Parkmore
Long Mile Road, Ballymount, Dublin 12
Mixed-Use Residential Development

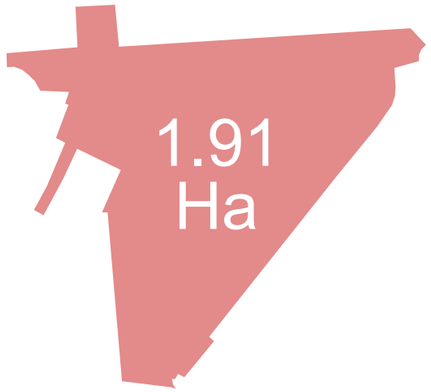
Architectural Design Statement

February 2025

reddy architecture +urbanism

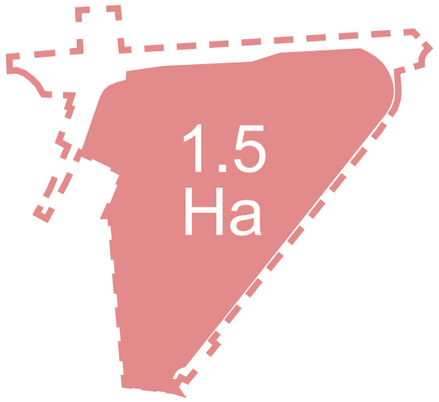
PARKMORE

Development Statistics



Gross Site Area

**Red Line Boundary*



Net Site Area

**Calculated according to 'Sustainable Residential Development and Compact Settlements Guidelines' Appendix B*

436
Dwellings

Residential

49,275
sqm

Gross Internal Area

290
Dwellings/Ha

Net Density

Calculated according to 'Sustainable Residential Development and Compact Settlements Guidelines' Appendix B' using Net Site Area (1.5Ha)

173
0.36 Ratio

Residential Car Spaces

118 Standard

8 Accessible
5%

32 EV Charging
20%

1,040

Bicycles

218 Short Stay

788 Long Stay Residential
1.8 per unit

34 Long Stay Non-Resi

1:3

Plot Ratio

**GIA excluding ABC undercroft/Net Site*

44%

Site Coverage

33,437
sqm

Net Internal Area

59%

Dual Aspect

57%

Apartment Units +10% larger than minimum size

1,507
sqm
10%

Public Open Space
(0.1ha./1000 Population)

3,489
sqm
23%

External Communal Open Space

1,226
sqm

Commercial

352
sqm

Library

359
sqm

Creche

375
sqm

Internal Amenity

Non Residential Parking

2 Loading

3 Creche Parking

12 Visitor/ Set-Down Parking

0.5% Studio

41.3% One Bed

36.2% Two Bed

22% Three Bed

Contents

Project Description

This document describes Reddy Architecture + Urbanism' proposals for Dairygold at the Parkmore Industrial Estate along The Long Mile Road.

The development will comprise a Large-Scale Residential Development (LRD) on a site at Parkmore Industrial Estate, Long Mile Rd, Robinhood, Dublin, 12. The proposed development will comprise the demolition of existing industrial units, and construction of a mixed use, residential-led development within 4 no. blocks ranging in height from 06 to 10 storeys over semi-basement. The development will comprise the following: 436 no. apartments (studios; 1 beds; 2 beds and 3 beds) with commercial/employment units, creche, café and library. Provision of car, cycle and motorbike parking. Vehicular accesses from Parkmore Estate Road and additional pedestrian/cyclist accesses from the Long Mile Road and Robinhood Road. Upgrade works to the estate road and surrounding road network. All associated site development works and services provision, open spaces, ESB substations, plant areas, waste management areas, landscaping and boundary treatments.

Development Statistics

Total Units	
Apartments	436
Duplexes	0
Total Units	**436**

	1B1P	1B2P	2B4P	3B5P
Unit Mix	2	180	158	96
Mix (%)	**0.5%**	**41.3%**	**36.2%**	**22.0%**

Development Statistics	
Gross Site Area	1.91 Ha
Net Site Area	1.50 Ha.
Density	290 U/Ha.(Net)
Building Height	6 - 10 Storeys
Gross Internal Area	49,275 m^2
Plot Ratio	1 : 3 (GIA excluding ABC undercroft/Net Site)
Site Coverage	44% (excluding landscaped podium)
Dual Aspect	59%
Oversize Apartments	57%

Amenity Space	
Public Open Space	1507 m^2
POS as % of Site	10%
External Communal Open Space	3489 m^2 (23%)
Internal Communal Open Space	375.3 m^2 (Residential Amenity)

Non Residential Net Internal Area m^2	
Creche	359.1
Commercial	1226.6 (4 Units)
Library	352.1
Total	**1937.8**

Creche External Play Area	227 m^2

Car Parking		
Residents	Standard	118
	EV (20%)	32
	DAC (5%)	8
Total		158
Ratio (Residential)		0.36 per unit
Non Resident	Visitor & Set Down	12
	Creche Staff	3
Total		15
Overall Total		**173**

Cycle Parking		
Long-Term	Residential	788
	(Ratio Residential Parking = (1.8 per unit)	
	Creche Staff	2
	Commercial Staff/Employee	26
	Library Staff	6
Total		822
Short-Term	Visitor & Customer	218
Overall Total		**1040**

Document

Project Code	System	Spatial Zone	Level	File Type	Originator	Role Type	Number	Revision
LMR	02	SW	XX	RP	RAU	AR	1000	P3-S-01

Project Team

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Introduction

"A good neighbourhood is one where people can easily satisfy daily needs whilst feeling safe as they do so. The most successful neighbourhoods are well connected – to employment centres or places people spend their leisure time. They are places where people can live at any stage of their lives – regardless of physical ability or social status. Successful neighbourhoods also tend to have a wide variety of things to do within them and have a strong connection to the area in which they sit – be it historical, cultural or visual space."
DEHLG - Urban Design Manual

This design report details the architectural principles, characteristics and urban design proposals associated with the development of the Dairygold Site on The Long Mile Road, Dublin 12. The design report address the specific requirements and opportunities for these lands.

The development site is part of the larger City Edge project under development by South Dublin County Council and Dublin City Council. The redline site area under consideration is 1.91 hectares of industrial estate lands and roads.

There is currently vehicular access to the Parkmore Estate road from the Long Mile Road.

The development will be an apartment development within the Parkmore Industrial area and within the City Edge Strategic development zone. The Site fits within the wider transformational urban vision for the entire Naas Road/ Long Mile Rd area.

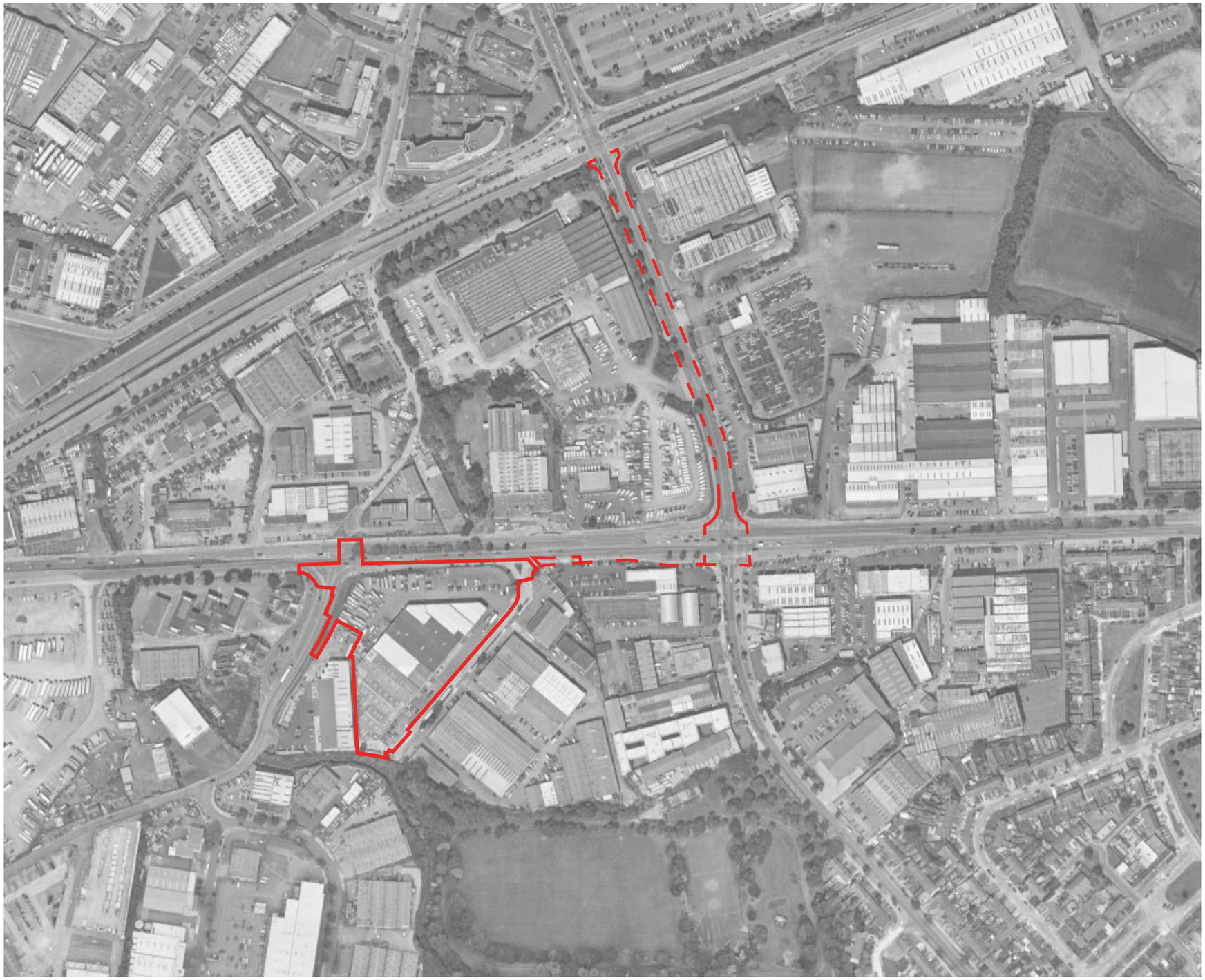


Figure 1 - Aerial view of the site (Outline of the application boundary shown in red).

Introduction

The site is in a highly sustainable location which accords with all of the National, Regional and Local Planning Policy. The site is located within walking distance of frequent public transport options and amenities. The proposed development will be a multifamily residential scheme comprising 436 apartments within four blocks ranging in height between 6 and 10 storeys.

The proposed design will provide an effective and efficient use of this site located close to the Luas Red Line and the S4 orbital bus route.

The design will allow for the provision of future additional pedestrian / cyclist connections with Walkinstown Park and also a new public route through the site to form part of the future City Edge cycle network and urban grid.

Figure 2 - CGI View from The Long Mile Road looking West

Design Response to LRD Opinion

Modifications to overall layout to include:
o Revised proposals providing for a minimum 10% to serve the proposed development in accordance with 2022-2028 CDP, including Table 8.2: Public Open Space Standards. This may include the adaption and redesign of the east/west pedestrian link through the site as proposed (from Robinhood Road to Parkmore Industrial Estate road), and attendant areas to same, to provide for sufficient public open space throughout the overall site. The prospective applicant may wish to liaise with the Planning/Public Realm Department further on this item.

Response:
The proposed design now includes a 10% Public Open Space provision within the site. This space is located at the following key pedestrian and cyclist nodes across the site:

1. The main public open space is placed on, and is part of, the east/west pedestrian link through the site. The route is generous in its with and it expands out to form a public space in front of a proposed public library. The public spaces adjoins, but is separate from the residents communal amenity space. Combined they form the courtyard of the urban block which provides a sheltered microclimate and protection from the noise of the nearby busy road network.
2. A pocket park is provided at a the entrance to the creche, the community café and the residents amenity space. This is also the location of the residents entrance into one of their communal amenity courtyards.
3. A second pocket park is provided along the southern boundary of the site to facilitate the future greenway along the river. This pocket park is within the site boundary but outside the future City Edge 10m riparian strip along the river bank. The pocket Park will assist facilitate future pedestrian and cyclist links from the Robinhood Road to Walkinstown Park. The proposed future City Edge Riparian strip is not within the ownership boundary of the site.

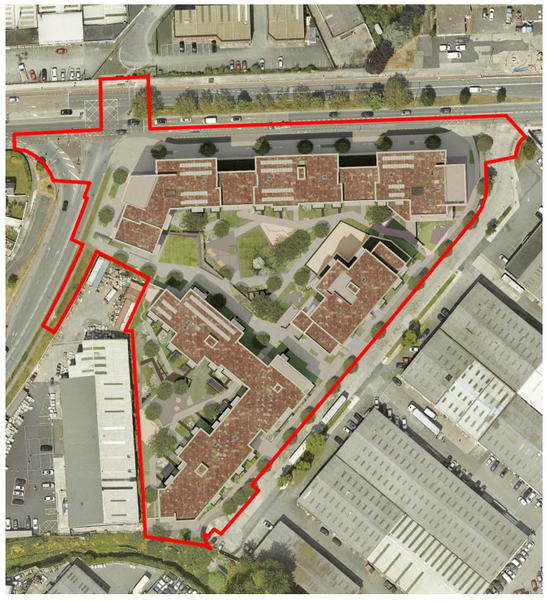


Figure 3 - Aerial view of the proposed development within the existing industrial context

o Revised proposals regarding the Parkmore Industrial Estate roadway, to the immediate east/southeast of the site, to include pedestrian infrastructure be provided on both sides of this road, to be DMURS compliant and pedestrian friendly, incorporating green infrastructure. The layout may necessitate alterations to the vehicular turning circle located to the southern end of Parkmore Industrial Estate road to achieve same, however, should provide for the continued use by the neighbouring business along this road.

Response:
The proposed scheme facilitates DMURS compliance for that portion of the future street that lies within the site boundary. Pedestrian and cyclist infrastructure will be provided within the site that compliments the future expansion of DMURS across the road by other during future stages of development outside the site boundary. The potential future vision for the road is provided in drawings by Roughan O'Donovan (Transport Impact Assessment Report) where it is possible to see how the current design proposals will be able to facilitate the longer term vision.

• In the event that a direct connection to Walkinstown Park via the southernmost boundary of the subject site can be secured, provide detailed plans and particulars demonstrating same and showing the boundary treatments with the existing riverbank and park area, cognisant of relevant setback requirements from the river corridor. Taking a balanced, purposive approach to policy implementation, a relaxation in the requirements for a 10m riparian setback free from any paths/ lighting (GI3 Objective 3) for riparian vegetation may be warranted, if a direct connection to the park is secured and justification provided. Alterations to the subject site boundary treatment, interface, and the existing vehicular turning circle located to the southern end of Parkmore Industrial Estate road may be required to achieve same. In the event of same, revisions to the redline boundary of lands to which the application relates will be required and relevant consent for any lands not within the ownership of the applicant should be provided.

Response:
The future connection to Walkinstown Park is outside the ownership of the current site and subject to agreement with other landowners during future planning applications in the area. The proposed design envisages connections to the park along the Parkmore Estate Road and along the river bank from Robinhood Road. A pocket park is provided along and inside the southern boundary of the site to facilitate the future greenway along the river. The pocket park is within the site boundary but outside the future City Edge 10m riparian strip along the river bank. The pocket Park will assist facilitate future pedestrian and cyclist links from the Robinhood Road to Walkinstown Park. The proposed future City Edge Riparian strip is not within the ownership boundary of the site.

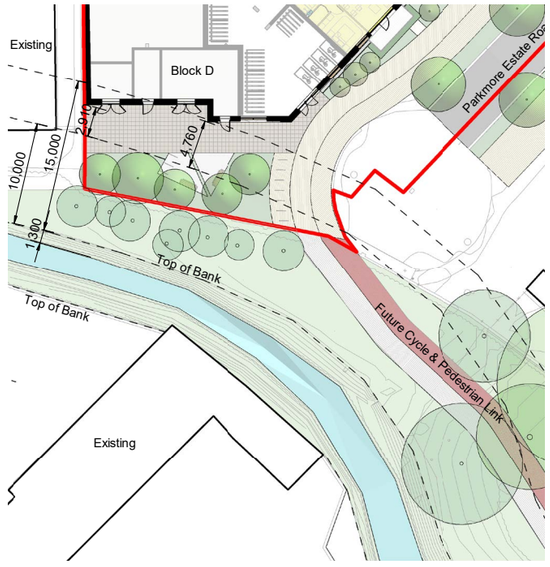


Figure 4 - Future Walkinstown Park Connection

Design Response to LRD Opinion

Demonstrate compliance with Section 12.9.1 Regeneration Zone of the CDP, which details the relevant criteria which development in Regeneration Zones will be assessed against.

Response:
Compliance with Section 12.9.1 Regeneration of the County Development Plan is addressed under the 'Context' section of this report where a response to each of the following criteria is provided:

- Demonstrate a clear transition towards a more urban form of development and a traditional street network;
- Address connectivity and linkages in the area and demonstrate that the development of the site would not give rise to isolated piecemeal pockets of residential development that are disconnected from shops, amenities and / or other residences;
- Residential development should not be introduced at ground floor level adjacent to busy roads, and / or roads that are subject to significant movements by Heavy Goods Vehicles (HGVs);
- Given the transitional nature of Regeneration Zones, precautions will be taken to ensure that the potential for noise pollution, air pollution or other nuisance from established industrial uses will not exceed acceptable environmental standards. The Planning Authority may seek a report from a suitably qualified person to identify and quantify sources of noise pollution, air pollution, or nuisance, assess the potential impacts on the proposed development and provide a series of recommendations to mitigate the impacts of any pollutants insofar as possible (for instance, orientation and layout of dwellings, positioning of openings and insulation);
- It may be necessary to consider improvements to the surrounding road and street network in conjunction with the Planning Authority, to calm traffic and improve pedestrian and cyclist access.
- Development in Regeneration Zones is also assessed against the relevant criteria within the Urban Design Manual on which the structure of this Design Statement is based, and the Design Manual for Urban Roads and Streets where reference is also made where required in this report.

Demonstrate justification for the scale, design and useability/adaptability, and servicing of non-residential uses, in particular the commercial units located to the front/Longmile Road elevation of the development.

Response:
The justification of the scale of non-residential uses within the scheme is carried out in a report by the property agents Savills that forms part of the application. Section 9 of this report (Adapatability) demonstrates the useability and adaptability of all the non-residential units. The Creche and Library are designed for specific purposes, but the units along the Long Mile Road can be subdivided into multiple units with the ability to also add a mezzanine or full floor and if required. All these units are provided with delivery servicing from loading bays on the Long Mile Road frontage.

Detailed information in relation to the number and location of the commercial units within each block along with cross sections of the commercial floorspace. The floor area (floor plate) of each non-residential unit/area shall be clearly detailed. Details of the numbers currently employed and previously employed on the site and a projection of the likely employment numbers in the proposed employment floorspace should also be included.

Response:
Section 9 of this report provides information in relation to the number and location of all the commercial units within the proposed scheme. The floor area (floor plate) of each non-residential unit/area is clearly detailed on drawings and in area schedules. Plans and cross sections of the commercial floorspace are provided in section 9 of this Design Statement to demonstrate the adaptability of the proposed units. Details of the numbers currently employed and previously employed on the site and a projection of the likely employment numbers in the proposed employment floorspace are contained with the Savills property report.

Justification of the height and density of the development, with reference to Appendix 10 of the Development Plan, and other relevant policies and objectives of local and national plans.

Response:
The justification of the height and density of the development against Appendix 10 (SDCC Building Height and Density Guide) of the County Development Plan is carried out in section 5 of this report which evaluates 'Efficiency' as defined in 'Urban Design Manual'. Appendix 10 sets out a series of questions and responses are provided for each in section 5 of this report. The SDCC Building Height and Density Guide use the same headings as the 'Urban Design Manual' upon which the structure of this Design Statement is based. Rather than address each of the SDCC Building Height and Density Guide questions under the corresponding section of this report we have grouped the responses together at a location in this report where an assessment is also carried out against the 'Urban Development & Building Heights Guidelines'.

Revisions to the overall design to improve daylight and sunlight achieved in units of concern or justify the quantum achieved. The applicant should aim to achieve 100% compliance with room specific targets.

Response:
It is difficult to achieve 100% compliance with the BRE Guidelines for Daylighting when designing homes in urban areas, or what will be future urban areas. The benefits of the densification of our cities and the corresponding reduction in our carbon footprint do mean that there is a balance to be struck when assessing schemes against the daylight guidelines, and this is fully acknowledged within the guidelines. An iterative review has been carried out with the daylight and sunlight consultant, Chris Shackelton Consultancy, to enhance the design so that it now achieves 97-99% compliance with the design guides. This is considered an excellent result for an urban scheme.

Figure 5 - Solar access diagram for the Courtyard Spaces (Chris Shackleton Consulting?

Design Response to LRD Opinion

Provide detail of the interface of the subject site (adjacent to Block D) with adjoining land to the west, to include detail of any site level differential between the subject site and these adjacent lands with supporting section and elevation drawings, and including any required treatment/screening to ensure satisfactory visual amenity for future occupants of the scheme and also the future development potential of the site to the immediate west.

Response:
The proposed development places a party wall along the boundary with the adjoining site to the west, this will replace/sit behind the existing high boundary wall. The block D under podium parking is located along this boundary at ground floor level and the podium above is proposed as residents communal amenity space. The party wall at ground floor level will be a solid fire rated wall (as required by the Building Regulations) that will avoid impacting on the potential future visual amenity or the future development potential of the adjoining site.
The proposed podium block D communal amenity space is placed on the podium above the parking and it is 4.5 m above ground level. In order to avoid the future potential block D residents overlooking future development on the adjoining site a 1.87 m high solid podium edge wall is provided to screen and safeguard the potential amenity of the adjoining site if future development placed residential amenity at either ground floor level or if a podium were to be provided on the adjoining site at a similar level to block D.

The west elevation of the podium party wall with Block D behind is shown on drawing ' LMR-02-DDD-ZZ-DR-RAU-AR-4022 and the sections are on drawing LMR-02-DDD-ZZ-DR-RAU-AR-4000. These drawings showing block D developed and the site to the west undeveloped. Section 7 of the Architectural Design Statement indicates an option for potential development across in the site to the west and how a residential development on this site might be progressed to close out an urban block by working with block D. Section 7 of the Architectural Design Statement also demonstrates through a series of diagrams how the potential development on the adjoining site could occur so that Block D as proposed will avoid impacting on the potential future visual amenity or the future development potential of the adjoining site.
Provide details of all materials proposed, to be clearly identified on particulars submitted.

Figure 6 - Potential Future Axo

Response:
Section 12 of the Architectural Design Report, Detailed Design, demonstrates how the proposed materials will provide a quality design that is part of what creates a sense of place and legibility. In creating a series of engaging urban buildings a hierarchy of façade designs were developed. The location of the façade typologies and the proposed materials to be used are set out in the Design Statement through a series of CGI views, 3d design studies, material palette photos and a series of precedent buildings. All elevational drawings are coloured to reflect the materials proposed and a legend allows for the materials to be clearly identified on each individual drawing.

A layout showing alternative uses for the car parking, should the City Edge scheme require the reduction in car usage in the future, i.e.: an indication on alternative usage for the reduced car parking facilities on site following the planned introduction of public transport (Bus Connects). The potential provision of storage cages or similar at basement level in lieu of phased out parking spaces should be considered.

Response:
The potential for Modal change within the City Edge Framework Plan and a possible reduction in car usage can be accommodated with the adaptability of the lower ground floor parking area. In Section 9 of the Architectural Design Report diagrams demonstrate how a reduction in car parking can facilitate enlarged commercial spaces that front onto the Long Mile Road. Other options such as additional motor bike parking, bike storage or remote bulk storage are also all feasible.

- *Demonstrate that the proposed development would provide for placemaking and ensuring realisable linkages with nearby services and amenities.*

Response:
Within the Architectural Design Statement, Section 1 Context and Section 2 Connections, it is shown how the proposed design provides or facilities the future delivery of linkages as envisaged by the City Edge Strategic Plan. Good neighbourhoods are well connected places to amenities with routes that are pleasant, convenient and safe to use.

In Section 1 of the Design Statement we also carry out an assessment of the site as part of a Regeneration Zone. There are five criteria to be assessed, as set out in the SDCC Development Plan, and our response to two of these criteria in particular provide an answer to the question raised here:

- Demonstrate a clear transition towards a more urban form of development and a traditional street network
- Address connectivity and linkages in the area and demonstrate that the development of the site would not give rise to isolated piecemeal pockets of residential development that are disconnected from shops, amenities and/or residences.

- *Demonstration of set down/parking facilities*

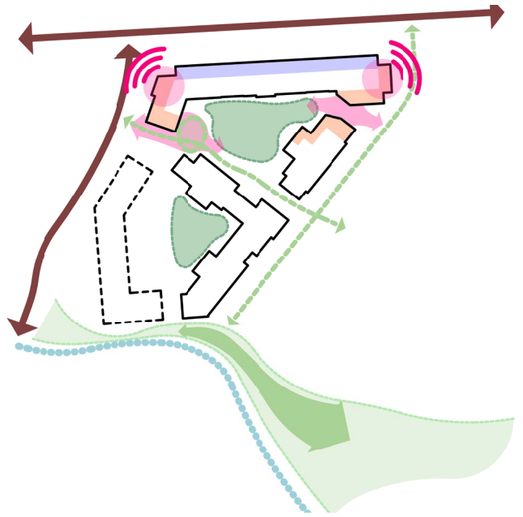


Figure 7 - Site Strategy Diagram

Design Response to LRD Opinion

serving the creche and commercial units.

Response:
Section 11 within the Architectural Design Statement (Parking) demonstrates how parking is dealt with across the site in order to provide sufficient parking to cope with demand in a way that does not overwhelm the appearance and amenities of the public realm. Diagrams within the report clearly show parking for all stakeholders across the site. Car parking and loading bays serving the creche and commercial units is at grade along the Long Mile Road in close proximity to each of these uses.

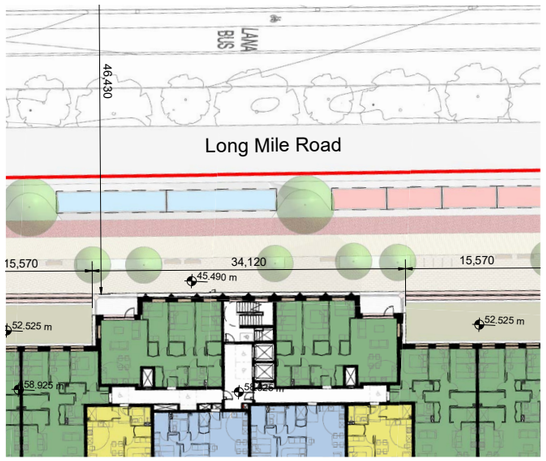


Figure 9 - Extract of Long Mile Rd showing kerbside parking.

Figure 8 - CGI of Public Route looking East

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

"Any new development should improve on the existing situation, and at the same time be sensitive to its context." DEHLG - Urban Design Manual

Context - Positive Indicators noted by DEHLG:

- *A development should seem to have evolved naturally as part of its surroundings*
- *Appropriate increases in density respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users*
- *Form, architecture and landscaping have been informed by the development's place and time*
- *The development positively contributes to the character and identity of the neighbourhood*
- *Appropriate responses are made to the nature of specific boundary conditions*

In the late-19th century the site was used as a gravel pit within a largely rural townland. The OSI map of 1837-1842 shows the field boundaries around the site and it is clear the primary context points of the site today can be identified on the map with the Long Mile Road laid out to the north and the watercourse to the south.

Development and growth in the townland came during the 1960's when the larger Naas Rd Environs were zoned for Industrial Development. As industry moved into purpose built industrial estates in the area, the locality developed quickly as an industrial and employment centre. The area is characterized today by its industrial history with wide estate roads and simple, functional warehouses that are setback from the street edges.

The most significant structure in the area is the Mercedes Benz building which is located across the Long Mile Road from the Parkmore Industrial Estate. This protected structure is built from red brick with white ceramic pilasters and window frames accenting the brick. Generally the materiality of buildings in the area is predominantly modern industrial sheds clad in steel or aluminium.

Within the local area, the development of Walkinstown also occurred as a residential neighbourhood to the south east of the site. Walkinstown is the nearest village centre to the development.

The Luas Red line opened in 2004 running along the extent of the Naas Road. Since its opening, the area has not fundamentally changed and there has not been significant residential development or densification completed along the Luas Corridor. It is expected that the introduction of the City Edge Strategic Framework Plan will be a catalyst to support mixed-use residential densification in the area and spur new employment and housing development.

The development of the Parkmore Scheme will bring an increase in density to the area. The wider City Edge plan sets out an ambition for the area to become a dense mixed-use residential neighbourhood (or series of neighbourhoods). The Parkmore design responds to the future ambitions for the area by kickstarting residential densification and redevelopment along The Long Mile Road.

The density and scale of the scheme takes its lead from the City Edge Strategic Development Plan and addresses the site edges in an appropriate way. The tallest buildings will be along The Long Mile Road where they will create part of an Urban Boulevard. The scheme steps down towards Walkinstown Park to the south where a more low rise scale is created facing towards the existing suburban Walkinstown neighbourhood.

The Long Mile Road can be seen dating back to OSI maps from 1863. The historical adjoining water stream still exists today although now is hemmed in by industrial development. The Parkmore development acknowledges the stream as an important historical and natural feature abutting the site and aims to enhance its prominence by facilitating future pedestrian linkages along its bank to link into Walkinstown Park.

Figure 10 - Existing site photo looking from The Long Mile Road towards the site.

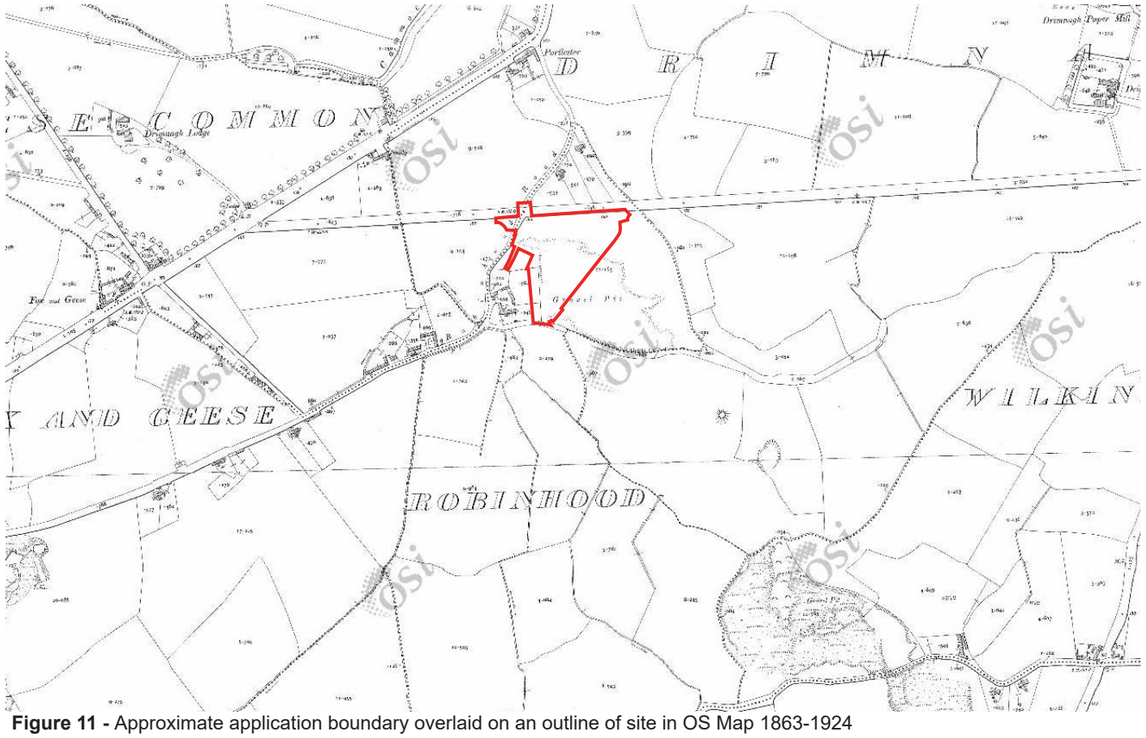


Figure 11 - Approximate application boundary overlaid on an outline of site in OS Map 1863-1924

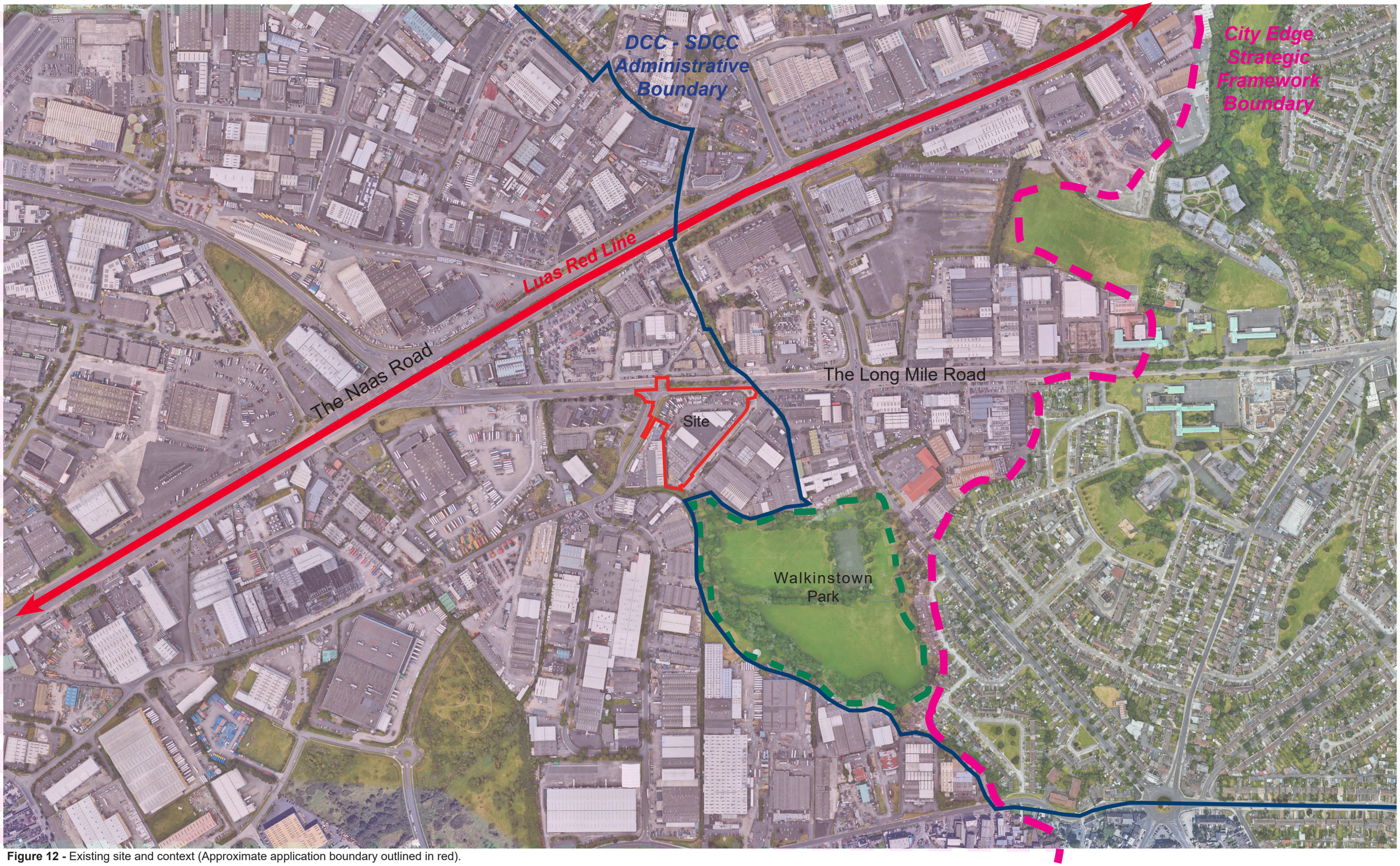


Figure 12 - Existing site and context (Approximate application boundary outlined in red).

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

Although the City Edge Masterplan is still in development, it provides guidance for the development of the Parkmore site.

City Edge is a complete reimagining of an industrial neighbourhood and catalyst for creating new sustainable mixed-use communities in West Dublin.

The Parkmore site sits at the heart of City Edge and will play an important role as on of the early development in the area.

The site is identified for mixed-use residential as part of City Edge. The design of Parkmore responds to this and accommodates the future ambitions of the area as envisaged as part of City Edge.

Instead of responding to the existing scale and massing of The Long Mile Road and its environs as an Industrial area, Parkmore responds to the future context of the street as an Urban Boulevard and the massing proposed by the City Edge Framework Plan.

The Parkmore Estate Road will become part of a wider residential neighbourood over time and the current watercourse to the South, is planned as part of City Edge to be opened up and connected to a landscaped greenway and linear park weaving its way through the entire City Edge Framework Plan.

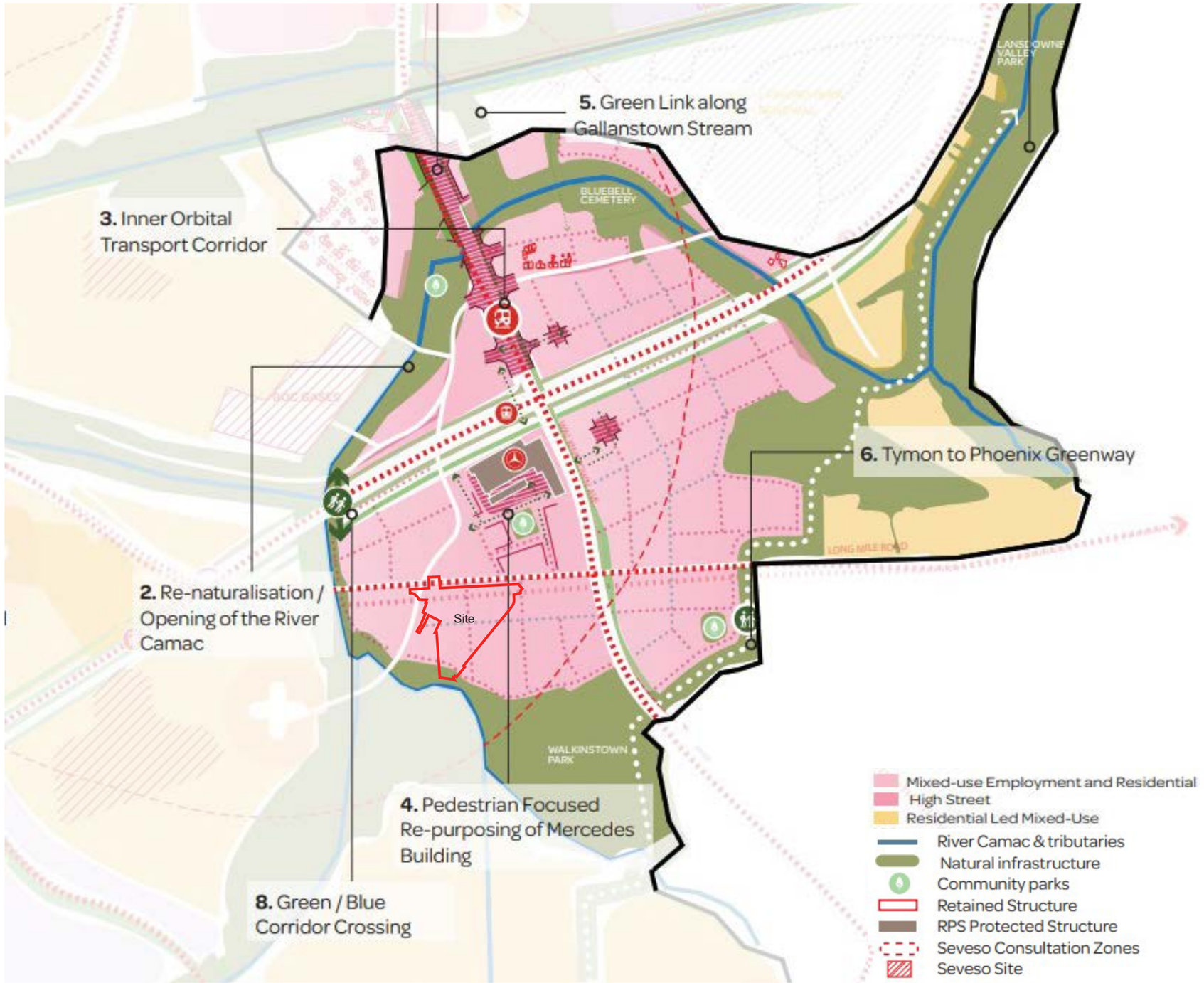
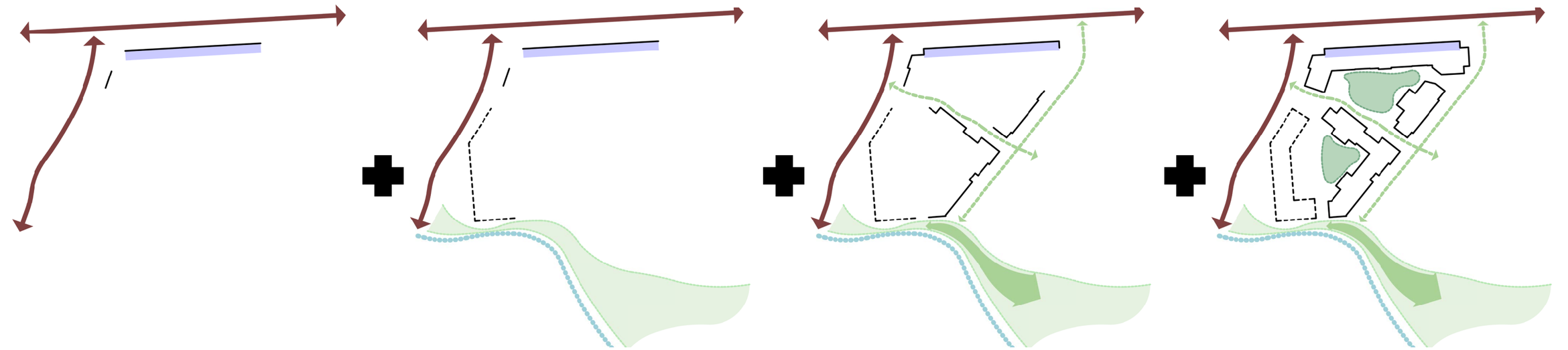


Figure 13 - Extract from City Edge Strategic Framework

Figure 14 - CGI along The Long Mile Road looking East



Urban Boulevard

City Edge outlines the need for a strong urban vision for The Long Mile Road as a major arterial route. The proposal creates a strong street edge lined with commercial uses to create a major urban boulevard suitable to the scale and importance of The Long Mile Road.

River Zone

The urban watercourse to the south is a tributary of the Carmac river and it is envisaged to be a green artery in City Edge connecting Walkinstown Park to a new web of linear parks and waterways across the City Edge Framework Plan.

The Carmac River will see its banks opened and a public greenway and amenity created. Parkmore buildings front onto its adjoining watercourse, facing the waterway and the pedestrian greenway that will be delivered at a future date.

Neighbourhood Connections

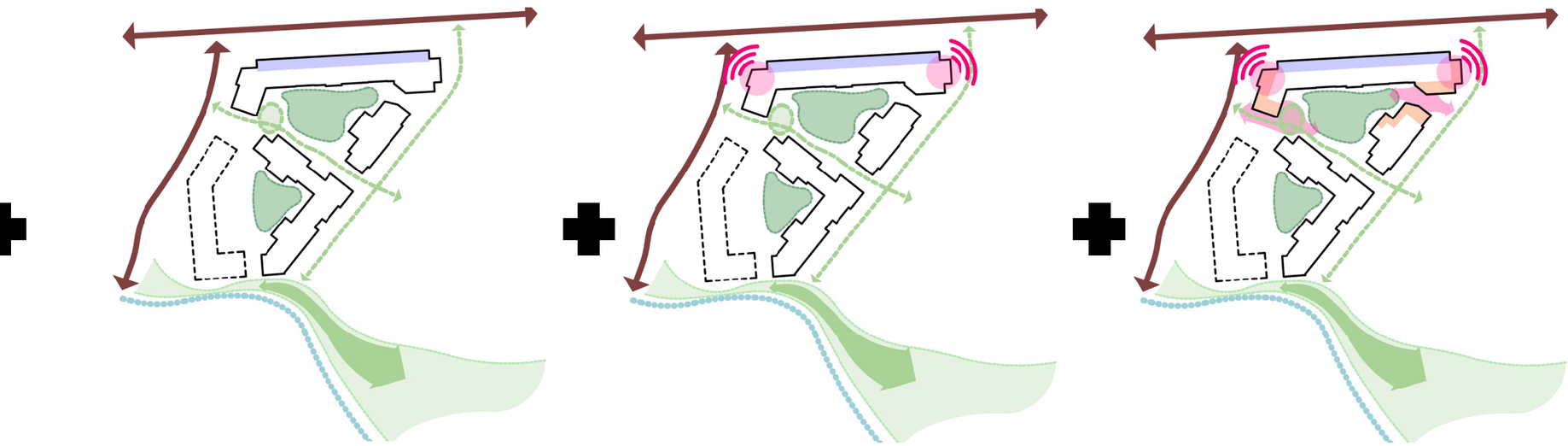
A series of public cycle and pedestrian routes are created to connect the site and create a strong permeable neighbourhood network of walkways and cycleways.

The scheme will facilitate a future new pedestrian/cycle connection with the greenway to connect to Walkinstown Park, a new cycleway on the Parkmore Estate Rd and a public route connecting across the site East-West. These routes form a street grid that creates two distinct urban blocks

Communal Space

Residential communal open spaces are created to provide places of play and amenity for residents within the urban blocks.

In the southern block a raised podium open space is created whilst to the north the communal space is at street level and provides passive supervision over the public route to create a sense of security as well as a visual connection between these spaces.



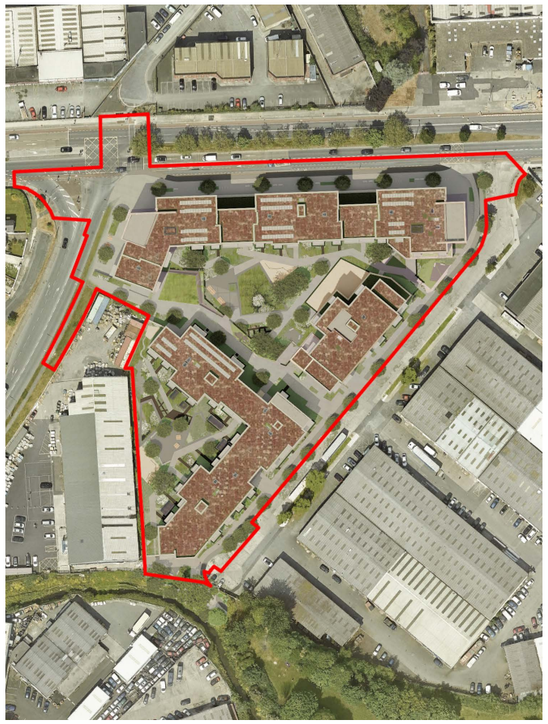


Figure 15 - Aerial view of the proposed development within the existing industrial context

Public Open Space

The new public route connecting across the site in an East-West direction links into the public open space at the centre of the scheme.

Iconic Massing

The creation of two taller elements on each end of The Long Mile Road facade creates an identity and distinctiveness for the development. The corner massing provides a suitable landmark visual at each of these locations.

Community Threshold

The creation of an Arrivals Pavilion to the North-East corner of the site where the Parkmore Estate Road and The Long Mile Road meet looks to enhance the community amenity of the site. At this location the primary entrance for residents is placed with Residential Amenities, a Creche and a Community Cafe. Together, these facilities create a transition between Public and Semi-Public spaces at this key corner of the site.

There have been a number of other residential schemes approved in close proximity to the site, some of which are now constructed or will be commencing construction. All are part of the changing nature and character of the area where new residential and mixed use neighbourhoods are being created.

Regeneration Zone (12.9.1)

Many of the nearby schemes being developed are within the Dublin City Council boundary, but the Parkmore site is one of the first schemes to move forward within the Regeneration Zone as set out in the SDCC Development Plan. Proposed schemes within the Regeneration Zone are required to address each of the five criteria that follow:

- *Demonstrate a clear transition towards a more urban form of development and a traditional street network*

In this chapter of the Design Statement we have demonstrated how the proposed new development will move towards a more urban form of development with the building lines forming street edges and providing building heights proportionally appropriate to the existing road widths onto which the new buildings front. The proposed design reinforces the existing street layout where new building frontages address the streets and create spaces rather than individual buildings placed on plots and generally surrounded by parking.

- *Address connectivity and linkages in the area and demonstrate that the development of the site would not give rise to isolated piecemeal pockets of residential development that are disconnected from shops, amenities and / or other residences*

The proposed design introduces a new pedestrian link across the site as guided by the City Edge plan. The scheme is also designed to facilitate the future connectivity between the estate road and the adjoining Walkinstown Park, the final connection which is over third party lands. The Parkmore scheme therefore sets the precedent for future connectivity beyond the site in line with the draft City Edge Strategic Framework Plan.

- *Residential development should not be introduced at ground floor level adjacent to busy roads, and / or roads that are subject to significant movements by Heavy Goods Vehicles (HGVs)*

The busy Long Mile Road and Robin Hood Road frontages will have commercial uses at ground floor level. The estate road will have residential amenity spaces and a creche along the busier section of this road towards the Long Mile Road junction with residential apartments introduced to the ground floor level in Block D at the quieter end of this street. The removal of industrial uses from the estate road by the development of this site will remove a considerable amount of HGV traffic from this road.

① Plan Ref: 3228/20 – Mixed Use Development: Nissan Site (Commencing construction)

② Plan Ref: 4238/19 – Mixed Use Development: Royal Liver Insurance Retail Park (Approved)

③ Plan Ref: ABP-304383-19 – Mixed Use: Concord (Constructed)

④ Plan Ref: 2203/18 – Carriglea Residential Development (Constructed)

⑤ Plan Ref: ABP-304686-19– Residential Development: Elanora Court (Constructed)

⑥ City Edge Boundary

⑦ SDCC County Boundary

Figure 16 - Graphic showing approved planning applications in the vicinity

- *Given the transitional nature of Regeneration Zones, precautions will be taken to ensure that the potential for noise pollution, air pollution or other nuisance from established industrial uses will not exceed acceptable environmental standards. The Planning Authority may seek a report from a suitably qualified person to identify and quantify sources of noise pollution, air pollution, or nuisance, assess the potential impacts on the proposed development and provide a series of recommendations to mitigate the impacts of any pollutants insofar as possible (for instance, orientation and layout of dwellings, positioning of openings and insulation).*

The assessment for potential pollution emitters or nuisance relative to acceptable environmental standards has been carried out in reports by Traynor Environmental. Any mitigation measures required are noted in these reports.

The Traynor acoustic assessment for the site highlights the high noise levels that can be expected for residential developments close to all roads. The provision of standard acoustic measures to external walls and windows facing these noise emitters mitigates this nuisance. As a compensatory measure for all balconies facing the noisy roads all residents within these residential units also have access to landscaped courtyards that are shielded from road noise by the proposed new buildings in the development. The residents shared amenity courtyards receive excellent levels of sunlight as well as being protected acoustically from external noise.

- *It may be necessary to consider improvements to the surrounding road and street network in conjunction with the Planning Authority, to calm traffic and improve pedestrian and cyclist access.*

The proposed scheme includes improvements to junctions on the Long Mile Road with The Parkmore Estate Road and the Long Mile Road. The junction designs are amended to improve pedestrian and cyclist movements along this busy road that includes the provision of dedicated cycle lanes. On the Parkmore Estate Road an option has been prepared to show how this road could be brought up to DMURs standard as part of future works by others. The design of footpaths and cycle lanes within the site are designed with the future road upgrade in mind.

Figure 17 - View looking from the Riverzone towards Parkmore Road indicating how the future pedestrian and cyclist link to Walkinstown Park could be envisaged

02 Connections - How well connected is the new development?

"Successful neighbourhoods tend to be well connected to places, facilities and amenities that help to support a good quality of life. Such places include high quality open space and landscapes, leisure opportunities, shops – both for convenience and comparison goods, schools, places of worship, health centres and places of employment.

When choosing which area to live in, most people will choose a neighbourhood that permits easy or close access to the places that they need or like to visit on a regular basis. So the quality and sustain ability of a neighbourhood can be measured by both how well it is connected to important amenities, and how pleasant, convenient and safe those links are to use."
DEHLG - Urban Design Manual

Connections - Positive Indicators:

- There are attractive routes in and out for pedestrians and cyclists
- The development is located in or close to a mixed-use centre
- The development's layout makes it easy for a bus to serve the scheme
- The layout links to existing movement routes and the places people will want to get to
- Appropriate density, dependent on location, helps support efficient public transport

The site benefits from excellent public transport connections to the city centre and major employment areas. The Red Line Luas station is a short walk to the North, while the S4 Orbital bus route is a short walk to the East.

The Red Line Luas serves the City Centre, Tallaght, Citywest and St James Hospital providing a 3-6 minute frequency of service.

The area is currently seeing an improvement in public transport with the Bus Connects roll-out which will allow, over the coming years, access to improved bus connections. In 2023, the S4 bus launched providing 10-15 minute frequencies on a new orbital route from Liffey Valley to UCD. The D spine will launch in the coming years and this will consolidate existing services into a new high frequent bus corridor.

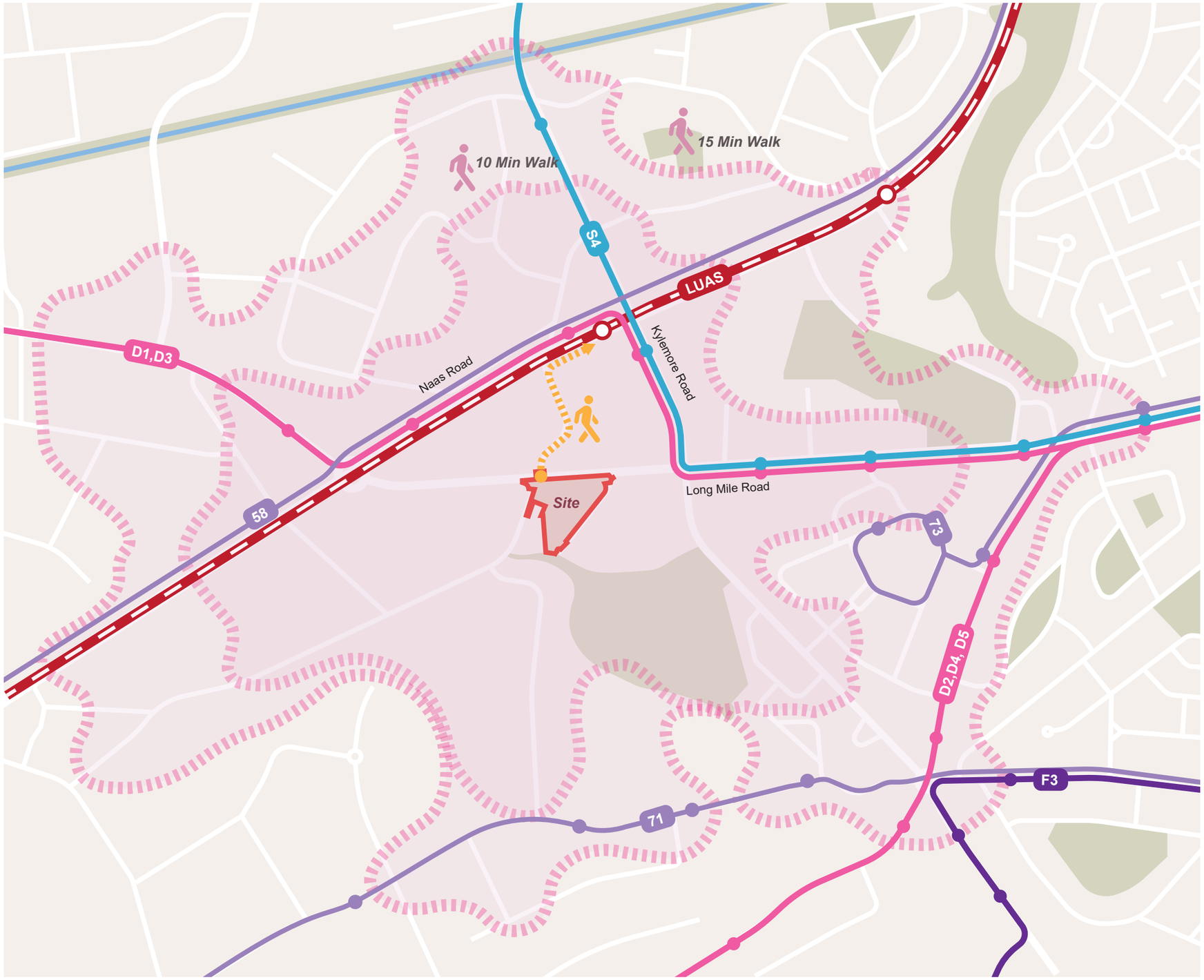


Figure 18 - Transport Map and connectivity

02 Connections - How well connected is the new development?

The local network of roads and footpaths will allow residents to easily access Public Transport within a short walking distance. This in turn will facilitate an appropriate density to support the public transport routes and local amenities.

As City Edge develops, accessibility and the quality of walking routes will as the area develops to provide pedestrian friendly networks.

In terms of the sites proximity to local mixed use centres, the future City Edge Framework area is still largely industrial in character. However, the location of Parkmore is close to the South Eastern boundary of City Edge where there is access to local shops and services provided in the existing Walkinstown and Drimnagh residential areas.

There are therefore many essential local amenities within a 15 minute walk of Parkmore. The primary amenities include:

- Assumption Girls National and Secondary Schools,
- Drimnagh Castle Primary & Secondary School
- St Cillians National School
- Lidl Supermarket
- Aldi Supermarket
- Walkinstown Park

In addition to these local amenities the site is on both a radial and orbital public transport route which provides further access to services that include St James Hospital, UCD and Liffey Valley. All are easily accessible on public transport providing increased leisure, and employment and higher educational opportunities.

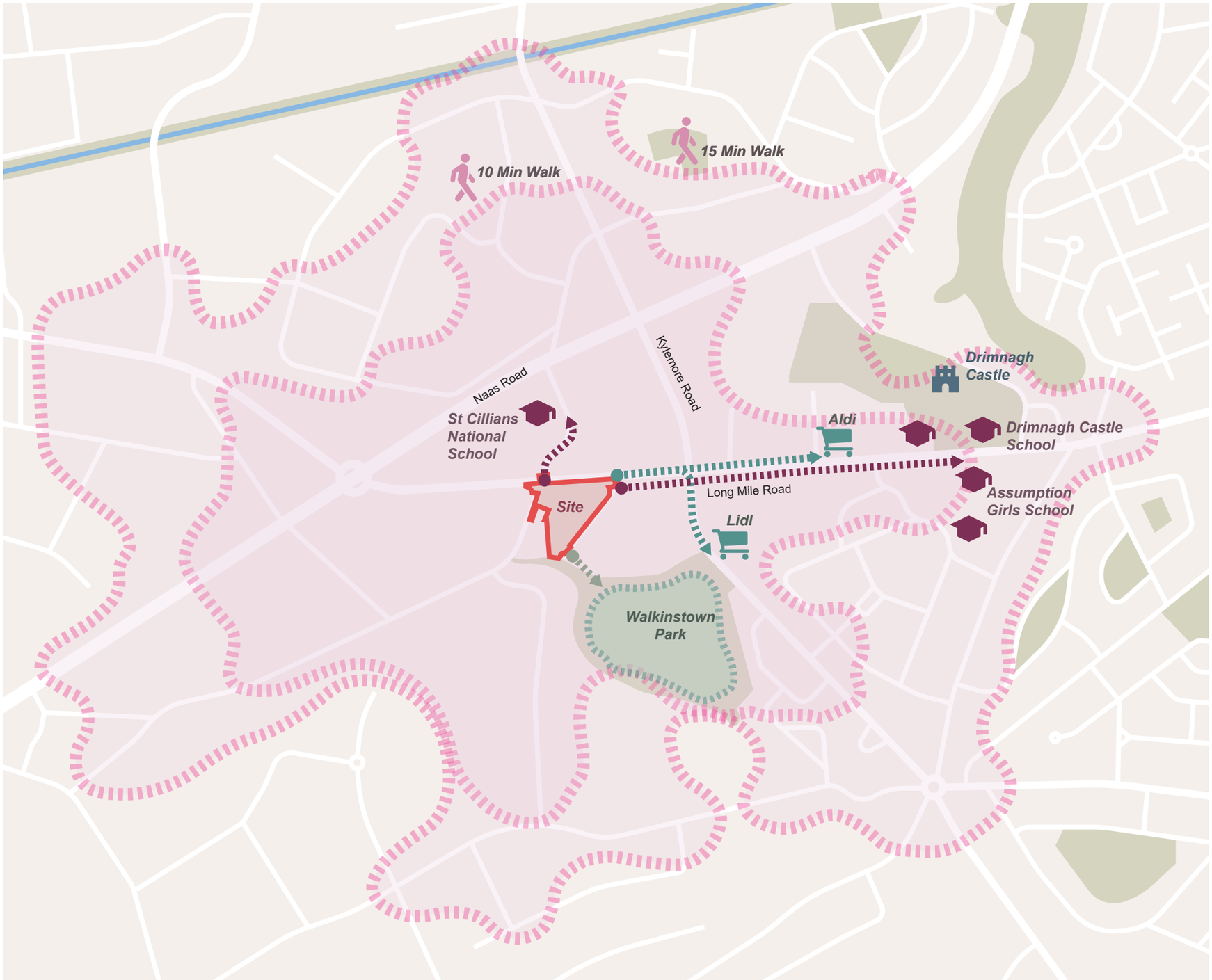


Figure 19 - Walkability Map and connectivity

02 Connections - How well connected is the new development?

It is the ambition of the Parkmore development to open up the local area with increased public connections and permeability.

To the south of Parkmore the proposal is to facilitate a future connection between Walkinstown Park and Parkmore Road, the final link in this connection is outside the scope of this application. This connection will create a strong North/South permeability thereby increasing access between The Long Mile Road and the Walkinstown Park. The link is important to improving the long term permeability within the area and allowing ease of access to public open space from Parkmore and any future residential development within the wider Parkmore Industrial Estate. This application will facilitate, as far as possible within the scope of the application, the future direct link to Walkinstown park and a public greenway along the Camac River.

In the short term connectivity to Walkinstown Park will be via existing pedestrian route along The Long Mile Road and Walkinstown Road. All parts of this route are within the DCC planning area.

An East/West Pedestrian and Cycle route is also formed across the Parkmore site connecting Robinhood Road to Parkmore Road. This public route will facilitate the creation of a permeable urban grid in the estate as it develops. This East West link is part of a longer 'Minor Link Street' identified within the City Edge Framework Plan which will create a human scale and permeable urban grid.

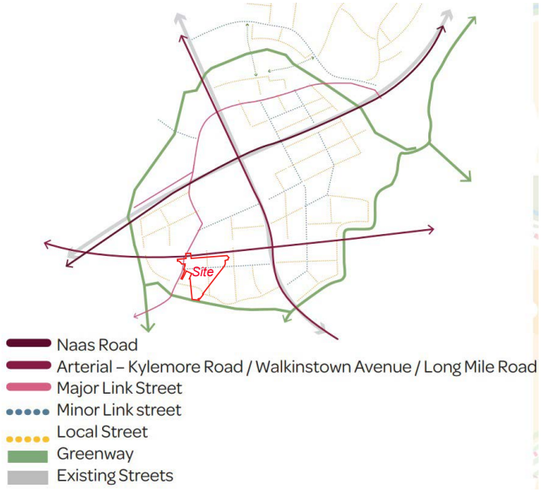


Figure 20 - Extract from City Edge showing street grid

Figure 21 - Connectivity of the site with it's surrounding neighbourhoods

Figure 22 - CGI from Parkmore Estate Road looking West along the Public Route

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

"Inclusive design is defined as that which meets the needs of all users, regardless of age, gender, race or sensory and mobility abilities. In its broadest sense, it also means creating places that can be enjoyed by people from all cultural and socio-economic backgrounds."
DEHLG - Urban Design Manual

Inclusivity - Positive Indicators:

- New homes meet the aspirations of a range of people and households
- Design and layout enable easy access by all
- There is a range of public, communal and/ or private amenity spaces and facilities for children of different ages, parents and the elderly
- Areas defined as public open space that have either been taken in charge or privately managed will be clearly defined, accessible and open to all
- New buildings present a positive aspect to passers by, avoiding unnecessary physical and visual barriers

The site will increase pedestrian and cyclist connectivity, opening up options for several links at the sites perimeter that will increase permeability in the neighbourhood. The future connection to Walkinstown Park will provide ease of access to a meaningful public amenity.

There is a mix of apartments proposed on the site that caters to a range of households through a mix of one bed, two bed and three bed unit types offering a suitable mix of accommodation in line with the growth of the area .

Accessibility to the scheme is designed to be visually clear and convenient. All modes and mobilities are catered for. All cores are accessed off of communal open space or residential streets. Cycle parking is prominently located close to the building entrances and central cores ensuring cycling facilities are easily accessed for residents. Public routes along and through the site ensure there are permeable connections extending from the site.

Figure 23 - CGI view looking into the Communal Northern Courtyard

The communal spaces are designed to allow a diversity of activity and gathering. A creche is provided to ensure access to child care facilities for families whilst the communal open spaces offer a variety of different landscaped zones including play spaces and small allotments spaces.

The scheme contributes to increased permeability in the area. The street edges are activated with commercial along The Long Mile Rad and on quieter residential routes of Parkmore Road and the East West public route, ground floor balconies with landscaped defensible zones allowed for residents to have private open space but still provide passive surveillance and a sense of safety and activity along these routes.

Inclusive play spaces have been proposed at a number of locations to provide opportunities for everyone to play together. The play spaces are accessible, they will engage children of all ages and abilities and encourage them to interact with each other. These play spaces will promote health and wellbeing, learning, and social interactions. Play is provided throughout the site and responds to age, context and ability. They are located at key locations where pedestrian activity and residents passive surveillance provide a safe environment for children.

The Public Open Space within the development is placed along the East-West route through the site. The route widens out to create a landscaped space that is fronted onto by a public library. This public space forms part of a wider courtyard within the development. The public open space is clearly defined and separated from the residents Communal Open Space. The public open space is accessible and open to all.

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

"How parking is dealt with on a development site can significantly affect the success of a development. The most successful developments tend to provide sufficient parking to cope with demand in a way that does not overwhelm the appearance and amenities of the public realm." DEHLG - Urban Design Manual

Bicycle Parking

The scheme is designed to promote sustainable transportation modes with walking , cycling and public transport promoted as the primary modes of transport.

As a starting principle cycle parking has been made as accessible as car parking. The apartment buildings will have cycle storage areas that are readily accessible at grade without the need to use access ramps into basements. All access routes to cycle parking have excellent passive supervision.

Figure 25 - Example of double stacking bike storage in apartment secure storage areas.

Figure 26 - Example of Sheffield Bike Stands.

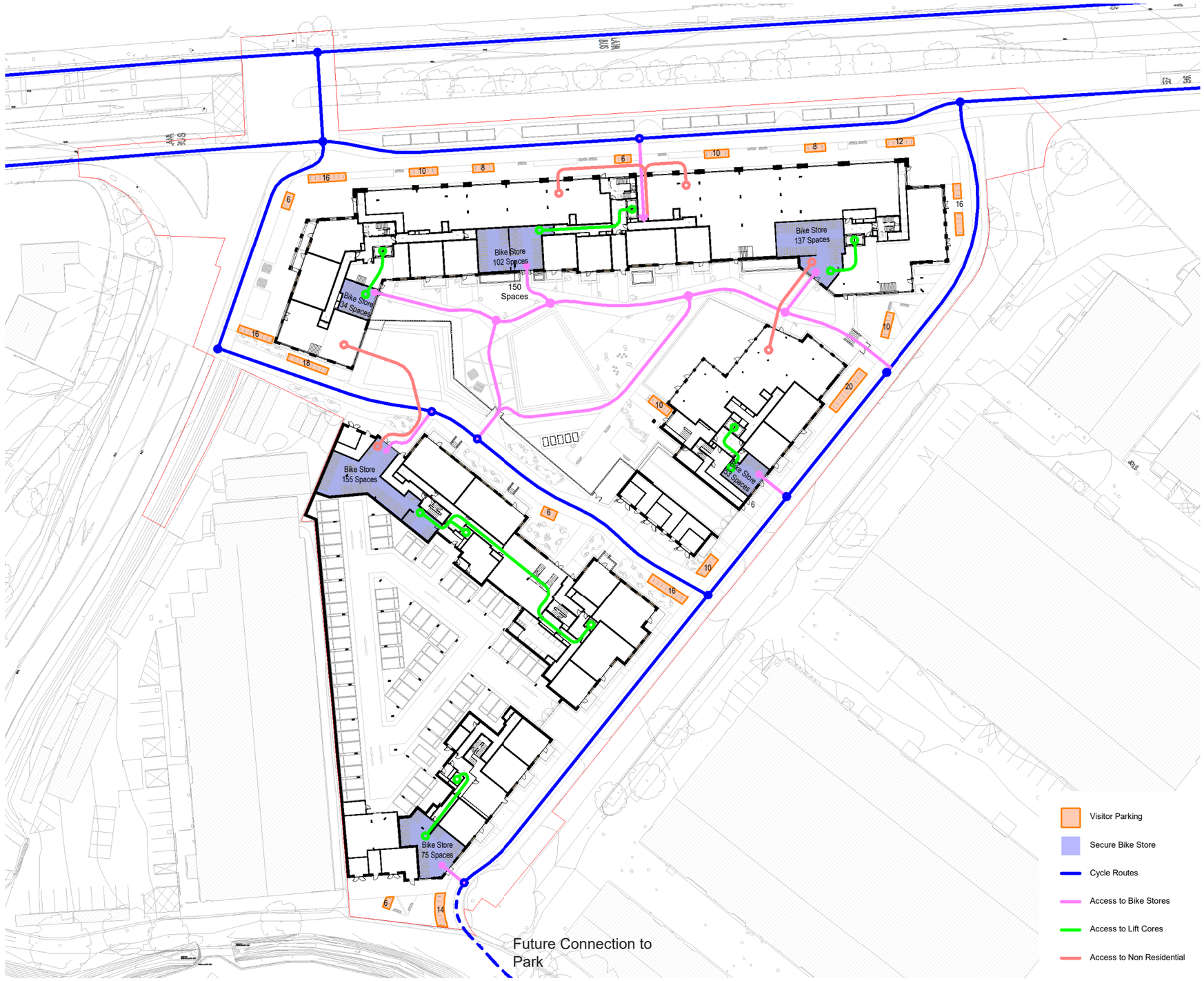


Figure 24 - Ground Floor Plan showing bicycle parking areas.