

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

Cycle Parking		
Long-Term	Residential	788
	Creche Staff	2
	Commercial Staff/Employee	26
	Library Staff	6
Total		822
Short-Term	Visitor & Customer	218
Overall Total		1040

Long-Term Bicycle Parking	
Description	Unit Count
Block A	
Bike Parking - Cargo	2
Bike Parking - Double Stack	158
Bike Parking - EV	8
	168
Block B	
Bike Parking - Cargo	12
Bike Parking - Double Stack	234
Bike Parking - EV	14
	260
Block C	
Bike Parking - Cargo	4
Bike Parking - Double Stack	126
Bike Parking - EV	6
	136
Block D	
Bike Parking - Cargo	8
Bike Parking - Double Stack	210
Bike Parking - EV	6
	224
Commercial	
Bike Parking - Double Stack	26
	26
Creche	
Bike Parking - Sheffield	2
	2
Library	
Bike Parking - Sheffield	6
	6
	822

- Visitor Parking
- Secure Bike Store
- Cycle Routes
- Access to Bike Stores
- Access to Lift Cores
- Access to Non Residential

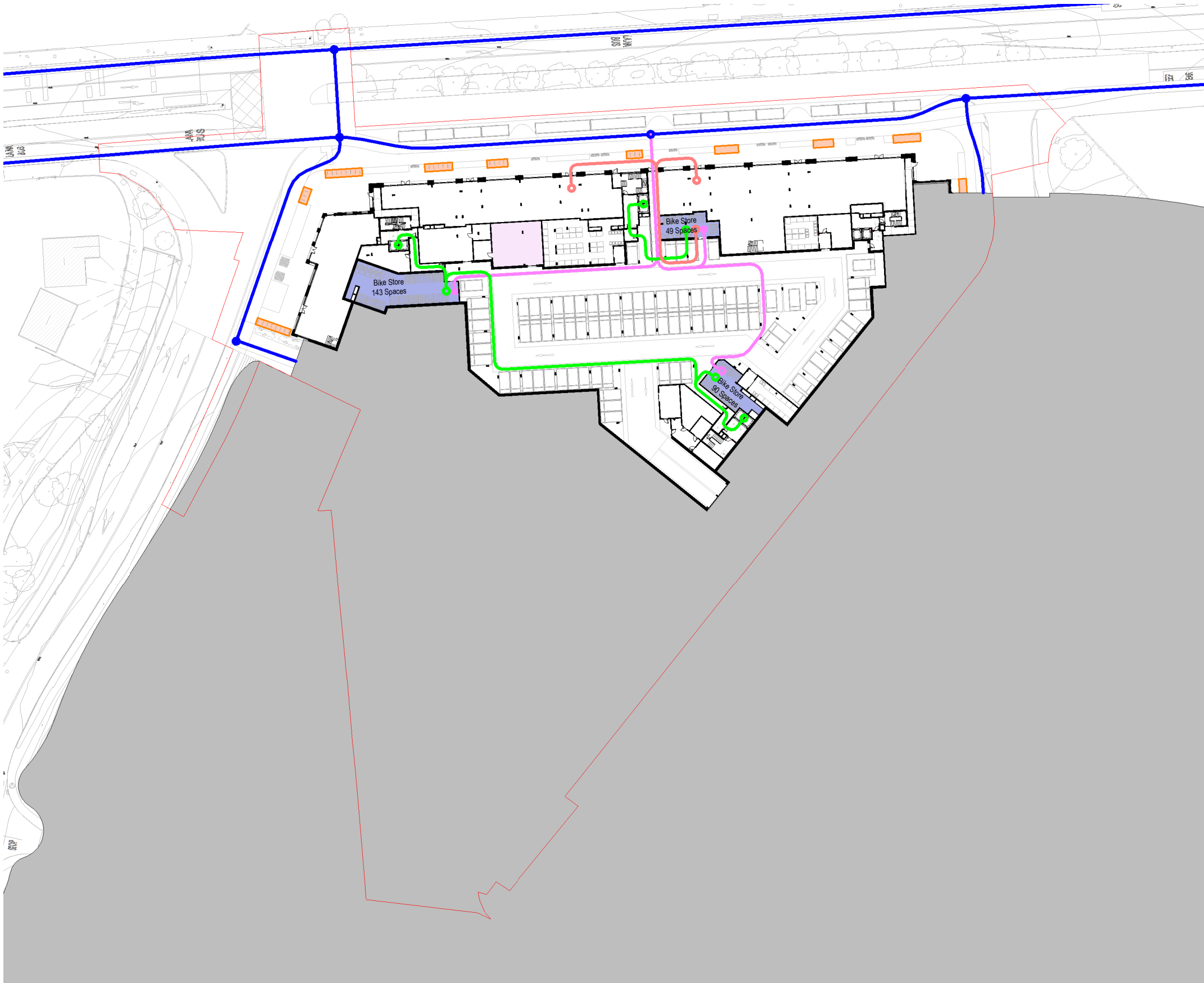


Figure 27 - Basement Floor Plan showing bicycle parking areas.

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

The Plan Approach

The Inclusivity section of this report is perhaps the best place to consider the specific SDCC requirements for ‘Quality Design and Healthy Placemaking’, in particular the sections dealing with ‘The Delivery of Sustainable Neighbourhoods’. To deliver sustainable and successful communities and neighbourhoods with a better quality of life the SDCC ‘Plan Approach’ sets out eight key principles so that every opportunity is harnessed to drive and create attractive, connected and functional places to live, work, visit, socialise and invest in. The overarching considerations / principles of the ‘Plan Approach’ provide a holistic approach for working towards successful and sustainable neighbourhoods.

There is an overlap between the eight key principles of the ‘Plan Approach’ and the Urban Design Manual – A Best Practice Guide (DEHLG 2009), which is used to structure this Design Statement. We outline below a summary of how the proposed development responds to each of the key principles of the ‘Plan Approach’ across this Design Statement:

1. **Context** – The introductory chapter to this report on ‘Context’ sets out how the proposed scheme responds to its context in a Regeneration Zone (using the five principles set out by SDCC), and the guidelines of the City Edge Strategic Framework Plan.

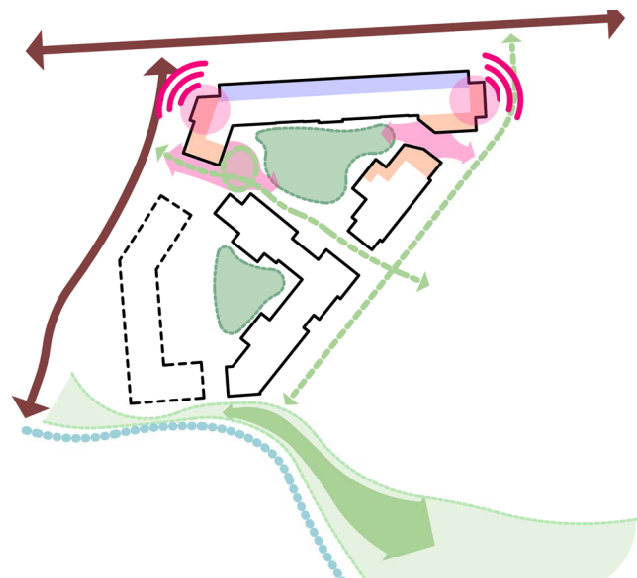


Figure 29 - Site Strategy Diagram

- 2. **Healthy placemaking** – The ‘Inclusivity’ and ‘Distinctiveness’ sections set out how the scheme proposes to create vibrant, distinctive, safe and accessible public spaces.
- 3. **Connected neighbourhoods** – The ‘Connections’ section provides a detailed overview of the site’s connectivity with important amenities and the convenience of the links.
- 4. **Thriving economy** – The ‘Variety’ section demonstrates how the proposed scheme will generate activities that will contribute to the quality of life in the locality.
- 5. **Inclusive and accessible** - The ‘Inclusivity’ section indicates how the spaces and places created within the scheme can be enjoyed by people from all cultural and socio economic back grounds.
- 6. **Public realm** – The ‘Distinctiveness’ and ‘Layout’ sections demonstrate how a sense of place with positive purpose and local distinctiveness are created.

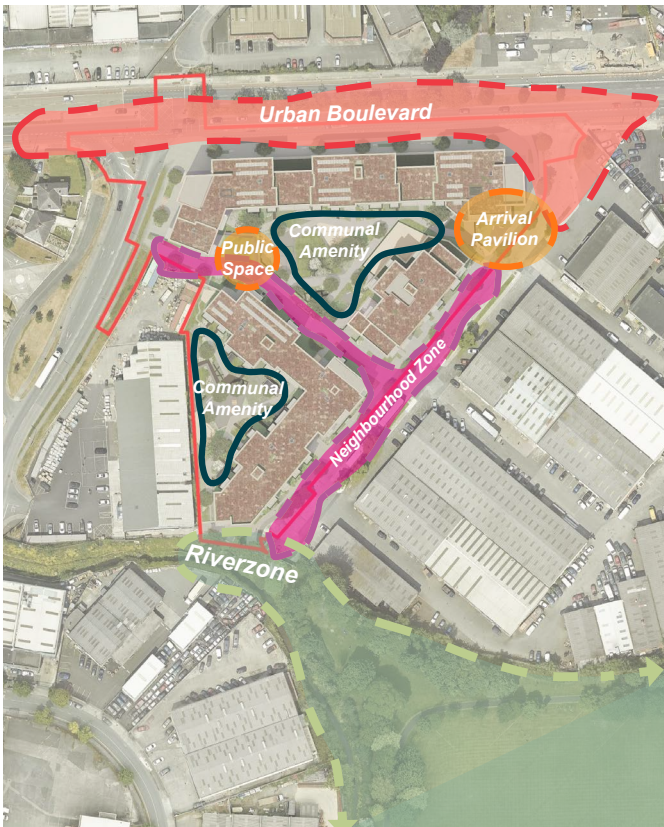


Figure 30 - Character Areas Diagram

- 7. **Built form and mix** - The ‘Variety’ and ‘Efficiency’ sections evaluate how an appropriate density and mix are achieved.
- 8. **Design and materials** – The ‘Detailed Design’ section provides an overview of what materials contribute to the creation of a high quality design for this site. The separate Building Life Cycle report sets out a response to the need for robust maintenance protocols for the key finishes and materials.

Sustainable Neighbourhoods			
Consider existing natural, cultural and built heritage features and green infrastructure elements as well as social, economic and environmental factors that impact on an area.	Promote good urban design, which seeks to create public spaces that are vibrant, distinctive, safe and accessible and which promote and facilitate social interaction.	Promote public transport and other transport facilities that mitigate dependence on cars, promote safe walking and cycling, while assisting with internal movements within neighbourhoods.	Ease of access to and availability of good jobs and a good quality of life for the community at large.
Context	Healthy Placemaking	Connected Neighbourhoods	Thriving Economy
Inclusive and Accessible	Public Realm	Built Form and Mix	Design and Materials
High quality services, community infrastructure and open spaces accessible to all.	A real sense of place, positive purpose and local distinctiveness, where buildings are not only attractive but also safe and useful with lots of green and open spaces for people to spend time, relax and play.	Promotes a mix of uses with appropriate increases in density and building heights in the right locations maximising the existing transport network and existing infrastructure.	High quality design, materials and finishes and good quality landscaping with robust maintenance protocols for all large residential, commercial and employment developments.

Figure 28 - ‘Quality Design and Healthy Placemaking’ criteria from policies DP1 and DP2 of the SDCC County Development Plan

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

"The most successful - and sustainable - communities are the ones that contain a good variety of things to do, see and enjoy. For larger scale developments, this means providing a good mix of uses, housing, facilities and amenities that help to engender a successful community. For smaller infill developments, it means ensuring that the proposed uses and housing types complement those that already exist so that a balance is struck."

DEHLG - Urban Design Manual

Variety - Positive Indicators:

- Activities generated by the development contribute to the quality of life in its locality
- Uses that attract the most people are in the most accessible places
- Neighbouring uses and activities are compatible with each other
- Housing types and tenure add to the choice available in the area
- Opportunities have been taken to provide shops, facilities and services that complement those already available in the neighbourhood

The site promotes a good mix of activity by developing an interconnecting network of spaces, each with their own distinctive character.

The **Riverzone** to the south overlooks a future pedestrian and cyclist link opening into the Walkinstown Park. This will enhance public access and increase connectivity for those in the local area.

The **Neighbourhood Zone** creates a local residential street with a strong cycle link to the wider area. This landscaped residential street provides a safe place to walk with passive supervision from residential units and the promotion of greater levels of accessibility to amenities and facilities through secure eyes on the street. The creation of a residential street along the Parkmore Estate Road is compatible with the future City Edge plan which would envisage the area being a new residential neighbourhood. This zone will also include the public open space along the East-West public link. A proposed new community library is proposed in this zone, overlooking the open space.

The proposed **Communal Amenity** spaces are designed to create ease of movement between public, semi-private and private spaces. Opportunities will be created for more daily interactions between residents and the general public - underpinning and encouraging a sense of community in this new neighbourhood.

The Communal open spaces will create a strong amenity for residents in the development and create spaces suitable for play and leisure.

Along the Long Mile Road the **Urban Boulevard** will be the primary public space in the development where retail and employment space will provide a mixed use development and create a transition between the residential activity of the Neighbourhood Zone on the Parkmore Road, and the more commercial character of The Long Mile Road itself. The commercial spaces offer the opportunity for a wide range and variety of businesses that will benefit the local residents and the wider community.

The future Long Mile Road vision forms a key part of the City Edge Strategic Plan and the placement

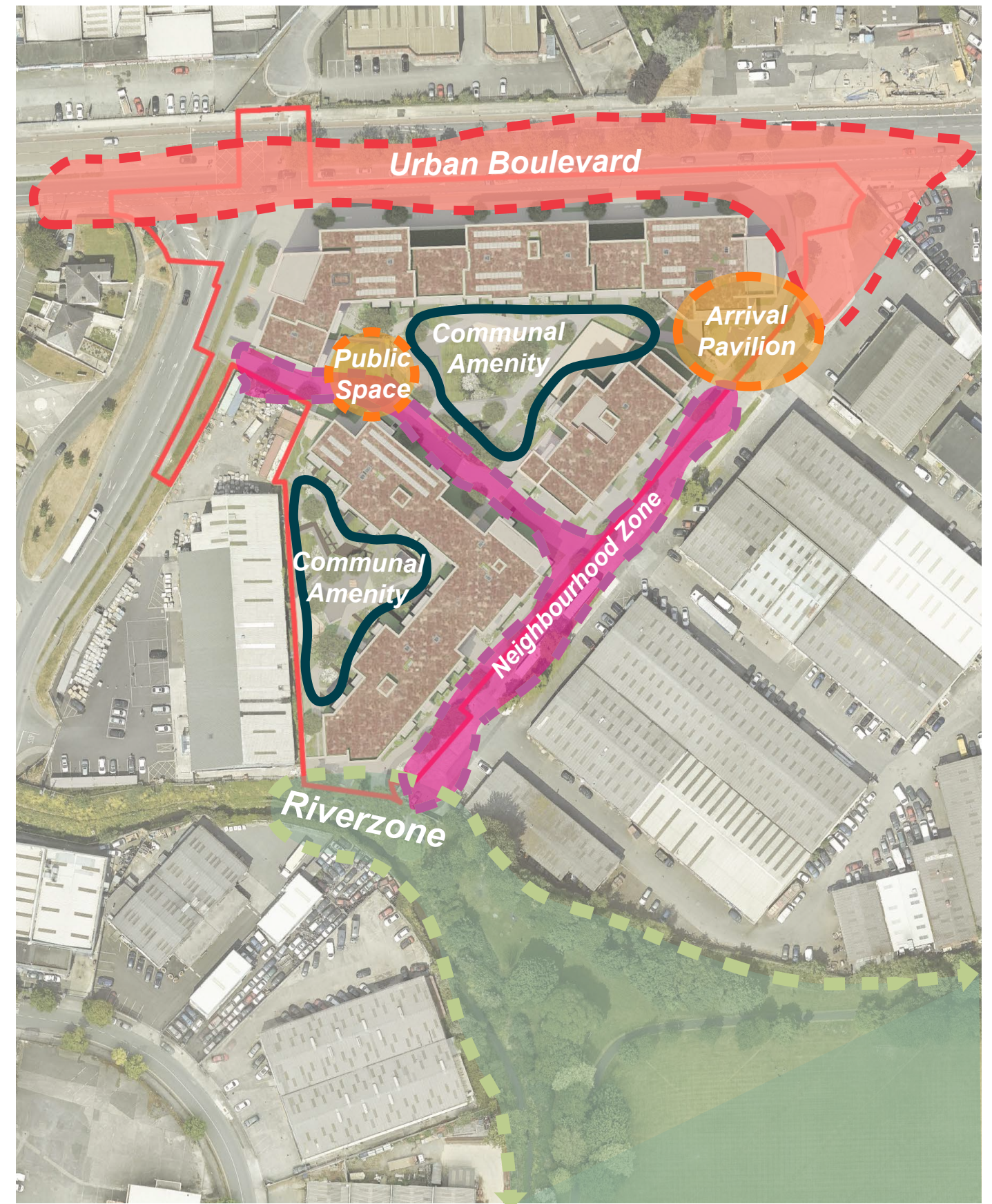


Figure 31 - Character Areas Diagram

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

of commercial activities along this part of the Parkmore development will help deliver the Urban Boulevard and provide active street frontages.

The **Arrivals Pavilion** provides a strong anchor for the development at the fulcrum where The Long Mile Road and Parkmore Road meet. Here, a range of Resident Support Facilities and Resident Services, a community Cafe and a local Creche are created to form a community hub. A small amount of Resident Amenities will be provided here including a co-working and small lounge. These uses and the publicly accessible creche and café beside it are clustered around this key node on the site where a number of pedestrian and cyclist routes from across the site converge.

The Resident Services and Amenities along with the publicly accessible café front onto public and semi public spaces to provide animation and activity along these key facades.



Figure 32 - Ground Floor Plan showing the distribution of commercial and public uses along street frontages

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

"High-level Government policy in the shape of the NSS and the Climate Change Strategy establishes the importance of reducing the energy requirements and greenhouse gas emissions associated with residential development.

There are two main strands to designing places for climate change – mitigation and adaptation. This Criterion seeks to cover mitigation, which addresses how places can be designed to reduce the impact of development on climate change." DEHLG - Urban Design Manual

Efficiency - Positive Indicators noted by DEHLG:

- The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design
- Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems
- Buildings, gardens and public spaces are laid out to exploit the best solar orientation
- The scheme brings a redundant building or derelict site back into productive use
- Appropriate recycling facilities are provided

The proposed design looks to unlock an industrial site for residential use and create linkages and new public access from within the site out into the surrounding public realm for the benefit of both the residents of Parkmore and the surrounding future City Edge community. This low-density site, at the city's industrial edge, will be transformed into one of the first landmark buildings to mark the new ambitions of the City Edge Strategic framework.

The Site is part of an industrial estate that is still in use but some existing businesses are relocating. The existing site is almost entirely surrounded by other industrial uses.

The southern boundary is marked by a watercourse, whilst the West and North are bound by two important roads, Robinhood Road, and The Long Mile Road.

The Eastern boundary opens onto the quieter Parkmore Estate Road which is a Cul De Sac that has served as access to the Parkmore Industrial Estate only.

The proposed new buildings are arranged to form a strong urban street edge addressing the context of each site boundary.

By addressing the site edges along Parkmore and The Long Mile Road as well as creating a new East/West link through the site, two distinct urban blocks are formed.

Within these two urban blocks, communal amenity space is created with two large open courtyards that create a green oasis for residents of Parkmore.

The East-West pedestrian link passes through the site's Public Open Space which is fronted onto by a proposed Public Community use.

Both active and passive activities are provided for in the landscape design. The play spaces will be accessible, engage children of all ages and abilities whilst encouraging them to interact with each other.

The large nature of the courtyards allows quality access to daylight within the communal amenity space. Further study and Daylight analysis has been conducted by Chris Shackleton Consulting as part of the Daylight Analysis Report forming part of this planning application.

The landscape is designed to provide an increased net gain for bio-diversity through additional tree planting to promote Carbon Sequestration. The use of native trees and shrub planting along with wildflower meadow grass areas will promote a pollination plan.

Engineered SUDs systems will make use of green roofs, surface water attenuation in swales, permeable paving and bioretention tree pits.

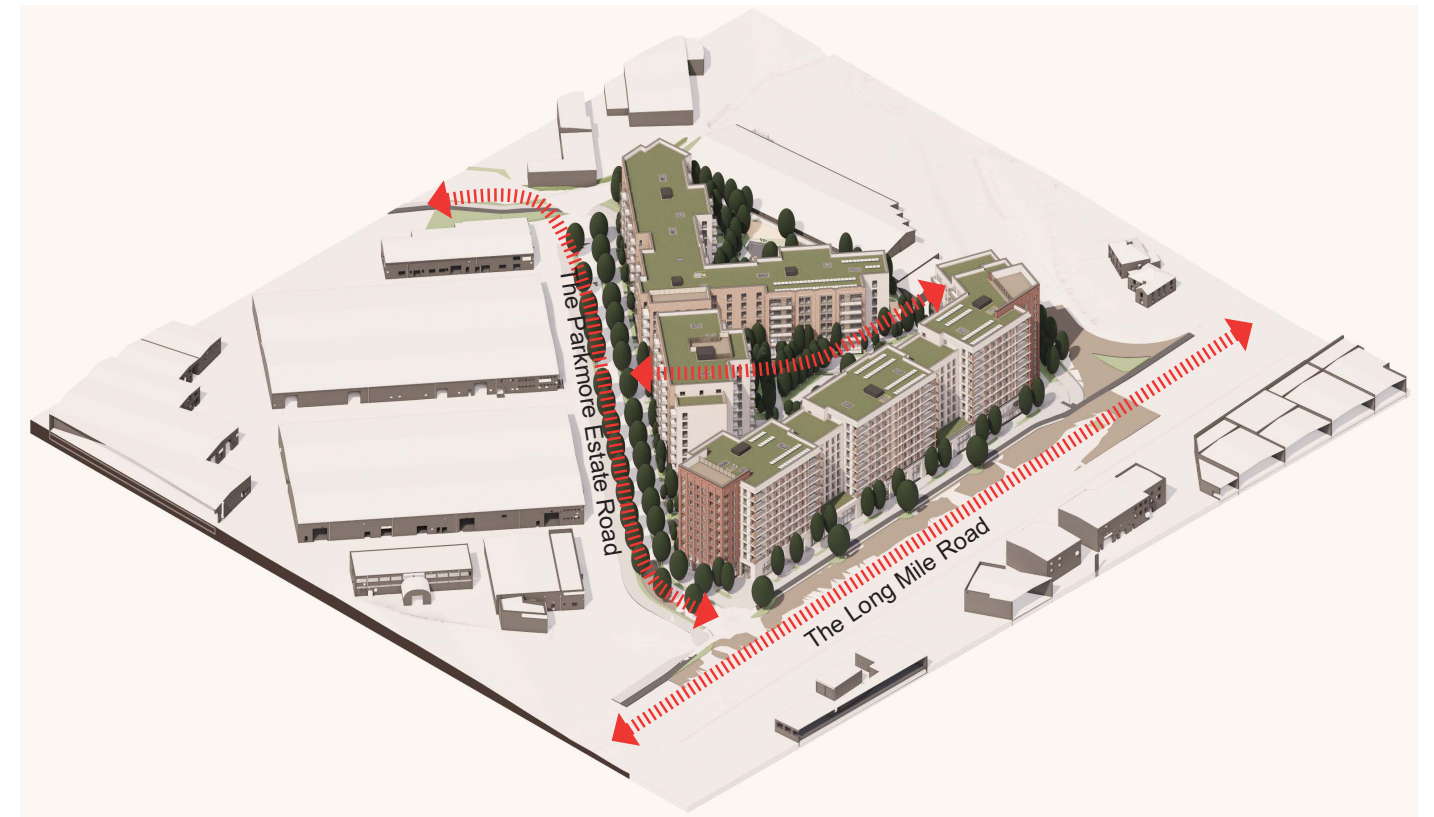


Figure 34 - Site Axo looking South showing the proposed public routes

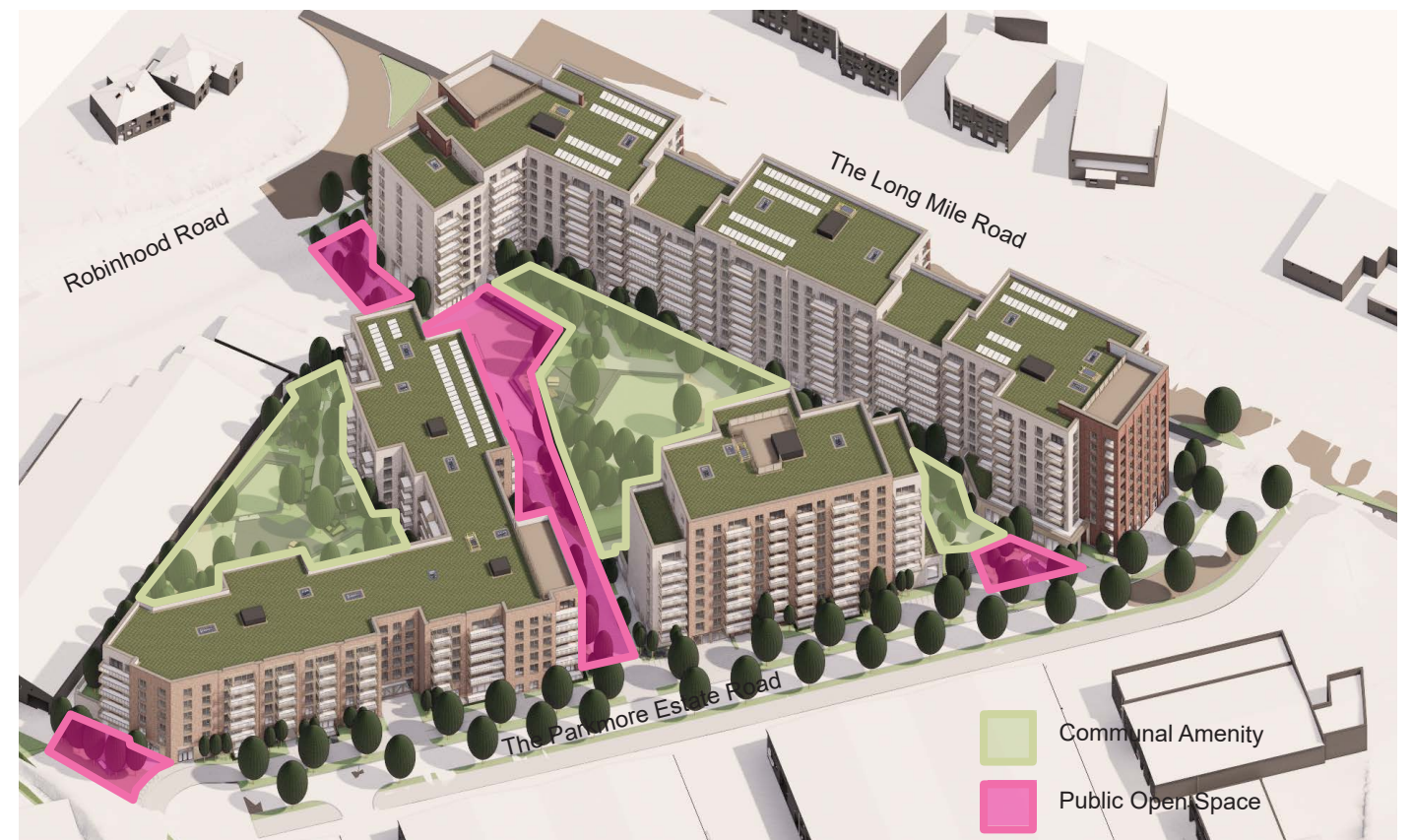


Figure 33 - Site Axo looking North showing the proposed residents communal external amenity spaces and Public Open Space

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

The Parkmore scheme carefully considers density and height in relation to the guidelines set out in the City Edge Framework Plan.

There is a clear opportunity for higher density along The Long Mile Road where the width of the street allows for a taller massing. As the buildings move away from The Long Mile Road, they step down as they approach the watercourse and Walkinstown Park to the South.

The contextual site elevations show the building stepping down and the clear difference in massing between the North and South edges of the site.

The layout of the site and the proposed density maximise the efficiency of the site. The lowest buildings are to the south, ultimately reducing the overall impact on sunlight access to external shared residential amenity spaces. The massing also provides good daylighting levels to all apartments.



Figure 37 - Solar access diagram for the Courtyard Spaces (Chris Shackleton Consulting)



Figure 35 - Site Elevation Block AB along The Long Mile Road

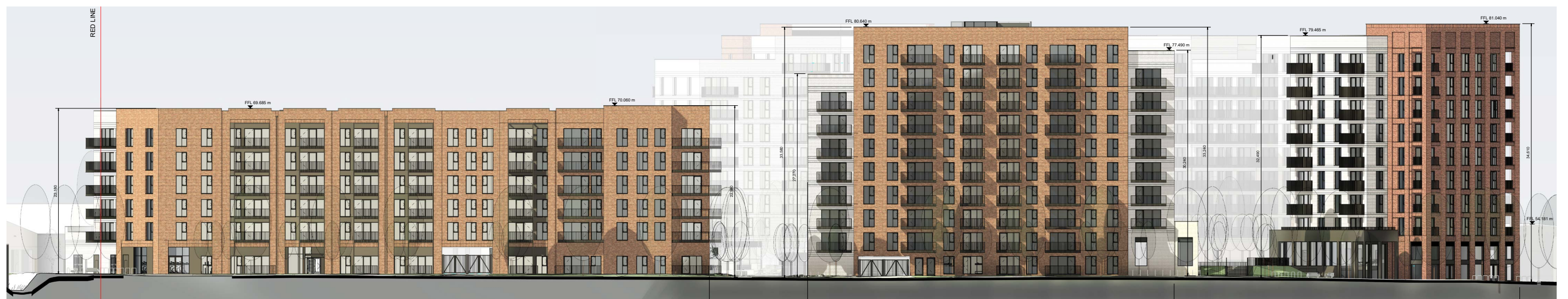


Figure 36 - Site Elevation of Blocks B,C&D along The Parkmore Estate Road

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

SDCC Building Height and Density Guide Appendix 10

In addition to already reviewing the proposed development against the guidelines for ‘Urban Development and Building Height’ we also carry out an assessment against the SDCC Building Height and Density Guide. This guide sets out a context based view of building height in which the scale of proposed building increases is assessed by reference to the prevailing height of existing development and the proposed function of the building from an urban design perspective. Although the SDCC guide presents questions that relate to height relative to each of the twelve criteria set out in the Urban Design Manual, and upon which the structure of this Design Statement is based, we carry out an overview against each of the criteria within this, the ‘Efficiency’ of the section of the report with further detail within each section of this report.

Context

Is the site well served by public transport with high capacity, frequent service and good links to other modes of public transport by which it links to the wider city and region?

The site is very well served by high capacity public transport as it is within 10minutes walk of a Luas Redline stop and Bus Connects routes that provide city wide access to key amenities.

Has the proposal adopted an approach to urban intensification proportionate to its setting?

The setting is a Regeneration Area set within an Industrial Estate, therefore a response proportionate to its setting would not be an appropriate response.

Is the increased height proposed required for density?

The site can be classified as a City-Urban Neighbourhood under the guidelines for ‘Sustainable Residential Development and Compact Settlements’, these guidelines set out a density range of 50-250 dwellings per hectare where there is good access to employment, education, institutional uses and public transport. The design proposes a density of 290 dwellings per hectare (net) and this density level is a factor

of following the building height guidance as set out in the City Edge Strategic Framework Plan and the need to provide appropriate degree of enclosure along existing roads in line with DMUR guidelines. The DMUR guidelines recommend a width to height ratio for an urban street of 1:1 to 1:2, and as the Long Mile Road is wide it does require buildings of scale to create a frontage as part of an urban boulevard.



Figure 38 - Long Mile Road Urban Street Axo

Setting

How does the proposal respond positively to its surroundings?

As the site is within an industrial area there is little of merit on three of its four boundaries. To the south of the site the City Edge Strategic Framework Plan proposes enhancing the setting of a watercourse with the creation of Riparian Strip and a Greenway that will link into the nearby Walkinstown Park. The proposed scheme is designed to facilitate these future connections that are on 3rd party lands.

Are there specific issues of character, topography or visual impact to which the proposal should respond?

The proposed Riparian Strip and Greenway to the south of the site will be important future amenities that the scheme addresses in its design by providing space for pedestrian and cyclist connections and stepping the buildings down in height towards these spaces.

How does the proposal make a positive contribution to context?

The scheme will be one of the first new urban developments in the SDCC area of City Edge and start the regeneration of an industrial area into a new urban community.

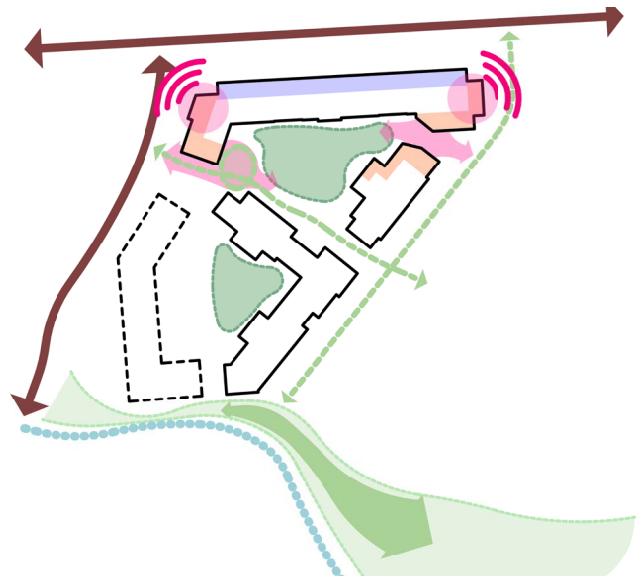


Figure 39 - Site Concept Diagram

Connections

Do proposals incorporate new streets to facilitate new links at the local level or improve existing streets and links to local amenities?

What were previously roads in an industrial area are being turned into streets with lined with building frontages, in contrast to low rise industrial buildings set back from plot lines. The scheme facilitates improved access to the future City Edge Riparian Strip and Greenway access to Walkinstown Park. New pedestrian and cycle routes are also provided through the site in an east west direction which will improve future connectivity in the locality and more industrial lands are regenerated.

How does the proposed layout respond to existing streetscape and patterns of development and how are increased heights located in relation to these patterns?

The industrial lands has no existing urban streetscape. The building heights are guided by the City Edge Strategic Framework Plan and DMURs guidelines for the height to width ratio of roads (width to height ratio between 1:1 and 1:2).

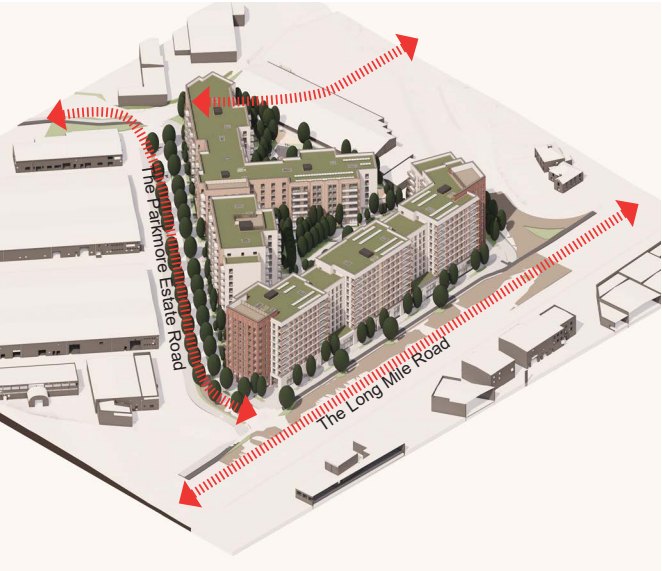


Figure 40 - Urban Connections Diagram

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

Inclusivity

Does the proposal provide equitable, people-friendly streets, spaces and uses?

Regenerated street frontages and new routes through the site all benefit from good passive supervision over these public spaces. Multiple entrances provide footfall onto all streets. Residents external amenity spaces and the main public spaces are within courtyards and all benefit from good solar access and are sheltered from the surrounding road noise.

Are routes appropriately scaled and properly located within the urban environment to encourage maximum use by as many people as possible?

The public space within the development is placed as part of the new pedestrian and cyclist public route through the site, it is fronted onto by a proposed new public library. Its placement and orientation encourage socialisation in a safe environment.

Variety

Does the form of development at higher densities proposed complement or compete with existing built form and local variations of height?

As the site is within an industrial regeneration area there is no appropriate existing urban built form in the immediate locality.

Does the increased height proposed facilitate and encourage a wider mix of uses in the development?

Increased height does not necessarily facilitate a wider mix of uses at this location. Commercial activities on the ground floor will provide footfall and animation to the facades and some of these uses will be 'convenience' for the benefit of the residents (Creche) whilst others will be 'destination' requiring a larger population to sustain their longevity (the proposed library).

Efficiency

Is the proposed increase in height enabling the optimal use of the land at a sustainable density?

The increase in height proposed allows for the minimum densities to be not only achieved but exceeded. The appropriate density for the site is arrived at by providing correctly proportioned streets and building heights in line with the City Edge Strategic Framework Plan.

Distinctiveness

How does the development preserve, complement or enhance the character of the area and contribute in a positive manner to the visual setting or built heritage of the area?

The proposed development will enhance the area through regeneration, providing a series of streets and urban blocks that will become part of the wider regeneration of the City Edge area.

Layout

Is the overall layout making use of forms of development appropriate to higher densities?

The typology of apartment buildings forming street edges with courtyards used as residents shared external amenity spaces are an appropriate way of achieving higher densities in a proposed urban environment. The reduction in building heights towards the south of the development facilitates improved daylighting and sunlight across the scheme. The building layouts exceed the minimum dual aspect ratios and avoid any single aspect north facing apartments. The apartments are in full compliance with the Design Standards for new Apartments.

Public Realm

How safe, secure and enjoyable are the public areas adjacent to higher buildings, and how has the human scale been taken into account?

All areas of public realm and the residents shared landscape amenity spaces enjoy good passive supervision from apartments. On pedestrian routes and quieter streets where residential accommodation comes down to ground level a buffer zone is provided next to the building street frontage so that residents maintain their privacy. At locations where pedestrian and cyclist movement are dominant on streets and public spaces a 5 to 6 storey urban scale is used, this is a comfortable human scale for these locations. At the busier streets that are traffic dominated and wider, taller buildings are used and although this size of building moves away from a human scale it is required to create appropriate street dimensions at these specific locations.

Adaptability

Are the buildings and layouts designed to accommodate future change?

Apartment buildings tend to offer less flexibility to adapt layouts in comparison to housing. The Adaptability section of this report provides more detail on energy efficiency for challenges anticipated by climate change and the flexibility considered for commercial spaces so that they are able to respond to market demands. The travel modal split for the project factors in the excellent public transport connectivity of the site, but should there be a further modal shift away from cars then there is the possibility of the existing car parking spaces being adapted for other uses such as additional motor bike or bike storage, additional commercial space or remote bulk storage for the residential units.

Privacy and amenity

Has the proposal addressed recognised potential impacts of increased height and densities?

The existing area surrounding the site is predominantly industrial, with a small number of houses to the west on the opposite side of the Robin Hood Road. A detailed sunlight and daylight study has been carried out by Chris Shackelton Consultancy to evaluate the impact of the proposed scheme on these existing dwellings and the proposed scheme has minimal adverse impact. The proposed scheme will generally have a positive impact on the surrounding streets by providing a more urban environment with buildings that provide animation onto the street and a more pedestrian and cyclist friendly public realm. Within the development the new dwellings, the residents external amenity spaces and the public spaces have all been evaluated for daylight and sunlight with very good levels of performance. The required densities in urban areas do generate urban forms where some dwellings can have compromised daylighting but the compensatory factors are that those living in an urban location do benefit from improved access to public transport, amenities and services.

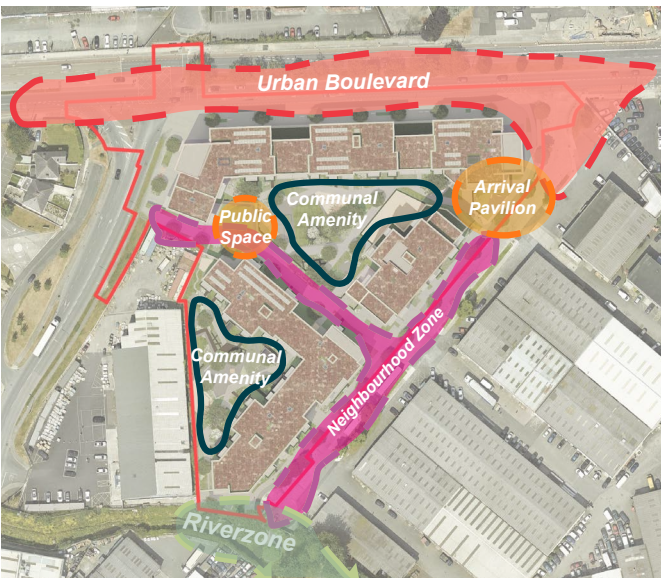


Figure 41 - Character Areas Diagram

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

Parking

Has parking been considered from a people first perspective?

The public realm footpaths are primarily designed to facilitate improved pedestrian and cyclist activity in the locality. Along the busy Long Mile Road the building frontages at ground floor level contain commercial uses and an amount of on street parking is provided at this location for accessibility and convenience of access to these premises. The on street parking at this location also provides a buffer zone between the busy traffic lanes and pedestrians/cyclists. Residents bike and car parking areas provide ease of access to all residential cores, all secure bike parking areas can be easily accessed from street level without the need to share car parking access routes.

Detailed Design

Have external material finishes and assembly been well considered?

A hierarchy of facades has been developed to reflect the different building scales and locations. The primary facades front onto the Long Mile Road and although there is little existing context for the buildings to respond too, the primary facades do make reference to the materials and colours of the nearby Mercedes Building. All the proposed materials are practical and durable, where small areas of render are proposed they are located in reveals with overhangs to provide weather protection. The building modeling and use of materials break down the scale of larger facades to avoid monolithic uninterrupted facades.

Has the relationship between street width and building height been considered?

The ratio of the street widths to heights provide an appropriate degree of enclosure along existing roads in line with DMUR guidelines. The DMUR guidelines recommend a width to height ratio for an urban street of 1:1 to 1:2, and as the Long Mile Road is wide, it does require buildings of scale to create a frontage as part of an urban boulevard.



Figure 42 - CGI of Public Route looking East

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

Public Transport Connectivity

In designing places to reduce the impact of development on climate change the reduction of the reliance on the car as a mode of transport and encouraging a modal switch to public transport is seen as a major objective.

Parkmore is well placed to benefit from excellent public transport connections with the Red Line Luas which is within a 10-minute walk and there are regular Dublin Bus services within a short walk of the development site along The Long Mile Road and Kylemore Road. The convenient availability of public transport, its frequency and the connectivity with other modes of public transport guide the design proposals towards providing an increased density on the site.

The public transport routes provide good direct services with Dublin City Centre and key educational, employment or medical facilities at UCD, James Hospital, Liffey Valley and Tallaght.

The primary routes below are:

- Luas Red Line – towards Connolly, The Point / Saggart, Tallaght
- S4 - towards Liffey Valley & UCD

There are future high frequency bus routes planned as part of Bus Connects:

- D1 & D3 - Clondalkin to Clongriffin via the City Centre

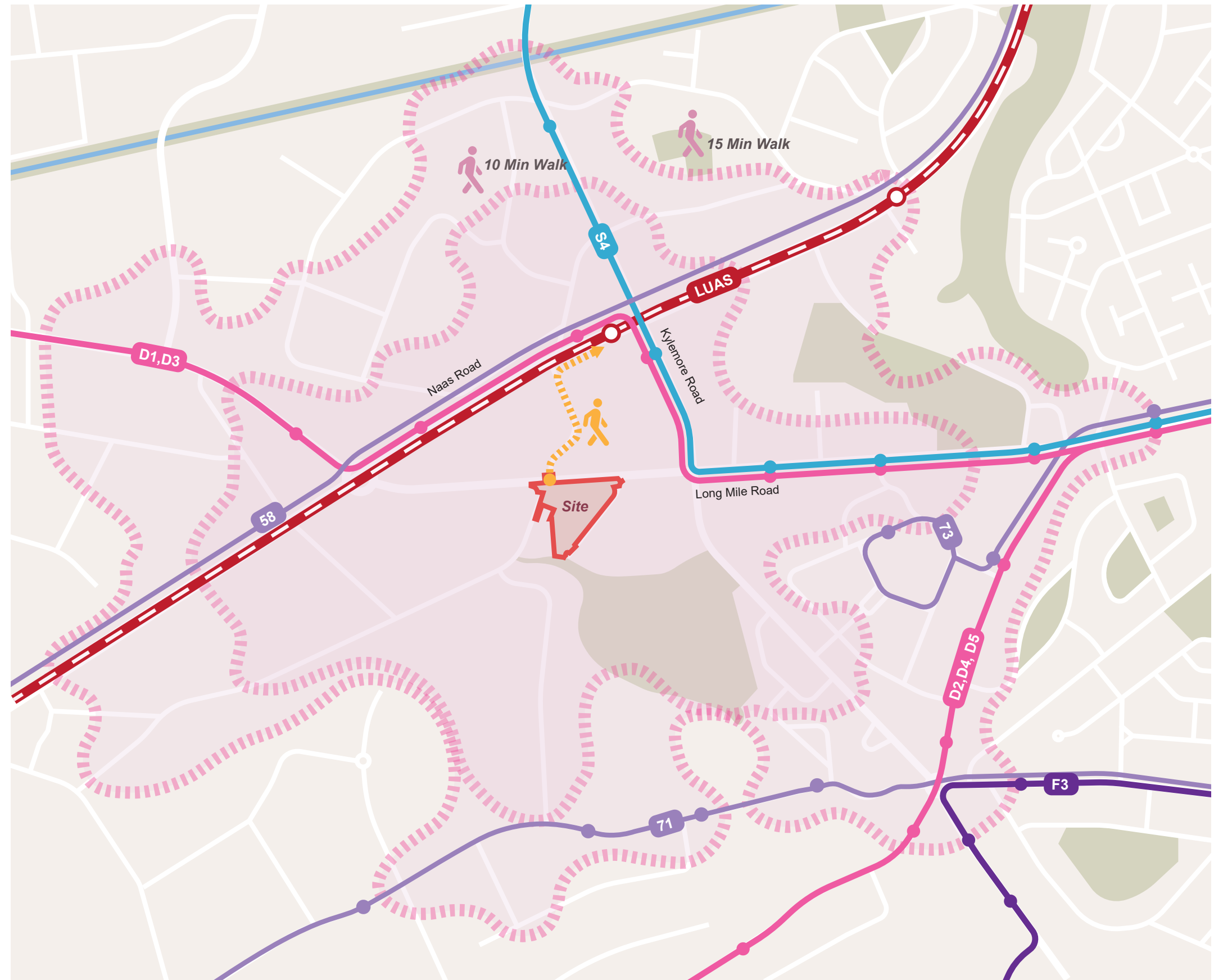


Figure 43 - Public transport connectivity

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

Recycling Facilities

The provision of recycling facilities within the site serving residents, their shared amenity facilities and those facilities also open to the public all assist in mitigating the long term impact of the development on climate change. A series of appropriately sized waste collection facilities allow the streaming of waste are provided at convenient locations within each building close to residential cores.

Higher Density and Building Heights

When reviewing the efficiency of the development on the site and its density we have analysed the design against the Guidelines for 'Urban Development and Building Heights'. The analysis of the scheme is carried out against each of the criteria listed in the guidelines.

At the scale of the relevant city/town:

The site should be well served by public transport with high capacity, frequent service and good links to other modes of public transport (Urban Development & Building Heights Guidelines).

- The walking distance to a number of bus stops and the nearest Luas stop are shown in the adjoining Figure 32 based on the project Mobility Plan produced by Roughan O'Donovan engineers. The range of public transport options available, and their convenience to the site, allow the Parkmore site to be considered for higher residential densities.

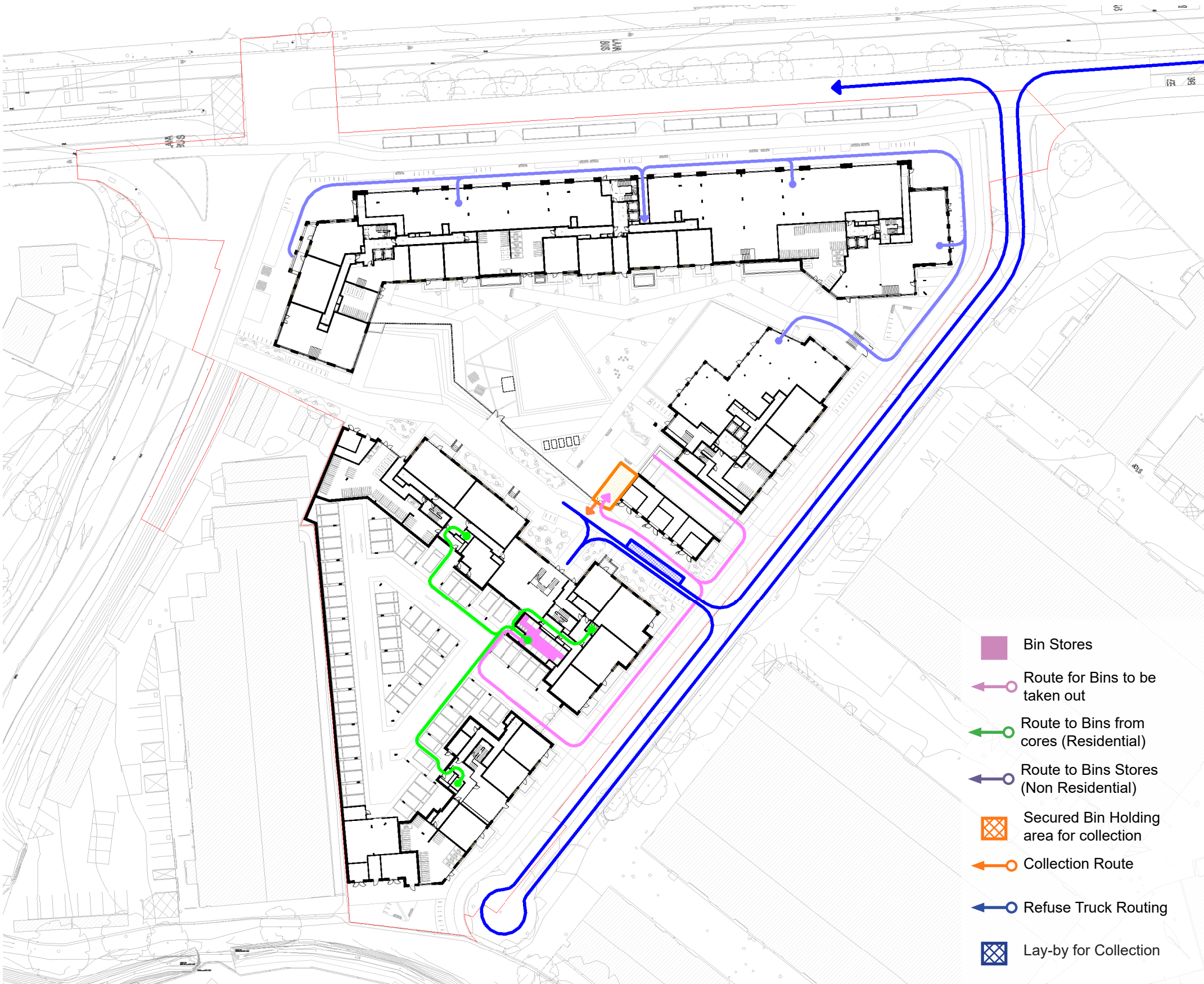


Figure 44 - Waste Management Strategy at ground floor level (Refer to Housing Quality Assessment for further information on full waste / recycling strategy)

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



Figure 46 - Example of Bin Store

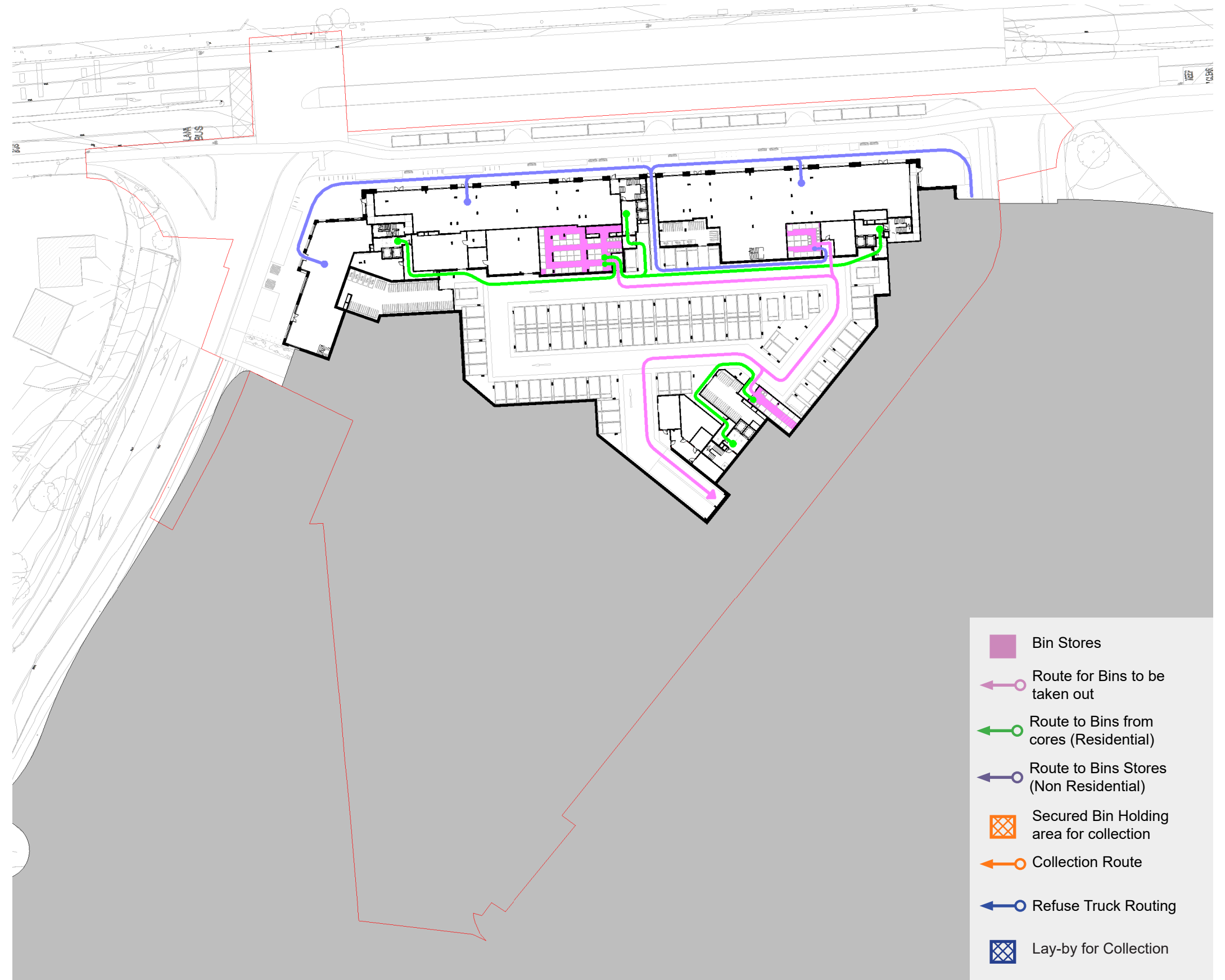


Figure 45 - Lower Ground Floor Plan showing waste storage areas for Buildings A, B & C