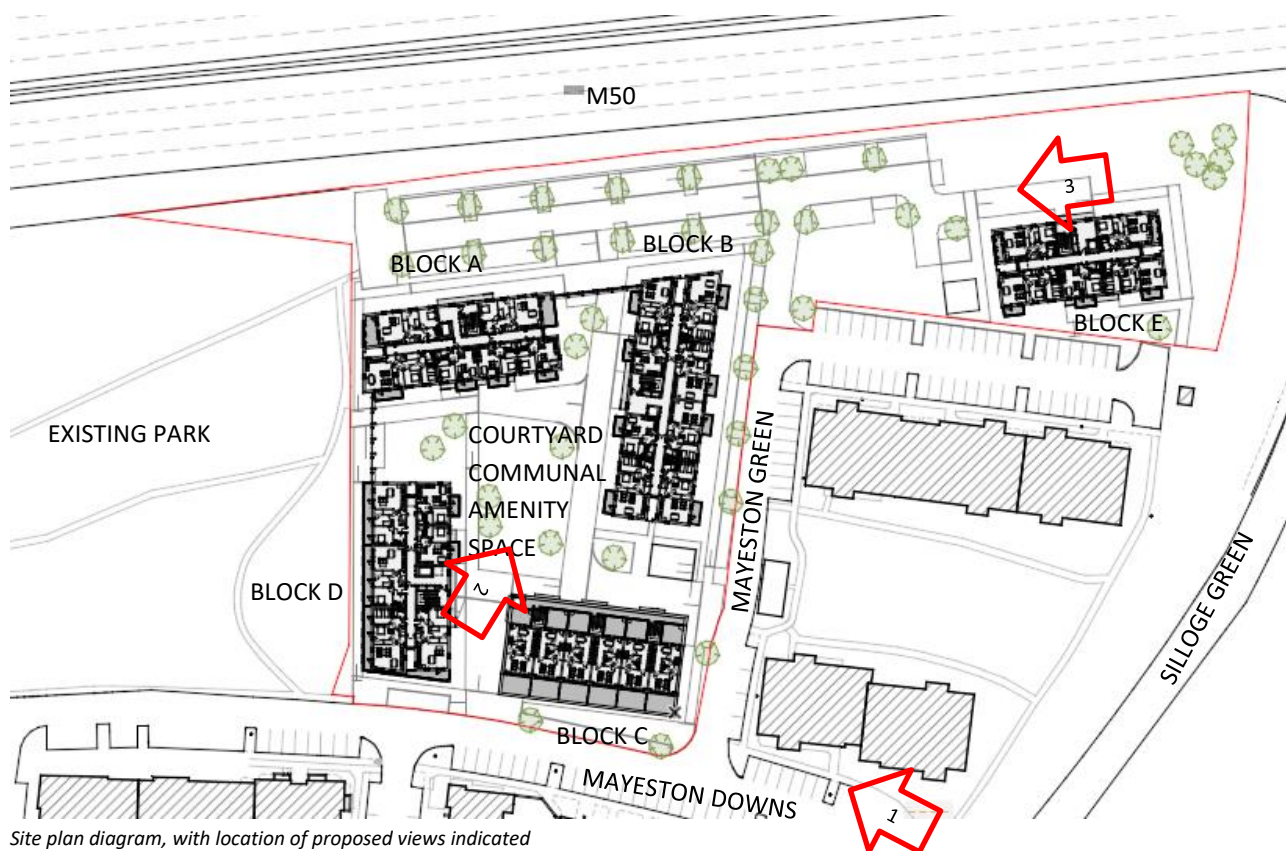
Site pedshed diagram – 400m, 800m and 1200m walking distances circled

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 Spine E2 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. Refer to the Public Transport Capacity Assessment and Parking Assessment and Management Strategy by Roadplan.

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.

3.2 Massing and Height

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 extending the existing road to access car parking and the northern building perimeters for the fire tender vehicles.



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 located to the north of the existing Mayeston Green apartments. Building footprints respect the 30m setback distance from the M50, which aligns with earlier development in the area. This setback means that buildings are distant from any noise impact of the M50, creating a linear space to the north of the site where the majority of carparking and public open space is located. The pinwheel configuration of the courtyard buildings and the gaps between them allow for connections to the public open space to the west, and for penetration of sunlight throughout the day.

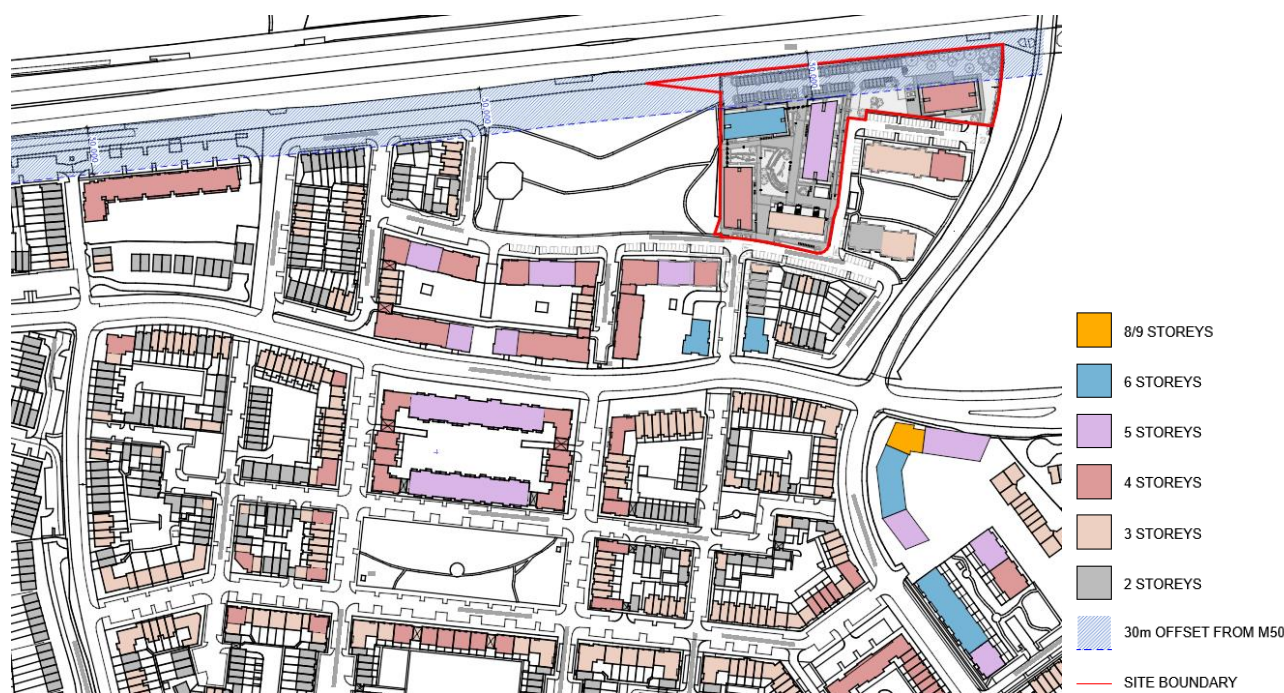


Proposed View 1: Street View of Proposed Development from Mayeston Downs

The buildings vary in height to engage with the immediate context and the broader location and orientation of the development. The buildings step down from the 6-storey block at the northern edge of the site (Block A), which shields the communal open space within the block from the M50 road network, and causes no loss of sunlight to the central

courtyard 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. Block D addresses the park to the west and is 4-storeys. Block B addressing Mayeston Green is 5-storeys. 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 and completes the development at this part of the Mayeston estate.

The proposed height and massing is designed to address and mitigate any noise impact arising from the proximity of the M50, as outlined in detail in the Noise Impact Assessment prepared by AWN which accompanies this application.



Building Height Study

3.3 Residential Density

The *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) 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 *Sustainable Urban Housing Design Standards for New Apartments, Guidelines for Planning Authorities December 2022 (updated as of July 2023)* guidelines notes that:

In general terms, apartments are most appropriately located within urban areas. As with housing generally, the scale and extent of apartment development should increase in relation to proximity to core urban centres and other relevant factors. Existing public transport nodes or locations where high frequency public transport can be provided, that are close to locations of employment and a range of urban amenities including parks/waterfronts, shopping and other services, are also particularly suited to apartments.

The site is within 360m of the bus stops on St, Margaret's Road and thus is recommended for higher densities, in excess of the minimum 50/Ha, outlined in *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) 2009*. The proposed high-frequency MetroLink rail line running from Swords to Charlemont, linking Dublin, Irish Rail, DART, Dublin Bus and Luas services has a stop at Northwood, located approx. 1.2km east on R108, which is equivalent to 15min walking distance. Figure 4.3 below shows the proposed Luas Finglas line, which is an extension to existing Luas Green Line. The terminus at Finglas is the closest stop to from the proposed development, located 1.6km west on the R108, which is equivalent to 20min walking distance. A Public Transport Capacity Assessment prepared by Roadplan accompanies this report which outlines the nearby existing and proposed public transport in detail.

Densities in the area have increased of late in line with the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) 2009* and Government policy 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, recently completed). The average density of the Mayeston estate, built in the 2000's, prior to the publishing of the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) 2009*, is 50/Ha.



Aerial view showing nearby developments – 1: subject site, 2: Hampton Square, 3: Hampton Woods, 4: Mayeston Estate

The area of the proposed site is 13,468 sqm (c.1.35Ha), giving a net density of 88 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 and *Sustainable Urban Housing Design Standards for New Apartments, Guidelines for Planning Authorities December 2022 (updated as of July 2023)*. The proposed density complies with the objectives of *Fingal County Development Plan 2023-2029* Section 14.5.2, which notes that:

“the Plan promotes compact growth and consolidation of Fingal’s large urban areas, towns and villages and will support appropriate densities as expressed in national and regional policies NPF, RSES and the Section 28 Guidelines. In complying with national guidance, development proposals must also be cognisant of and respect the character, context and architectural qualities of the surrounding area and seek to ensure in all instances a high-quality architectural response to site development.”

3.4 Movement and Permeability

Vehicular access to the site is via the existing road network within the Mayeston estate, with primary access from the R108 via Mayeston Rise, which leads to Mayeston Downs and Mayeston Green. The new roads in the proposal are accessed via the northwest corner of the parking court to the north of Mayeston Green apartments. Five existing carparking spaces are removed to facilitate this access. The new roads are two cul de sacs east and west of this access point, which facilitate residents carparking areas, fire tender access, and waste collection access.

The principal car parking area is located to the north of the site in the buffer zone to the M50, with other parallel on-street parking available along Mayeston Green. For details of the car parking provision see below and accompanying Parking Assessment and Management Strategy report prepared by Roadplan.



Site vehicular access and movement diagram – existing roads (blue) and new roads (red)

The open nature of the pinwheel arrangement to the central courtyard, as opposed to the perimeter blocks used elsewhere in the area, will permit pedestrian permeability through the scheme while establishing clear thresholds and securely overlooked communal space. Gates will control access to the communal amenity space at entrances to the south and east – both the gates are designed to allow them to be kept open in a controlled way during daytime and closed at nighttime, allow permeability and security as required. Entrances to the north and west are via doors in

acoustic screens, which will similarly allow controlled permeability to the carpark and adjacent park. The entrance on the northern side facilitates easy access from the car parking area, and the car park itself also links the eastern Block E & Mayeston Green to the park via steps. The creche is located on the southern edge of the site to provide maximum pedestrian accessibility to the surrounding Mayeston and Hampton Woods developments. All access within the scheme is level or gently sloping and no external steps are proposed, other than to private terraces and at the north west of the site where existing ground levels require stepped access to the park. All pedestrian areas are also accessible to bicycles and details of the bicycle parking provision is included below. All footpaths are a minimum of 1.8m wide.



Gates to central communal amenity space

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 intended to also function as a neighbourhood facility, it is expected that the majority of access will be on foot or bicycle.

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 below – the access will be controlled by gates, and 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. Please refer to relevant reports for more detail.



Extract from fire tender access swept path analysis, Downes Associates

3.5 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 Public Open Space and car parking area.

On the western boundary to the park a low fence and beech hedge boundary is proposed. Likewise, all ground floor dwellings to Block A, B, D and E whether facing internally to the courtyard or externally to footpaths/roads have an external terrace and planted space which will be surrounded by a hedge. Gates to the terrace will allow direct access to the adjacent courtyard or footpath which will animate the building perimeters. 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. Refer to landscape design report and drawings for more detail.

3.6 Landscaping Strategy

The principal objectives of the landscape strategy are to make high quality Communal Amenity Space and Public Open Space for the residents and to contribute to the sustainability of the proposed development. A landscape design report has been prepared which outlines the approach in more detail. All car parking spaces are designed with permeable paving while the access roadway itself is asphalt. The parking is broken up by build-outs which are planted with native trees in tree pits to provide further attenuation. A green infrastructure design report has been prepared which outlines the approach to green infrastructure in the proposal in detail.

3.7 Communal Amenity Space

The Sustainable Urban Housing Design Standards for New Apartments, Guidelines for Planning Authorities December 2022 (updated as of July 2023) and Fingal County Development Plan 2023-2029 both outline a requirement for communal amenity space for apartments as set out below:



Diagram indicating open spaces - POS (orange), CAS (yellow), creche play (green), private amenity space (purple)

Based on the unit count and mix proposed, there is a minimum requirement of 746 sqm for the development, outlined below:

1 bed apartment	39	195 sqm
2 bed 3 person apartment	33	198 sqm
2 bed 4 person apartment	35	245 sqm
3 bed 5 person apartment	12	108 sqm

A total of 1,998 sqm communal amenity space is provided in the project, in two spaces. The main communal amenity space is the central courtyard accessible to all residents including Block E (1,867 sqm), and a secondary communal amenity space is directly to the south of Block E (131 sqm). The total provision is just under 2.5 times the minimum requirement and all the space provided is accessible, secure, sheltered, usable and achieving excellent sunlight standards. Play and seating areas are proposed to cater for all levels of mobility and accessibility. The daylight studies submitted confirm that the courtyard and Block E communal amenity space will receive good sunlight penetration during all seasons. All site curtilage areas will be overlooked by habitable rooms for passive surveillance, and outdoor lighting will ensure a safe and friendly environment.

The grassed areas to the courtyard are shaped to provide natural swales as part of the SUDS strategy. Permeable concrete pavers are proposed in most of the hard landscaped areas and native tree planning is proposed for visual

interest, biodiversity and occasional shade. The courtyard will have controlled access via gates, but if the proposal allows the intention is that these will remain open during daytime and that 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 at these times.

The Communal Amenity Space adjacent Block E is a south-facing space with low noise levels. It is protected by perimeter hedges and a pedestrian gate, with seating and planting for occasional shade. The space has passive surveillance and lighting to create a safe secure space for the residents.



Proposed View 2: Courtyard View

The proposed Communal Amenity Space complies with the guidance in Section 14.7.7 of the *Fingal County Development Plan 2023-2029*:

- Proposal has a clear distinction between communal and public open space.
- Communal Amenity Space is in addition to private or public open space provision and is provided as a garden within the courtyard of a perimeter block and adjoining a linear apartment block.
- Communal Amenity Space is of high-quality design, accessible, overlooked and conveniently located for use of residents.
- Communal Amenity Space benefits from adequate daylight and sunlight throughout the year.
- Communal Amenity Space facilitates a range of activities including children's play area and passive recreation, which caters to the needs of families with young children and older people with reduced mobility.
- the design of the interface between communal amenity space and private amenity spaces (ground floor terraces) is carefully considered to provide adequate privacy and security to the apartments.

3.8 Public Open Space (P.O.S.)

The *FCC Development Plan 2023-2029* requires that not less than 12% of the site is provided as Public Open Space (for New residential development on infill/brownfield sites, as per Section 4.5.2.3 of the Plan). In addition, this meets the requirements of Objective DMS051 of the Development Plan, and Section 4.5.2.3 of the Plan which sets out "...for all developments with a residential component, the overall standard for public open space provision is a minimum 2.5 hectares per 1000 population. In general, this shall be provided at a ratio of 75% Class 1 and 25% Class 2." (Please see Planning Report prepared by BSM for further details).

The proposal allows for 1,658 sqm of Class 2 Public Open Space, which is 12.3% of the overall site area. The POS is provided to the centre and north-east of the site, in two connected zones. The central location of the smaller zone will be useful for all local residents, and is designed as an open flexible green space with wildflower planting for visual interest and biodiversity, and with street lighting and with good passive surveillance from roads and apartments. The second larger zone to the north-east of the site is adjacent Silloge Lane, which has the potential to facilitate a future connection between the subject site and Silloge Lane and to the FCC-owned lands to the east, which have potential to be used as amenity spaces. Natural play provision is included to this area for older children. It is also worth noting the immediate adjacency of the large park to the west, which is a very pleasant, well-maintained, and popular open space.

3.9 Play Provision

The proposal allows for a play space provision of 482 square meters, which is greater than the minimum requirement of 476sqm outlined in *Space for Play - A Play Policy for Fingal*. The main play space is located centrally in this development in the courtyard, including Natural play elements. The design of the main play area is in line with guidance in *Sustainable Urban Housing Design Standards for New Apartments, Guidelines for Planning Authorities December 2022 (updated as of July 2023)*, which specifically notes that “the perimeter block with a central communal open space is particularly appropriate for children’s play, especially if access from the street is controlled.” Additional natural play provision of 115sqm is located to the north east of the site, for older children. Refer to the landscape design report and BSM Planning Report for additional detail.

The existing open space directly adjacent the subject site also has a playground, approx. 130m from the site.



Photographs of existing play space to the west of the site

3.10 Car Parking

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 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, which accompanies this application. Public lighting, passive surveillance and active use of the Public Open Space directly adjacent ensures the safety and security of the parking space. Permeable paving is proposed as outlined in the Surface Water Management Plan and Landscape Design Report.

A total of 68 car parking spaces are provided to serve the new apartments and creche, based on the ratios below, and in compliance with the FCC Development Plan 2023-2029:

Land use	Parking Requirement (max)	Units	Total
Pre-school facilities/creche	0.5 per classroom	4	2
Residential (1–2 Bedroom)	0.5 space per unit	107	54
Residential (3–3+ Bedroom)	1 space per unit	12	12
			68

Extract from Parking Assessment and Management Strategy by Roadplan, Table 3.1

In addition to the above, 5 no. existing spaces that are removed to allow access to the rear of the site are to be relocated. The result is a total of 73 car parking spaces.

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 greater than 5% of the total number of bays. 20% of car spaces will have EV charging points upon completion, in locations as indicated in the Utilities Report by Belton Consulting Engineers. 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. 8 no. motorbike parking spaces are also provided. The management strategy for the carparking areas is outlined in the Parking Assessment and Management Strategy by Roadplan.



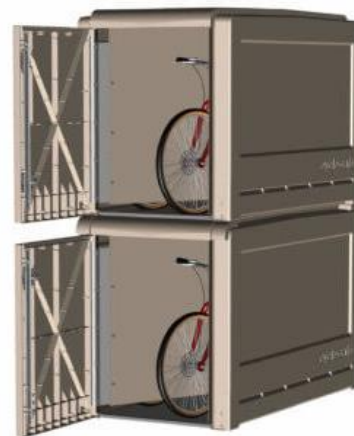
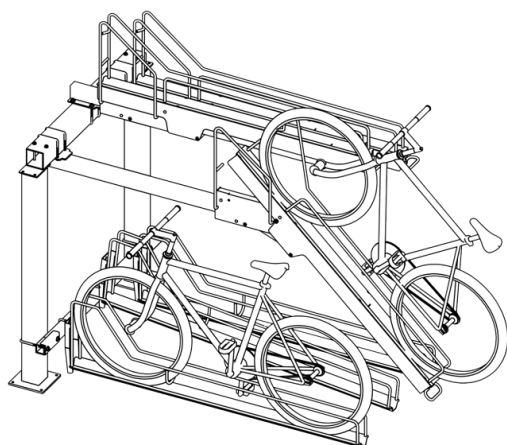
Proposed View 3: View towards carparking area to north of site from north entrance to Block E

3.11 Bike Parking

A total of 358 long-stay secure bike parking spaces are proposed, exceeding the requirement of 346 spaces required in the FCC Development Plan 2023-2029, summarised below:

1 bed apartment	2 per unit	78
2 bed apartment	3 per unit	204
3 bed apartment	5 per unit	60 bikes
Creche	1 per classroom	4 bikes

Long-stay bike parking is located in secure rooms, either in stacked allocated bike lockers or in a double-stacked arrangement. Storage rooms have been sized to accommodate this equipment. Bike stores are generally internal and adjacent the main entrance, apart from one external bike store adjacent Block B and the bike locker store adjacent Block E. Spaces for cargo bikes, e-charging points, maintenance facilities and bike wash facilities are provided. All bike parking locations are indicated on OBBA drawing P1010.



Example of double-stacked bicycle system and stacked bicycle lockers

A total of 86 short stay outdoor bike parking spaces are proposed, exceeding the requirement of 80 spaces required in the FCC Development Plan 2023-2029, summarised below:

SHORT STAY

- Residential Visitor 0.5 per unit (60 bikes)
- Creche Visitor 5 per classroom (20 bikes)

Short stay bike parking is located in convenient locations close to the entrance to each building.

	Min Required Internal	Proposed Internal Locker	Proposed Internal Rack	Min Required Visitor	Proposed Visitor
Block A	96	68	28	17	18
Block B	105	76	30	19	20
Block C Resi	30	12	18	3	4
Creche	4	0	4	20	22
Block D	58	44	20	11	12
Block E	53	40	18	9.5	10
TOTAL	346	240	118	80	86

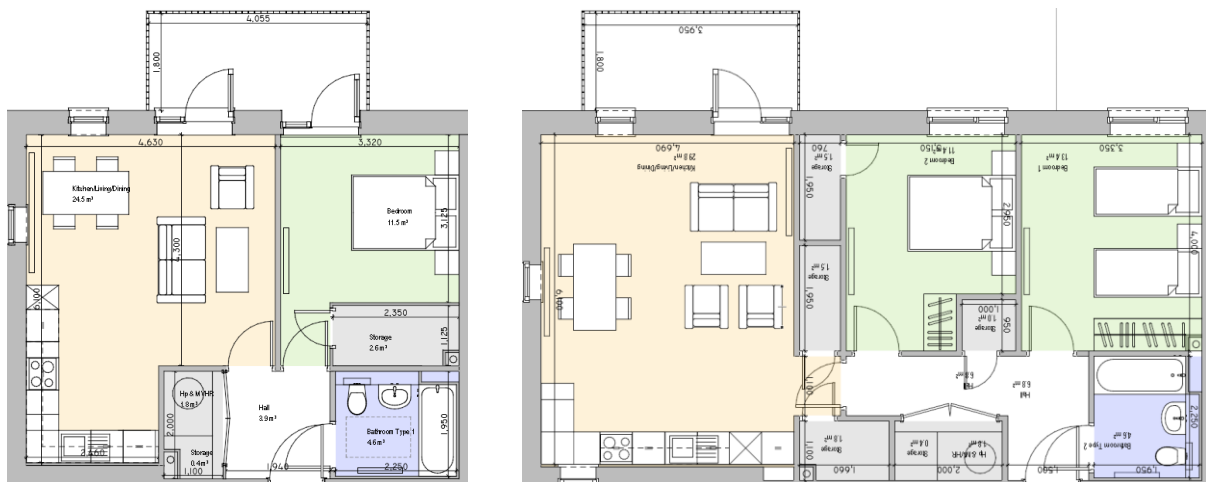
Bike parking requirements and provision

4.0 BUILDING DESIGN PRINCIPLES

4.1 Apartment Block 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. The design approach is to the arrange apartments in a double-loaded corridor with a single central vertical circulation core for each block, 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 on upper floors respectively. All apartment buildings have double-sided access, allowing activation of building frontages to the courtyard and site perimeters.

The ground floor of Blocks A, B, D and E accommodates the entrance hall, internal bicycle storage, bin stores, bike locker stores, bulky item store rooms, 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 daylight and ventilated corridor spaces. Travel distances 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. A daylighting and sun lighting assessment has been undertaken to ensure adequate levels throughout all rooms – refer to 3DDB Daylight and Sunlight Assessment Report. 68% of units are dual-aspect. Private amenity space is provided via terraces at ground floor, and balconies/winter gardens on upper floors.



Typical 1 bed and 2 bed Apartment Plans

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 facing the courtyard which rise to a terrace at first floor level off which are the entrance doors. The internal planning is conventional with W.C., 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.



Contiguous elevation to south

4.2 Dwelling Mix

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

	No.	%
1 bed apartment	39	32.77%
2 bed 3 person apartment	13	10.92%
2 bed 3 person UD apartment	20	16.81%
2 bed 4 person apartment	35	29.41%
3 bed 5 person apartment	6	5.04%
3 bed 5 person duplex	6	5.04%

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 2023-2029 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 December 2022 (updated as of July 2023)* paragraph 3.5 and 3.6, which considers this dwelling type necessary in Social Housing. 20 of the units are designed to meet Universal Design criteria and can be specially adapted for medical or age-friendly needs as appropriate. Additional detail on UD and age-friendly design is outlined in the UD report.

4.3 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%; (*Sustainable Urban Housing Design Standards for New Apartments, Guidelines for Planning Authorities December 2022 (updated as of July 2023)* and Fingal Development Plan 2023-2029). As outlined in the HQA, a total of 65 units are at least 10% greater than the minimum area, equating to 55%.

4.4 Community Facilities

The Fingal Development Plan recommends 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 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.

The criteria for assessing childcare facilities 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.

As part of the proposed development a creche facility of c. 383 sq.m is provided. Based on the creche size and childcare operator's requirements of floor space per child (approximately 5 – 7 sq.m depending on the operator), a total number of approximately 54 – 76 no. childcare spaces can be accommodated. It is considered that the proposed creche will serve childcare demand from the proposed development and serve further demand generated by the wider Mayeston and Poppintree area. It is also noted that an existing creche is located in the Mayeston Estate.

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 is designed to provide care and early learning to children from birth to toddlers, subject to ultimate operator requirements. 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 daylight 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 daylight at either end

The design of the creche space allows for a large multi-functional hallway, which can serve as a community facility. Classroom spaces can also operate as community facilities outside of creche opening times. The creche is intended to be operated by a third-party operator.

4.5 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 DMSO23 of the Fingal Development Plan 2023-2029. 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 translucent glazing to avoid overlooking, as labelled on OBBA drawings P1010 – P1016.

4.6 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. Access to communal amenity areas is controlled via gates or doors in acoustic screens. A public lighting plan has been prepared by Belton Consulting Engineers to ensure adequate lighting levels at night, and accompanies this report.

4.7 Accessibility and Age Friendly Housing

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.

Fingal County Development Plan 2023-2029 Objective SPQHO22 – Accessible Housing notes *“Fingal County Council recognises the importance of social inclusion and aims to make 30% of social housing should be fully accessible and built with a universal design approach which will mean that the property will be flexible and changed as needed over the course of the occupant’s lifetime.”* Fingal County Development Plan Objective DMS037 requires that at least 10% of the proposed units are to be age friendly.

12 units are designated age friendly, located in Blocks A and D, equating to 10% of the total units. In addition to this we have also 8 no. UD apartments that are accessed through Part M compliant access and stairs and that have been also designed in accordance with the Universal Design Guidelines for Homes in Ireland. In total we are proposing 20 no. of Universal Access Units which equals to 32% of the social housing units in the project. These units and access to them is designed in line with *Universal Design Guidelines for Homes in Ireland*. An accessibility audit has been conducted by our accessibility consultant and a Universal Design Report accompanies this document.

4.8 Apartment Storage

The HQA in Section 5 of this report 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, as outlined in Section 3.31 of *Sustainable Urban Housing Design Standards for New Apartments, Guidelines for Planning Authorities December 2022 (updated as of July 2023)*. 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 the Fingal Development Plan 2023-2029.

Bulky item store rooms are provided to each apartment building, in addition to the bike store rooms. The bulky store rooms are located at ground floor level and accessed from the entrance lobby. These rooms can accommodate allocated lockers for each apartment, to store items such as buggies, sports equipment, Christmas trees etc., in line with Section 3.32 of *Sustainable Urban Housing Design Standards for New Apartments, Guidelines for Planning Authorities December 2022 (updated as of July 2023)*:

Apartment schemes should provide storage for bulky items outside individual units (i.e. at ground or basement level). Secure, ground floor storage space allocated to individual apartments and located close to the entrance to the apartment block or building is particularly useful and planning authorities should encourage the provision of such space in addition to minimum apartment storage requirements. This form of storage may be used for equipment such as, for example, bicycles or bicycle equipment, children’s outdoor toys or buggies. However, such storage does not satisfy bicycle parking requirements.

4.9 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 AWN, and allow operation of a three-bin system of segregation i.e. black, brown & green bins, based on a once-weekly collection. An operational waste management plan by AWN provides additional information on bin stores and collection.

4.10 Layouts of individual units

The dwellings have been planned to ensure compliance with space standards in Fingal Development Plan 2023-2029 and *Sustainable Urban Housing Design Standards for New Apartments, Guidelines for Planning Authorities December 2022 (updated as of July 2023)* as follows (see HQA in Section 6 of this report, and dwelling plans):

- Gross floor areas
- Individual room sizes
- Aggregate floor areas
- Principal room dimensions
- Private amenity space

Floor plans 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.

4.11 Aspect of dwellings

The *Sustainable Urban Housing Design Standards for New Apartments, Guidelines for Planning Authorities December 2022 (updated as of July 2023)* requires that a minimum 50% of dwellings shall be dual aspect. 82 no. units (equating to 69%) have dual aspect. All apartments have living areas facing east, west or south to ensure adequate indoor light quality during the day. A daylighting and sunlighting assessment has been undertaken to ensure compliance with the relevant guidelines. There are no north-facing single aspect apartments in the proposal.

4.12 Ceiling Height

Ground floor units have a ceiling height of 2.8m or greater, which is greater than the minimum of 2.7m outlined in SPPR5 in *Sustainable Urban Housing Design Standards for New Apartments, Guidelines for Planning Authorities December 2022 (updated as of July 2023)*. Upper floors have a ceiling height of 2.5m.

4.13 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.

Kitchens have been sized in accordance with guidance on the minimum level of storage provision appropriate for different sizes of dwellings as outlined in Quality Housing for Sustainable Communities Dept. of Environment Heritage and Local Government (2007).

4.14 Private Amenity Space

Private Amenity Space is provided to the apartments in 4 different forms. At ground floor level the apartments generally have a hedged front garden. At the upper floor levels the apartments with the most exposure to the M50 (Block A and E) 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.

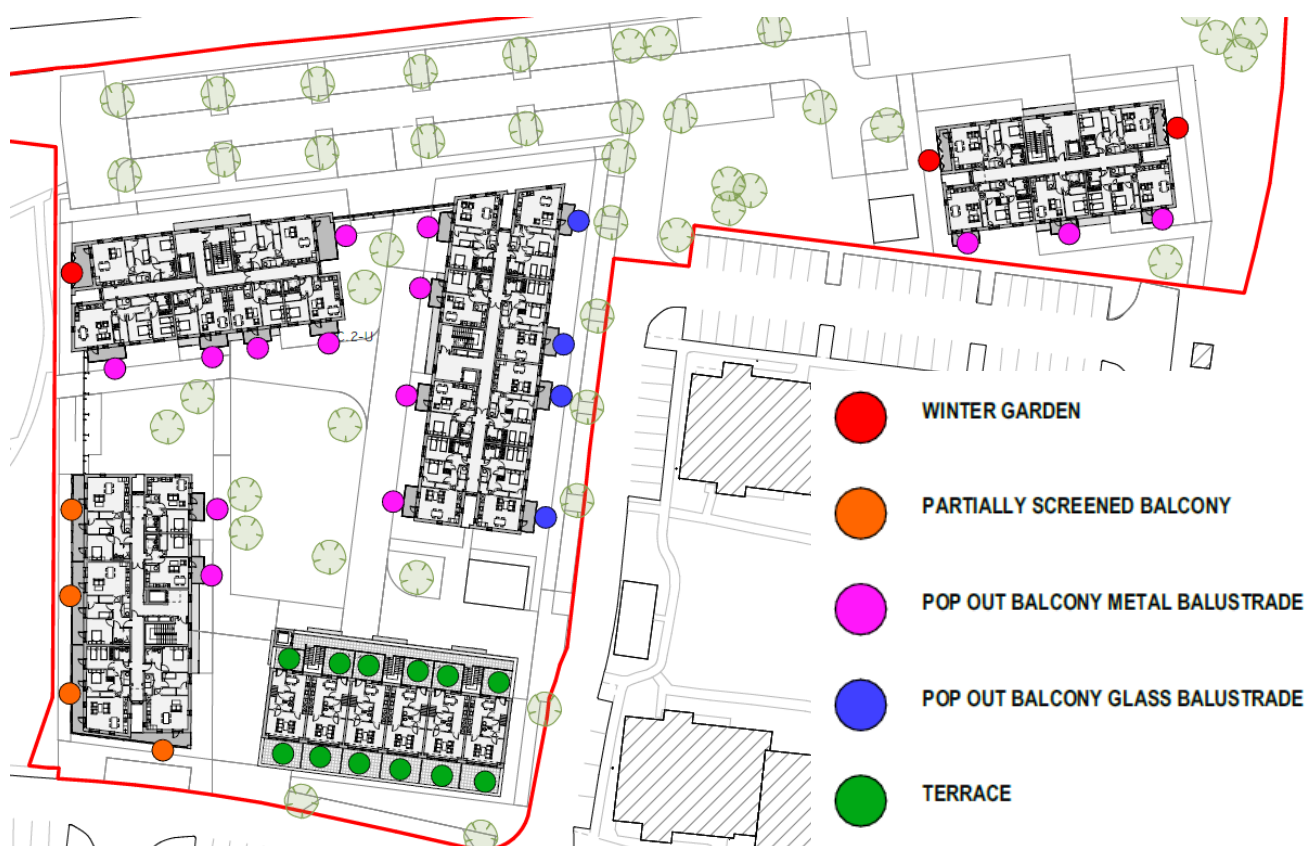


Diagram showing private amenity treatments to upper floors

All apartments have a private amenity space facing east, west or south to ensure adequate light quality during the day. Private amenity spaces are suitably screened in a manner complimenting the design of the building so as to provide an adequate level of privacy and shelter for residents. Balconies adjacent to the M50 in Block A and E are enclosed in winter gardens and oriented east or west. 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 and to the south side of Block E 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. All Private Amenity spaces are accessible from living areas through glazed doors. Balconies are guarded in accordance with guidance in Building Regulations Technical Guidance Document K.

Areas of Private Amenity Space for each unit exceed the minimum requirements outlined in the *FCC Development Plan 2023-2029* and *Sustainable Urban Housing Design Standards for New Apartments, Guidelines for Planning Authorities*

December 2022 (updated as of July 2023), and as demonstrated on the architectural floor plans and HQA. These minimum area requirements are as follows:

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

The private amenity spaces are not unduly overshadowed, as demonstrated in the Daylight and Sunlight Assessment Report by 3DDB. Boundary treatments to ground floor private terraces are designed as hedges with metal gates for private access, to protect residential amenity and visual amenity and to act as a privacy strip.

4.15 Daylight and Sunlight

Building massing has been carefully considered to allow sunlight penetration to the courtyard communal amenity space, and fenestration to apartments has been designed to allow adequate daylight and views.

Daylight access for all of the habitable rooms of the proposed development have been assessed through a Spatial Daylight Autonomy (SDA) study. Sunlight access for the same rooms has been quantified through a Sunlight Exposure (SE) assessment. A Sun On Ground (SOG) study has also been carried out to indicate the level of sunlight on March 21st in the proposed external amenity spaces. The results of these scheme performance assessments, which are in accordance with the BRE Guidelines, can be found in section C of the Daylight and Sunlight Assessment Report by 3DDB.

Supplementary scheme performance studies have also been carried out. These include an SDA assessment under the I.S. EN 17037 criterion, and a No Sky Line (NSL) study within proposed habitable rooms. The results of the supplementary scheme performance assessments can be found in section D of the Daylight and Sunlight Assessment Report by 3DDB.

The impact assessment that was carried out for the purpose of this Daylight and Sunlight Assessment report, in accordance with the BRE Guidelines, has studied the potential levels of effect the surrounding existing environment and/or properties would sustain should the proposed development be built as proposed. This impact assessment covers the following metrics:

- Effect on daylight to surrounding properties.
- Effect on sunlight to surrounding properties. The effect to the annual and winter probable sunlight hours (APSH/WPSH) assessment only includes windows with an orientation within 90 degrees of due south. As no windows on properties in the surrounding context fall under this criteria, no APSH/WPSH assessment was required.
- Effect on sun on ground (SOG) to surrounding external amenity spaces: Mayeston Green Courtyard, Poppintree Park

Following advice within the BRE Guidelines, the surrounding context was carefully considered to ensure all properties and amenity spaces that may potentially experience a level of effect have been included in the study. A more detailed explanation of the criterion applied can be found in section 4.1 of the Daylight and Sunlight Assessment Report, and the results of the impact assessments can be found in section A, also summarised in section 1.2, and explained in section 5.1 of the report.

4.16 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 prepared by AWN 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. 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 large 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. The smaller communal amenity space is located to the south of Block E, which acts as an acoustic screen. 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 to habitable rooms, as recommended in the British Standard, will be achieved with mitigation measures outlined above. Refer to the Inward Noise Impact Assessment by AWN for more detail.

4.17 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 Building Life Cycle Report prepared by OBBA. A Climate Action Energy Statement has been prepared by Belton Consulting Engineers and outlines the energy performance approach to the project in more detail.

4.18 Materiality

The buildings will have either a silicone render system or 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.

4.19 Design Standards

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

- 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 December 2022 (updated as of July 2023).
- 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)

5.0 URBAN DESIGN MANUAL CRITERIA

Objective DMSO5 – Design Statement of the FCC Development Plan notes that a Design Statement shall “*demonstrate how the twelve urban design criteria (as per the Urban Design Manual – A Best Practice Guide) have been considered when designing schemes in urban areas. Each of the twelve criteria is of equal importance and must be considered in an integrated manner.*”

The ‘Urban Design Manual A Best Practice Guide’ was produced in May 2009 by the Department of Environment, Heritage and Local Government (DEHLG). The Urban Design Manual outlines 12 criteria with indicators to be considered in the design of residential development. The following pages provide a brief description demonstrating how the design of the proposed development addresses each of these criteria.

5.1 Context - How does the development respond to its surroundings?

The design process started with a study of the surrounding built context, to understand the patterns and character of the area. Site constraints and opportunities were subsequently identified to inform the design response as a direct and appropriate response to the context. The design completes the ‘missing tooth’ from the previous development of the Mayeston Estate, by infilling the unbuilt site, creating a frontage and allowing access to the existing large public open space.

The form of the buildings is designed to accentuate views, define routes and create well defined spaces. Building heights and acoustic screens are designed to create a sense of enclosure to the courtyard. Materials are chosen which relate to existing context but using latest technologies to achieve robustness and low maintenance. Boundary conditions are designed in response to the various conditions on each side of buildings – park to west, motorway to north, street to Mayeston Green. Building levels are designed to tie in and sit within the existing contours.

5.2 Connections - How well connected is the new neighbourhood?

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 neighbourhood. 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).

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.

5.3 Inclusivity - How easily can people use and access the development?

Pedestrian and cycle routes have been designed to minimise gradient and mitigate the requirement of extensive excavation/change of levels. Several sitting areas have been placed along these routes and in the open spaces. All the pedestrian and cycle routes are provided with a gradient of less than 1:20 to provide ease of accessibility and to reduce fatigue. Most units have parking provided nearby to allow for easy access to the unit, including accessible parking spaces. The duplex-apartments are designed with Part M ambulant compliant stairs and a lift, to minimise sustained physical effort while accessing the units.

5.4 Variety - How does the development promote a good mix of activities?

The landscape design includes measures to accommodate different age groups and levels of mobility, including bespoke feature seating to the courtyard, benches, and play space, all in a sheltered secure environment. Footpaths facilitate easy pedestrian movement around the site, and is separated from roadways by planting and parking spaces to give additional safety and security. Cycle parking provision and bike storage facilities facilitate large quantities of bike, but also potentially scooters, kids bike, cargo bikes, e-bikes and other personal mobility modes. The creche is designed to provide a multi-functional internal community amenity space. Public Open Space is located to the north east of the site and offers a Natural play space for older children as well as pedestrian connections and walking routes.

5.5 Efficiency - How does the development make appropriate use of resources, including land?

The density of the scheme is appropriate for the site and makes good use of the available land. The carparking and bike parking provision accommodate this higher density, while promoting active travel modes. The larger than minimum communal amenity space is deemed a good use of the land as it is envisaged a high-quality and high-use space.

5.6 Distinctiveness - How do the proposals create a sense of place?

Identifiable open spaces with different characteristics are proposed – courtyard, central public open space, public open space to north-east. These spaces are linked and provide routes across and through the site. A cohesive urban form with repeat materials and details is proposed, to create an overall sense of place. Enhanced elevation treatment to key facades facing the park and the approach road are a design feature intended to create a sense of place for the new residents.

5.7 Layout - How does the proposal create people friendly streets and spaces?

The proposal includes a minimal amount of new vehicular movement routes, which are required to provide parking, fire tender access, and bin lorry access. The new roads/parking courts are planted to soften their appearance visually. Footpaths are separated from roadways by planting zones and parking spaces, and roadways are designed with traffic calming measures, which are designed to create a pedestrian-friendly environment. Public Lighting ensure adequate levels at nighttime. Public Open Space has pedestrian routes connecting to the wider neighbourhood, which are away from traffic.

The central courtyard is a key design feature and is a car-free space for all residents to enjoy, sheltered from the M50 noise, with a variety of facilities, facilitating easy movement, with active frontages at ground floor and with good daylight and sunlight. The creche play space is also a generous, south-facing, partially covered space with direct access from each classroom, and located away from the M50 noise, to allow maximum use in all weather conditions.

5.8 Public Realm - How safe, secure and enjoyable are the public areas?

Street lighting to outdoor spaces and passive surveillance from apartments ensure that these spaces are safe and secure at all times of day. Access to the communal amenity spaces are controlled and for residents use only. A Road Safety Audit was undertaken to ensure traffic movement is safe for all road users and others. Planting is retained and enhanced to green spaces, and footpaths link to other open spaces.

5.9 Adaptability - How will the buildings cope with change?

Internal spatial design to UD units is such as to provide adequate space for wheelchair turning and all units have an accessible bathroom. We are providing a number of 2 bed 3 person UD apartment units, which accommodate a carer in a single bedroom along with the residents' main bedroom. Other units in the scheme are a mix of 1 bed, 2 bed 3 person, 2 bed 4 person, 3 bed apartments, and 3 bed duplexes, in order to appeal to different end-users (families, young couples, single person, older people etc.).

5.10 Privacy and Amenity - How does the scheme provide a decent standard of amenity?

A detailed internal noise impact assessment was undertaken, and a report accompanies this application. The study takes into account the M50 current and projected noise levels. Interior noise levels for the whole development are predicted to comply with interior noise level criteria (including both LAeq and LAFMax) from BS 8233 and ProPG, and noise mitigation measures are outlined which will ensure compliance. Sleep disturbance due to the predicted internal noise levels is unlikely to occur. The main external amenity area and private balconies/terraces are predicted to comply with the desirable external amenity noise level criteria.

A 200sqm play area is provided in the central courtyard, with natural play equipment. Communal amenity areas are designed to get good daylight and sunlight, but shaded areas are also provided with seating. The childcare facility within Block C, and multi-functional community amenity space also provides a very useful amenity for all residents.

5.11 Parking - How will the parking be secure and attractive?

Carparking spaces are separated by planted zones with a max bay of 5 car spaces. Trees to these planted zones have bio-retention pits. The planted zones create narrowings which slow traffic in the carpark areas. Part M spaces are

provided close to the building entrances. Parking is separated from footpath by hedges. EV spaces are provided.

5.12 Detailed Design - How well thought through is the building and landscape design?

The principal objectives of the landscape design for the project area are to complement the existing green structure with high quality communal amenity space and a public open space and to contribute to the sustainability of the proposed development with sustainable urban drainage. Landscape design features robust materials and incorporates SUDS measures into the design proposal.

Careful consideration of long-term running and maintenance costs for the end-user have been accounted for from the outset of this project, and this conscious thought-process is essential in providing an end-product which will require minimal maintenance into the future. The apartment buildings are designed to minimise tricky details which can often result in poor performance. Building envelopes are simple and balconies are designed as 'clip-on' which eliminates risk of poor detailing. Modern methods of construction are considered in the design which will ensure quality eg bathrooms are repetitive with minimal variants, to facilitate factory bathroom pod fabrication. External building materials are chosen for their robustness and low maintenance properties.

6.0 SCHEDULE OF ACCOMMODATION/AREAS & HOUSING QUALITY ASSESSMENT

SECTION 179A UNIT/AREA SCHEDULE

25.10.2023

No. %

Unit Mix

1 bed apartment	39	32.77%
2 bed 3 person apartment	13	10.92%
2 bed 3 person UD apartment	20	16.81%
2 bed 4 person apartment	35	29.41%
3 bed 5 person apartment	6	5.04%
3 bed 5 person duplex	6	5.04%
Total	119	

Tenure Mix

Cost Rental	57	47.90%
Social	62	52.10%

UD units % of social units

UD units	20	32.26%
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Age Friendly units % of overall

Age Friendly Units	12	10.08%
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Aspect %

Dual	82	68.91%
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Block A Social Apt No. Min Required Resident Cycle Parking Min Required Visitor Cycle Parking Max Permitted Car

1 bed	18	36.0	9.0	9.0
2 bed 3 person	0	0.0	0.0	0.0
2 bed 3 person UD	10	30.0	5.0	5.0
2 bed 4 person	0	0.0	0.0	0.0
3 bed	6	30.0	3.0	6.0
Total	34	96.0	17.0	20.0

Block B Cost Rental Apt No. Min Required Resident Cycle Parking Min Required Visitor Cycle Parking Max Permitted Car

1 bed	9	18.0	4.5	4.5
2 bed 3 person	5	15.0	2.5	2.5
2 bed 3 person UD	0	0.0	0.0	0.0
2 bed 4 person	24	72.0	12.0	12.0
3 bed	0	0.0	0.0	0.0
Total	38	105.0	19.0	19.0

Block C Social Apt No. Min Required Resident Cycle Parking Min Required Visitor Cycle Parking Max Permitted Car

1 bed	0	0.0	0.0	0.0
2 bed 3 person	0	0.0	0.0	0.0
2 bed 3 person UD	0	0.0	0.0	0.0
2 bed 4 person	0	0.0	0.0	0.0
3 bed	6	30.0	3.0	6.0
Creche		4.0	20.0	2.0
Total	6	34.0	23.0	8.0

Block D Social Apt No. Min Required Resident Cycle Parking Min Required Visitor Cycle Parking Max Permitted Car

1 bed	8	16.0	4.0	4.0
2 bed 3 person	0	0.0	0.0	0.0
2 bed 3 person UD	10	30.0	5.0	5.0
2 bed 4 person	4	12.0	2.0	2.0
3 bed	0	0.0	0.0	0.0
Total	22	58.0	11.0	11.0

Block E Cost Rental Apt No. Min Required Resident Cycle Parking Min Required Visitor Cycle Parking Max Permitted Car

1 bed	4	8.0	2.0	2.0
2 bed 3 person	8	24.0	4.0	4.0
2 bed 3 person UD	0	0.0	0.0	0.0
2 bed 4 person	7	21.0	3.5	3.5
3 bed	0	0.0	0.0	0.0
Total	19	53.0	9.5	9.5

Total

Total	119	346.0	79.5	67.5
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Gross Internal Floor Area (Including Stairs and Lifts on Upper Floors)

	Block A	Block B	Block C Resi	Block C Creche	Block D	Block E	External Bike Stores	Total
Level 0	529.6	710.8	88.7	383.0	541.3	451.9	94.2	2,799.5
Level 1	529.6	710.8	333.5	0.0	541.3	451.9	0.0	2,567.1
Level 2	529.6	710.8	333.5	0.0	541.3	451.9	0.0	2,567.1
Level 3	529.6	710.8	0.0	0.0	541.3	451.9	0.0	2,233.6
Level 4	529.6	710.8	0.0	0.0	0.0	0.0	0.0	1,240.4
Level 5	529.6	0.0	0.0	0.0	0.0	0.0	0.0	529.6
Total	3,177.6	3,554.0	755.7	383.0	2,165.2	1,807.6	94.2	11,937.3

Site Areas

Site Area (m2)	13,468
Density (units/ha)	88
Plot Ratio	0.89
Site coverage	20.79%
Proposed Public Open Space	
Proposed Communal Amenity Space	

Proposed Car and Motorbike Parking

Cars (Creche New)	2
Cars (Residential New)	66
Cars (Relocated Existing)	5
Total Proposed Car Spaces	73
Amount of Proposed Spaces to be equipped with EV charging point	15
Motorbike Parking Spaces	8

Proposed Bicycle Parking

Residential Internal (Lockers)	240
Residential Internal (Racks)	114
Creche Internal (Racks)	4
Residential External Visitor	64
Creche External Visitor	22
Total Bike Parking Spaces	444

BLOCK A
 STAIRCORE/LIFT ACCESS: BLOCK A

Unit No.	Unit Type	Description	Gross Floor area required (sqm)	Gross Floor area proposed (sqm)	Bedroom 1 Required (sqm)	Bedroom 1 Proposed (sqm)	Bedroom 2 Required (sqm)	Bedroom 2 Proposed (sqm)	Bedroom 3 Required (sqm)	Bedroom 3 Proposed (sqm)	Aggregate Bedroom Required (sqm)	Aggregate Bedroom Proposed (sqm)	KLD Required (sqm)	KLD Proposed (sqm)	Storage Required (sqm)	Storage Proposed (sqm)	Private Amenity Space Required (sqm)	Private Amenity Space Proposed (sqm)	GIFA 10% over min (Yes / No)	UD (Yes / No)	Age Friendly (Yes / No)	Dual Aspect (Yes / No)
0-A-1	1A	1 bed apartment	45	50.9	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.47	3	3.04	5	16.5	Y	N	N	Y
0-A-2	1B	1 bed apartment	45	50.6	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.1	3	3.04	5	12.7	Y	N	N	Y
0-A-3	1A	1 bed apartment	45	50.8	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.47	3	3.04	5	12.6	Y	N	N	Y
0-A-4	3A	3 bed 5 person apartment	90	92.2	13	13	11.4	11.4	7.1	7.16	31.5	31.56	34	34	9	9	9	9.8	N	N	N	Y
1-A-1	2C.2	2 bed 3 person UD apartment	63	77.2	13	14.25	7.1	8.36	N/A	N/A	20.1	22.61	28	32.5	5	5.26	6	16	Y	Y	Y	Y
1-A-2	2C.2	2 bed 3 person UD apartment	63	77.2	13	14.25	7.1	8.36	N/A	N/A	20.1	22.61	28	32.5	5	5.26	6	16.9	Y	Y	Y	Y
1-A-3	1A	1 bed apartment	45	50.8	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.47	3	3.04	5	7.3	N	N	N	Y
1-A-4	1B	1 bed apartment	45	50.6	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.1	3	3.04	5	7.1	Y	N	N	N
1-A-5	1B	1 bed apartment	45	50.6	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.1	3	3.04	5	7.3	Y	N	N	N
1-A-6	3A	3 bed 5 person apartment	90	92.2	13	13	11.4	11.4	7.1	7.16	31.5	31.56	34	34	9	9	9	10	N	N	N	Y
2-A-1	2C.2	2 bed 3 person UD apartment	63	77.2	13	14.25	7.1	8.36	N/A	N/A	20.1	22.61	28	32.5	5	5.26	6	16	Y	Y	N	Y
2-A-2	2C.2	2 bed 3 person UD apartment	63	77.2	13	14.25	7.1	8.36	N/A	N/A	20.1	22.61	28	32.5	5	5.26	6	16.9	Y	Y	N	Y
2-A-3	1A	1 bed apartment	45	50.8	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.47	3	3.04	5	7.3	N	N	N	Y
2-A-4	1B	1 bed apartment	45	50.6	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.1	3	3.04	5	7.3	Y	N	N	N
2-A-5	1B	1 bed apartment	45	50.6	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.1	3	3.04	5	7.3	Y	N	N	N
2-A-6	3A	3 bed 5 person apartment	90	92.2	13	13	11.4	11.4	7.1	7.16	31.5	31.56	34	34	9	9	9	10	N	N	N	Y
3-A-1	2C.2	2 bed 3 person UD apartment	63	77.2	13	14.25	7.1	8.36	N/A	N/A	20.1	22.61	28	32.5	5	5.26	6	16	Y	Y	N	Y
3-A-2	2C.2	2 bed 3 person UD apartment	63	77.2	13	14.25	7.1	8.36	N/A	N/A	20.1	22.61	28	32.5	5	5.26	6	16.9	Y	Y	N	Y
3-A-3	1A	1 bed apartment	45	50.8	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.47	3	3.04	5	7.3	N	N	N	Y
3-A-4	1B	1 bed apartment	45	50.6	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.1	3	3.04	5	7.1	Y	N	N	N
3-A-5	1B	1 bed apartment	45	50.6	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.1	3	3.04	5	7.3	Y	N	N	N
3-A-6	3A	3 bed 5 person apartment	90	92.2	13	13	11.4	11.4	7.1	7.16	31.5	31.56	34	34	9	9	9	10	N	N	N	Y
4-A-1	2C.2	2 bed 3 person UD apartment	63	77.2	13	14.25	7.1	8.36	N/A	N/A	20.1	22.61	28	32.5	5	5.26	6	16	Y	Y	N	Y
4-A-2	2C.2	2 bed 3 person UD apartment	63	77.2	13	14.25	7.1	8.36	N/A	N/A	20.1	22.61	28	32.5	5	5.26	6	16.9	Y	Y	N	Y
4-A-3	1A	1 bed apartment	45	50.8	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.47	3	3.04	5	7.3	N	N	N	Y
4-A-4	1B	1 bed apartment	45	50.6	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.1	3	3.04	5	7.3	Y	N	N	N
4-A-5	1B	1 bed apartment	45	50.6	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.1	3	3.04	5	7.3	Y	N	N	N
4-A-6	3A	3 bed 5 person apartment	90	92.2	13	13	11.4	11.4	7.1	7.16	31.5	31.56	34	34	9	9	9	10	N	N	N	Y
5-A-1	2C.2	2 bed 3 person UD apartment	63	77.2	13	14.25	7.1	8.36	N/A	N/A	20.1	22.61	28	32.5	5	5.26	6	16	Y	Y	N	Y
5-A-2	2C.2	2 bed 3 person UD apartment	63	77.2	13	14.25	7.1	8.36	N/A	N/A	20.1	22.61	28	32.5	5	5.26	6	16.9	Y	Y	N	Y
5-A-3	1A	1 bed apartment	45	50.8	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.47	3	3.04	5	7.3	N	N	N	Y
5-A-4	1B	1 bed apartment	45	50.6	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.1	3	3.04	5	7.1	Y	N	N	N
5-A-5	1B	1 bed apartment	45	50.6	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.1	3	3.04	5	7.3	Y	N	N	N
5-A-6	3A	3 bed 5 person apartment	90	92.2	13	13	11.4	11.4	7.1	7.16	31.5	31.56	34	34	9	9	9	10	N	N	N	Y

Summary Block A

Total Units	34
Units 10% over min area	23
UD Units	10
Age Friendly Units	2
Dual Aspect Units	24

BLOCK B
 STAIRCORE/LIFT ACCESS: BLOCK B

Unit No.	Unit Type	Description	Gross Floor area required (sqm)	Gross Floor area proposed (sqm)	Bedroom 1 Required (sqm)	Bedroom 1 Proposed (sqm)	Bedroom 2 Required (sqm)	Bedroom 2 Proposed (sqm)	Bedroom 3 Required (sqm)	Bedroom 3 Proposed (sqm)	Aggregate Bedroom Required (sqm)	Aggregate Bedroom Proposed (sqm)	KLD Required (sqm)	KLD Proposed (sqm)	Storage Required (sqm)	Storage Proposed (sqm)	Private Amenity Space Required (sqm)	Private Amenity Space Proposed (sqm)	GIFA 10% over min (Yes / No)	UD (Yes / No)	Age Friendly (Yes / No)	Dual Aspect (Yes / No)
0-B-1	2B	2 bed 3 person apartment	63	68.1	13	13	7.1	7.11	N/A	N/A	20.1	20.11	28	28.6	5	5	6	10	N	N	N	Y
0-B-2	2D	2 bed 4 person apartment	73	81.7	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	34.6	6	6.14	7	11.1	Y	N	N	Y
0-B-3	2C	2 bed 4 person apartment	73	77.4	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	30	6	6.14	7	9.2	N	N	N	N
0-B-4	2C.1	2 bed 4 person apartment	73	77.2	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	30	6	6.14	7	12.3	N	N	N	Y
0-B-5	2C.1	2 bed 4 person apartment	73	77.2	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	30	6	6.14	7	12.3	N	N	N	Y
0-B-6	1B	1 bed apartment	45	50.6	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.1	3	3.04	5	9.4	Y	N	N	N
1-B-1	2B	2 bed 3 person apartment	63	68.1	13	13	7.1	7.11	N/A	N/A	20.1	20.11	28	28.6	5	5	6	7.8	N	N	N	Y
1-B-2	2D	2 bed 4 person apartment	73	81.7	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	34.6	6	6.14	7	11.1	Y	N	N	Y
1-B-3	2C	2 bed 4 person apartment	73	77.4	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	30	6	6.14	7	7.3	N	N	N	N
1-B-4	2C	2 bed 4 person apartment	73	77.4	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	30	6	6.14	7	7.3	N	N	N	N
1-B-5	2C.1	2 bed 4 person apartment	73	77.2	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	30	6	6.14	7	8.1	N	N	N	Y
1-B-6	2C.1	2 bed 4 person apartment	73	77.2	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	30	6	6.14	7	8.1	N	N	N	Y
1-B-7	1B	1 bed apartment	45	50.6	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.1	3	3.04	5	6.9	Y	N	N	N
1-B-8	1B	1 bed apartment	45	50.6	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.1	3	3.04	5	7.3	Y	N	N	N
2-B-1	2B	2 bed 3 person apartment	63	68.1	13	13	7.1	7.11	N/A	N/A	20.1	20.11	28	28.6	5	5	6	7.8	N	N	N	Y
2-B-2	2D	2 bed 4 person apartment	73	81.7	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	34.6	6	6.14	7	11.1	Y	N	N	Y
2-B-3	2C	2 bed 4 person apartment	73	77.4	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	30	6	6.14	7	7.3	N	N	N	N
2-B-4	2C	2 bed 4 person apartment	73	77.4	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	30	6	6.14	7	7.3	N	N	N	N
2-B-5	2C.1	2 bed 4 person apartment	73	77.2	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	30	6	6.14	7	8.1	N	N	N	Y
2-B-6	2C.1	2 bed 4 person apartment	73	77.2	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	30	6	6.14	7	8.1	N	N	N	Y
2-B-7	1B	1 bed apartment	45	50.6	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.1	3	3.04	5	6.9	Y	N	N	N
2-B-8	1B	1 bed apartment	45	50.6	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.1	3	3.04	5	7.3	Y	N	N	N
3-B-1	2B	2 bed 3 person apartment	63	68.1	13	13	7.1	7.11	N/A	N/A	20.1	20.11	28	28.6	5	5	6	7.8	N	N	N	Y
3-B-2	2D	2 bed 4 person apartment	73	81.7	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	34.6	6	6.14	7	11.1	Y	N	N	Y
3-B-3	2C	2 bed 4 person apartment	73	77.4	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	30	6	6.14	7	7.3	N	N	N	N
3-B-4	2C	2 bed 4 person apartment	73	77.4	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	30	6	6.14	7	7.3	N	N	N	N
3-B-5	2C.1	2 bed 4 person apartment	73	77.2	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	30	6	6.14	7	8.1	N	N	N	Y
3-B-6	2C.1	2 bed 4 person apartment	73	77.2	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	30	6	6.14	7	8.1	N	N	N	Y
3-B-7	1B	1 bed apartment	45	50.6	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.1	3	3.04	5	6.9	Y	N	N	N
3-B-8	1B	1 bed apartment	45	50.6	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.1	3	3.04	5	7.3	Y	N	N	N
4-B-1	2B	2 bed 3 person apartment	63	68.1	13	13	7.1	7.11	N/A	N/A	20.1	20.11	28	28.6	5	5	6	7.8	N	N	N	Y
4-B-2	2D	2 bed 4 person apartment	73	81.7	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	34.6	6	6.14	7	11.1	Y	N	N	Y
4-B-3	2C	2 bed 4 person apartment	73	77.4	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	30	6	6.14	7	7.3	N	N	N	N
4-B-4	2C	2 bed 4 person apartment	73	77.4	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	30	6	6.14	7	7.3	N	N	N	N
4-B-5	2C.1	2 bed 4 person apartment	73	77.2	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	30	6	6.14	7	8.1	N	N	N	Y
4-B-6	2C.1	2 bed 4 person apartment	73	77.2	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	30	6	6.14	7	8.1	N	N	N	Y
4-B-7	1B	1 bed apartment	45	50.6	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.1	3	3.04	5	6.9	Y	N	N	N
4-B-8	1B	1 bed apartment	45	50.6	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.1	3	3.04	5	7.3	Y	N	N	N

Summary Block B

Total Units	38
Units 10% over min area	14
UD Units	0
Age Friendly Units	0
Dual Aspect Units	20

BLOCK C
 STAIRCORE/LIFT ACCESS: BLOCK C

Unit No.	Unit Type	Description	Gross Floor area required (sqm)	Gross Floor area proposed (sqm)	Bedroom 1 Required (sqm)	Bedroom 1 Proposed (sqm)	Bedroom 2 Required (sqm)	Bedroom 2 Proposed (sqm)	Bedroom 3 Required (sqm)	Bedroom 3 Proposed (sqm)	Aggregate Bedroom Required (sqm)	Aggregate Bedroom Proposed (sqm)	KLD Required (sqm)	KLD Proposed (sqm)	Storage Required (sqm)	Storage Proposed (sqm)	Private Amenity Space Required (sqm)	Private Amenity Space Proposed (sqm)	GIFA 10% over min (Yes / No)	UD (Yes / No)	Age Friendly (Yes / No)	Dual Aspect (Yes / No)
1-C-1	3B	3 bed 5 person duplex	90	106.4	13	13.46	11.4	11.73	7.1	7.14	31.5	32.33	34	36.77	9	9.2	9	36.2	Y	N	N	Y
1-C-2	3B	3 bed 5 person duplex	90	106.4	13	13.46	11.4	11.73	7.1	7.14	31.5	32.33	34	36.77	9	9.2	9	40.5	Y	N	N	Y
1-C-3	3B	3 bed 5 person duplex	90	106.4	13	13.46	11.4	11.73	7.1	7.14	31.5	32.33	34	36.77	9	9.2	9	40.5	Y	N	N	Y
1-C-4	3B	3 bed 5 person duplex	90	106.4	13	13.46	11.4	11.73	7.1	7.14	31.5	32.33	34	36.77	9	9.2	9	40.5	Y	N	N	Y
1-C-5	3B	3 bed 5 person duplex	90	106.4	13	13.46	11.4	11.73	7.1	7.14	31.5	32.33	34	36.77	9	9.2	9	40.5	Y	N	N	Y
1-C-6	3B	3 bed 5 person duplex	90	106.4	13	13.46	11.4	11.73	7.1	7.14	31.5	32.33	34	36.77	9	9.2	9	40.5	Y	N	N	Y

Summary Block C

Total Units	6
Units 10% over min area	6
UD Units	0
Age Friendly Units	0
Dual Aspect Units	6

BLOCK D
 STAIRCORE/LIFT ACCESS: BLOCK D

Unit No.	Unit Type	Description	Gross Floor area required (sqm)	Gross Floor area proposed (sqm)	Bedroom 1 Required (sqm)	Bedroom 1 Proposed (sqm)	Bedroom 2 Required (sqm)	Bedroom 2 Proposed (sqm)	Bedroom 3 Required (sqm)	Bedroom 3 Proposed (sqm)	Aggregate Bedroom Required (sqm)	Aggregate Bedroom Proposed (sqm)	KLD Required (sqm)	KLD Proposed (sqm)	Storage Required (sqm)	Storage Proposed (sqm)	Private Amenity Space Required (sqm)	Private Amenity Space Proposed (sqm)	GIFA 10% over min (Yes / No)	UD (Yes / No)	Age Friendly (Yes / No)	Dual Aspect (Yes / No)
0-D-1	2C.3	2 bed 3 person UD apartment	63	77.8	13	14.25	7.1	8.36	N/A	N/A	22.1	22.61	28	32.5	5	5.26	6	11.5	Y	Y	Y	Y
0-D-2	1A	1 bed apartment	45	50.9	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.47	3	3.04	5	10.5	Y	N	N	Y
0-D-3	1A	1 bed apartment	45	50.4	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.47	3	3.04	5	23.5	Y	N	N	Y
0-D-4	2E	2 bed 4 person apartment	73	78.8	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	31.21	6	6.14	7	10.7	N	N	N	Y
1-D-1	2C.3	2 bed 3 person UD apartment	63	77.8	13	14.25	7.1	8.36	N/A	N/A	22.1	22.61	28	32.5	5	5.26	6	23.7	Y	Y	Y	Y
1-D-2	1A	1 bed apartment	45	50.9	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.47	3	3.04	5	7.3	Y	N	N	Y
1-D-3	1B	1 bed apartment	45	50.6	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.1	3	3.04	5	7.1	Y	N	N	N
1-D-4	2C.3	2 bed 3 person UD apartment	63	77.3	13	14.25	7.1	8.36	N/A	N/A	22.1	22.61	28	32.5	5	5.26	6	16.3	Y	Y	Y	Y
1-D-5	2E	2 bed 4 person apartment	73	78.8	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	31.21	6	6.14	7	24.3	N	N	N	Y
1-D-6	2C.2	2 bed 3 person UD apartment	63	77.4	13	14.25	7.1	8.36	N/A	N/A	20.1	22.61	28	32.5	5	5.26	6	22.9	Y	Y	Y	N
2-D-1	2C.3	2 bed 3 person UD apartment	63	77.8	13	14.25	7.1	8.36	N/A	N/A	22.1	22.61	28	32.5	5	5.26	6	23.7	Y	Y	Y	Y
2-D-2	1A	1 bed apartment	45	50.9	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.47	3	3.04	5	7.3	Y	N	N	Y
2-D-3	1B	1 bed apartment	45	50.6	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.1	3	3.04	5	7.1	Y	N	N	N
2-D-4	2C.3	2 bed 3 person UD apartment	63	77.3	13	14.25	7.1	8.36	N/A	N/A	22.1	22.61	28	32.5	5	5.26	6	16.3	Y	Y	Y	Y
2-D-5	2E	2 bed 4 person apartment	73	78.8	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	31.21	6	6.14	7	24.3	N	N	N	Y
2-D-6	2C.2	2 bed 3 person UD apartment	63	77.4	13	14.25	7.1	8.36	N/A	N/A	20.1	22.61	28	32.5	5	5.26	6	22.9	Y	Y	Y	N
3-D-1	2C.3	2 bed 3 person UD apartment	63	77.8	13	14.25	7.1	8.36	N/A	N/A	22.1	22.61	28	32.5	5	5.26	6	23.7	Y	Y	Y	Y
3-D-2	1A	1 bed apartment	45	50.9	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.47	3	3.04	5	7.3	Y	N	N	Y
3-D-3	1B	1 bed apartment	45	50.6	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.1	3	3.04	5	7.1	Y	N	N	N
3-D-4	2C.3	2 bed 3 person UD apartment	63	77.3	13	14.25	7.1	8.36	N/A	N/A	22.1	22.61	28	32.5	5	5.26	6	16.3	Y	Y	Y	Y
3-D-5	2E	2 bed 4 person apartment	73	78.8	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	31.21	6	6.14	7	24.3	N	N	N	Y
3-D-6	2C.2	2 bed 3 person UD apartment	63	77.4	13	14.25	7.1	8.36	N/A	N/A	20.1	22.61	28	32.5	5	5.26	6	22.9	Y	Y	Y	N

Summary Block D

Total Units	22
Units 10% over min area	18
UD Units	10
Age Friendly Units	10
Dual Aspect Units	16

BLOCK E
 STAIRCORE/LIFT ACCESS: BLOCK E

Unit No.	Unit Type	Description	Gross Floor area required (sqm)	Gross Floor area proposed (sqm)	Bedroom 1 Required (sqm)	Bedroom 1 Proposed (sqm)	Bedroom 2 Required (sqm)	Bedroom 2 Proposed (sqm)	Bedroom 3 Required (sqm)	Bedroom 3 Proposed (sqm)	Aggregate Bedroom Required (sqm)	Aggregate Bedroom Proposed (sqm)	KLD Required (sqm)	KLD Proposed (sqm)	Storage Required (sqm)	Storage Proposed (sqm)	Private Amenity Space Required (sqm)	Private Amenity Space Proposed (sqm)	GIFA 10% over min (Yes / No)	UD (Yes / No)	Age Friendly (Yes / No)	Dual Aspect (Yes / No)
0-E-1	2A	2 bed 3 person apartment	63	66.9	13	13	7.1	7.11	N/A	N/A	20.1	20.11	28	28	5	5	6	9.5	N	N	N	Y
0-E-2	2A	2 bed 3 person apartment	63	66.9	13	13	7.1	7.11	N/A	N/A	20.1	20.11	28	28	5	5	6	9.5	N	N	N	Y
0-E-3	1A	1 bed apartment	45	50.5	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.47	3	3.04	5	9.4	Y	N	N	Y
0-E-4	2C.1	2 bed 4 person apartment	73	77.4	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	30	6	6.14	7	11.7	N	N	N	Y
1-E-1	2A	2 bed 3 person apartment	63	66.9	13	13	7.1	7.11	N/A	N/A	20.1	20.11	28	28	5	5	6	9.3	N	N	N	Y
1-E-2	2A	2 bed 3 person apartment	63	66.9	13	13	7.1	7.11	N/A	N/A	20.1	20.11	28	28	5	5	6	9.3	N	N	N	Y
1-E-3	2C.1	2 bed 4 person apartment	73	77.4	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	30	6	6.14	7	7.1	N	N	N	Y
1-E-4	1B	1 bed apartment	45	50.6	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.1	3	3.04	5	7.3	Y	N	N	N
1-E-5	2C.1	2 bed 4 person apartment	73	77.4	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	30	6	6.14	7	7.1	N	N	N	Y
2-E-1	2A	2 bed 3 person apartment	63	66.9	13	13	7.1	7.11	N/A	N/A	20.1	20.11	28	28	5	5	6	9.3	N	N	N	Y
2-E-2	2A	2 bed 3 person apartment	63	66.9	13	13	7.1	7.11	N/A	N/A	20.1	20.11	28	28	5	5	6	9.3	N	N	N	Y
2-E-3	2C.1	2 bed 4 person apartment	73	77.4	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	30	6	6.14	7	7.1	N	N	N	Y
2-E-4	1B	1 bed apartment	45	50.6	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.1	3	3.04	5	6.9	Y	N	N	N
2-E-5	2C.1	2 bed 4 person apartment	73	77.4	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	30	6	6.14	7	7.1	N	N	N	Y
3-E-1	2A	2 bed 3 person apartment	63	66.9	13	13	7.1	7.11	N/A	N/A	20.1	20.11	28	28	5	5	6	9.3	N	N	N	Y
3-E-2	2A	2 bed 3 person apartment	63	66.9	13	13	7.1	7.11	N/A	N/A	20.1	20.11	28	28	5	5	6	9.3	N	N	N	Y
3-E-3	2C.1	2 bed 4 person apartment	73	77.4	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	30	6	6.14	7	7.1	N	N	N	Y
3-E-4	1B	1 bed apartment	45	50.6	11.4	11.46	N/A	N/A	N/A	N/A	11.4	11.46	23	24.1	3	3.04	5	7.3	Y	N	N	N
3-E-5	2C.1	2 bed 4 person apartment	73	77.4	13	13.4	11.4	11.44	N/A	N/A	24.4	24.84	30	30	6	6.14	7	7.1	N	N	N	Y

Summary Block E

Total Units	19
Units 10% over min area	4
UD Units	0
Age Friendly Units	0
Dual Aspect Units	16