

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

Urban Boulevard

The urban vision for the Long Mile Road as an Urban Boulevard is maintained as per the ambitions outlined in the City Edge Framework Plan. The proposal creates a strong street edge lined with commercial uses.

There is an intention to carefully address the massing on The Long Mile Road so that a consistent street edge is created whilst also creating a variety in scale and massing that does not become monotonous or overbearing.

The facade massing is divided into three main elements:

- ① A taller element marks the corners of the site where the scheme is most visible. The landmark corner elements create a distinct identity.
- ② A plinth provides a strong street edge that ties the taller building elements together. The plinth contains a ground floor active street frontage with human scale elements such as articulated doorways which are vital to create a strong pedestrian edge suitable for an urban boulevard.
- ③ Above the plinth, the massing is broken up into three blocks. This creates a street rhythm with the setback elements dividing the mass. These setbacks also allow for high quality dual aspect apartments along the street.

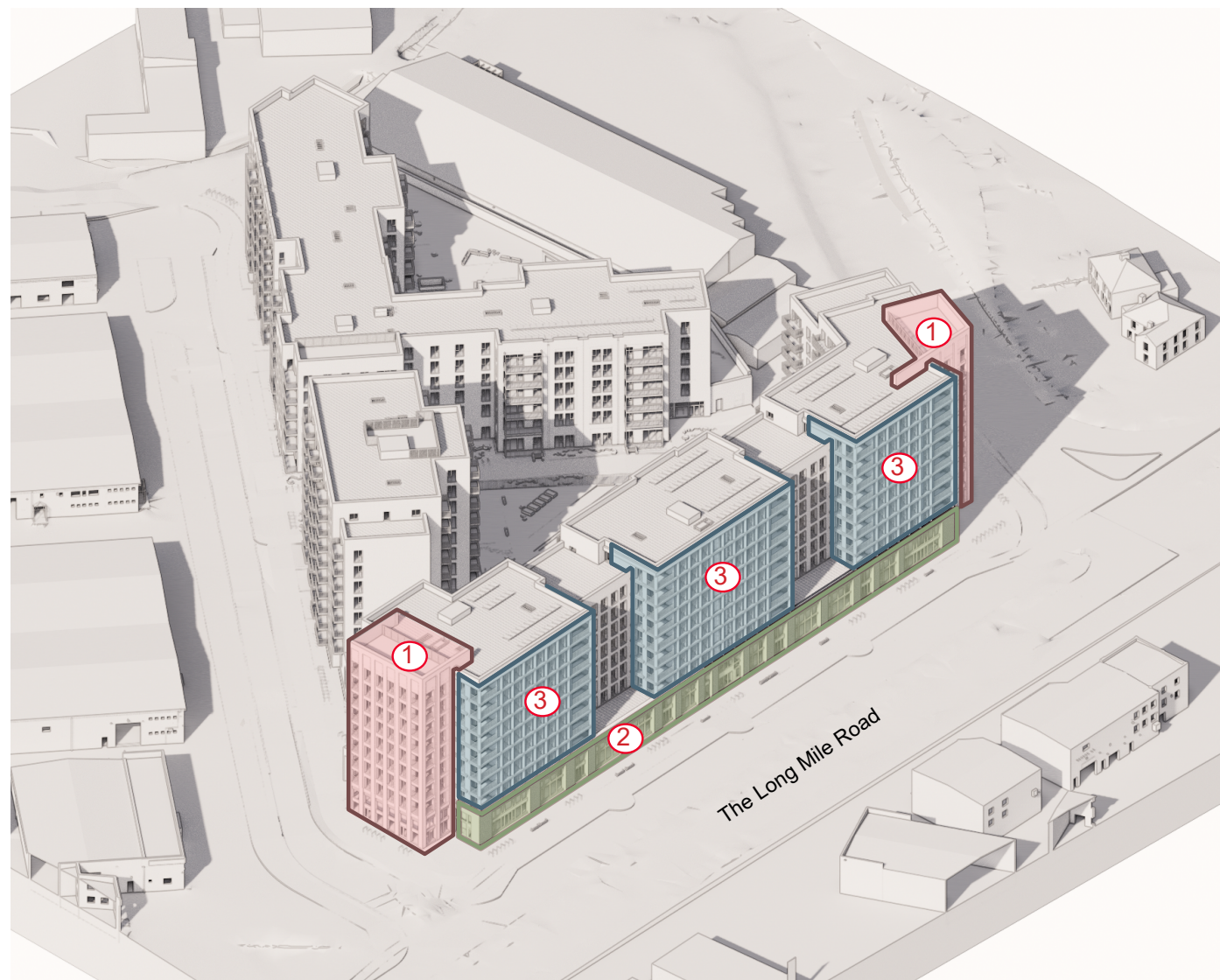


Figure 54 - Diagram showing massing along the Urban Boulevard



Figure 55 - CGI View along The Long Mile Road looking West

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

The width of Long Mile Road requires an appropriate height along its length to create a sense of enclosure along the street.

At 34m tall, the building provides an adequate height to create enclosure on the street that falls within the DMURS street width guidance of between 1:2 and 1:1 for an enclosed street in an urban area.

The Long Mile Road will be defined by its commercial lined street edge with wide footpaths and generous urban planting.

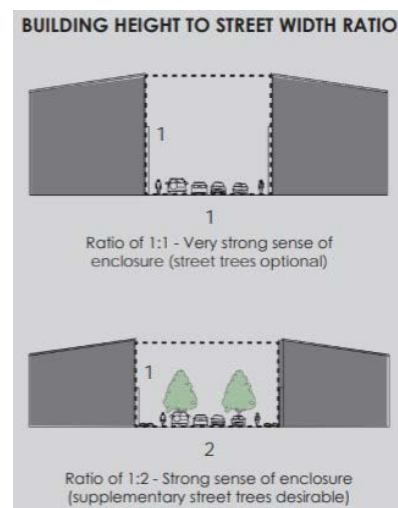


Figure 59 - Extract from DMURS



Figure 60 - Axo Diagram showing potential future massing across the Long Mile Road from the Parkmore site

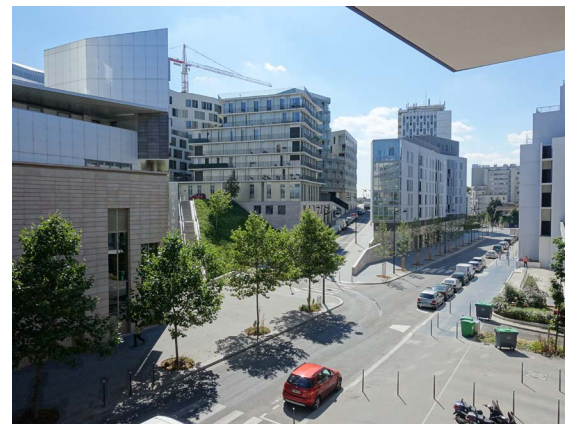


Figure 56 - Boulevard Precedent: Rive Gauche



Figure 57 - Boulevard Precedent: Passieg De Sant Joan, Barcelona



Figure 58 - Boulevard Precedent: Paris Olympic Village

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

Neighbourhood Zone

The neighbourhood zone marks the transition space between The Long Mile Road and Walkinstown Park.

This space is quieter with less traffic and there is an emphasis on creating a residential character at this location.

The street has tree planting to provide separation from the road and greater definition to pedestrian and cycling routes. The massing of the buildings along the street edge are lower in height with a narrow terrace rhythm and regular doorways and balconies to create a human scale at street level.

There is a buffer zone of at least 1.5m between the ground floor balconies and the footpath which ensures there is still passive surveillance without compromising privacy of residents.



Figure 61 - CGI of Parkmore Estate Road looking South

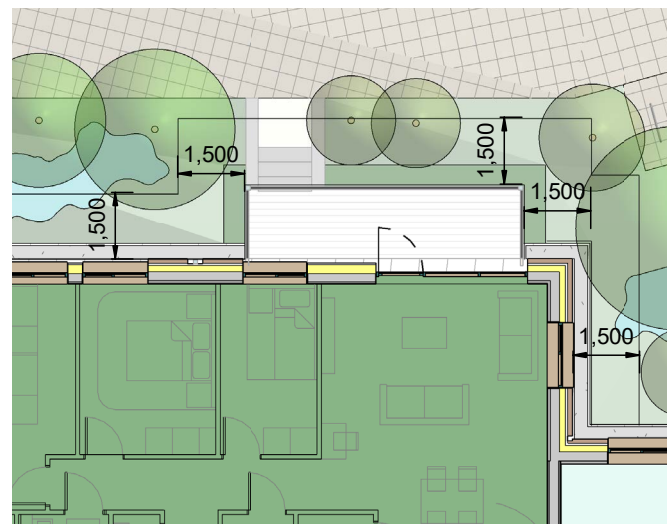


Figure 63 - Buffer zone at ground floor apartment terraces



Figure 62 - Elevation of Block D along Parkmore Road

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

River Zone

The River Zone marks the connection from Parkmore Road to the watercourse, and a future link onwards to Walkinstown Park.

Provision has been made to allow for the future landscaping of the river and opening up of the river bank to become an urban greenway as envisaged by the City Edge Framework Plan.

A future link is proposed connecting through adjoining third party lands and linking into the Walkinstown Park. This will form a new greenway which will sit within the wider City Edge vision of a greenway linking along the River Carmac and its tributaries.

The current Parkmore proposal aligns with this vision and takes cognisance of being able to facilitate its future delivery in the design strategy for the scheme.

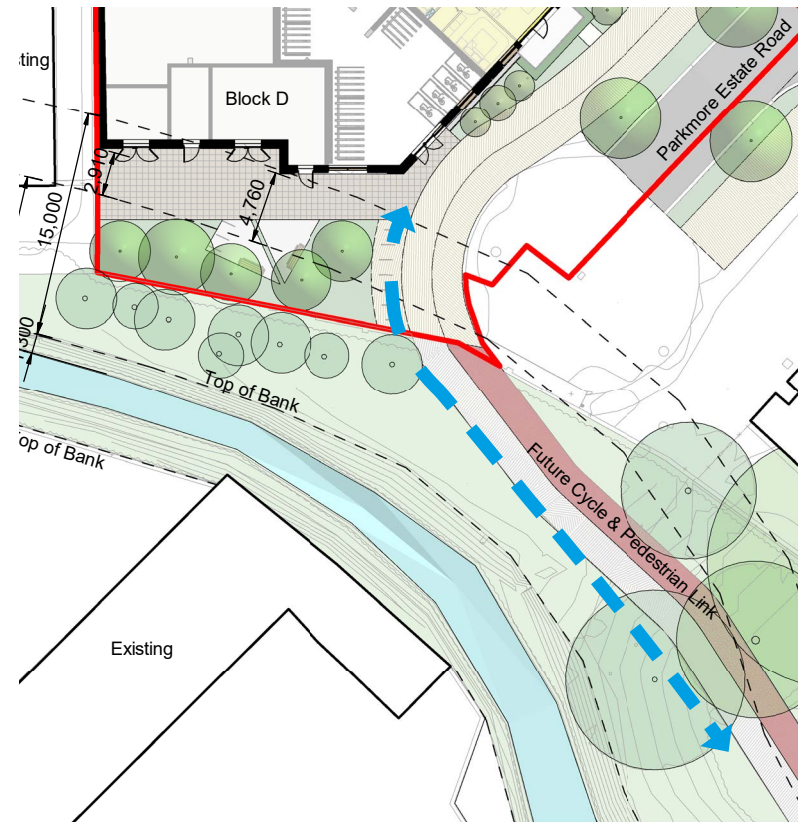


Figure 66 - Future Walkinstown Park Connection

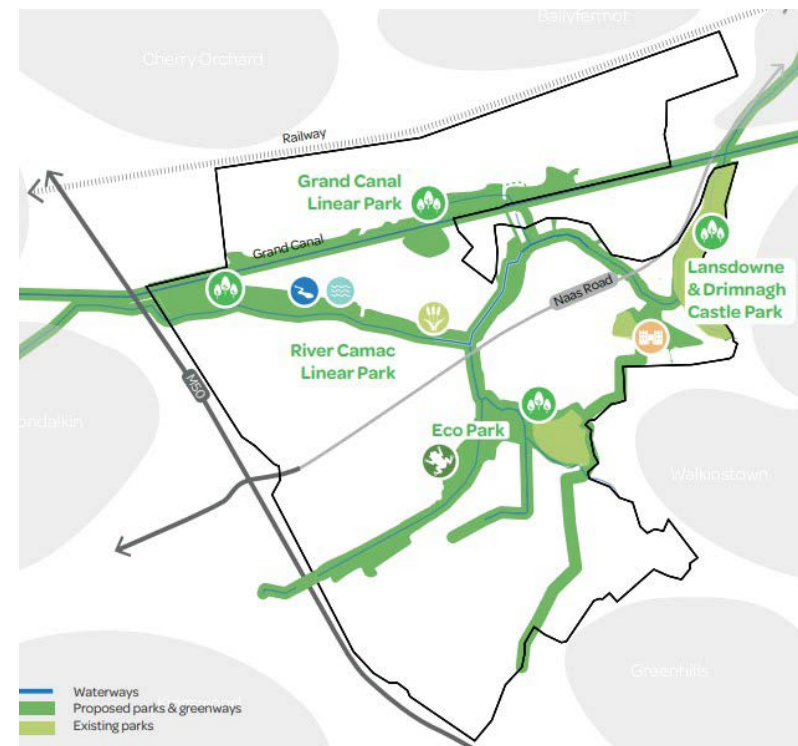


Figure 65 - City Edge extract showing proposed Greenways

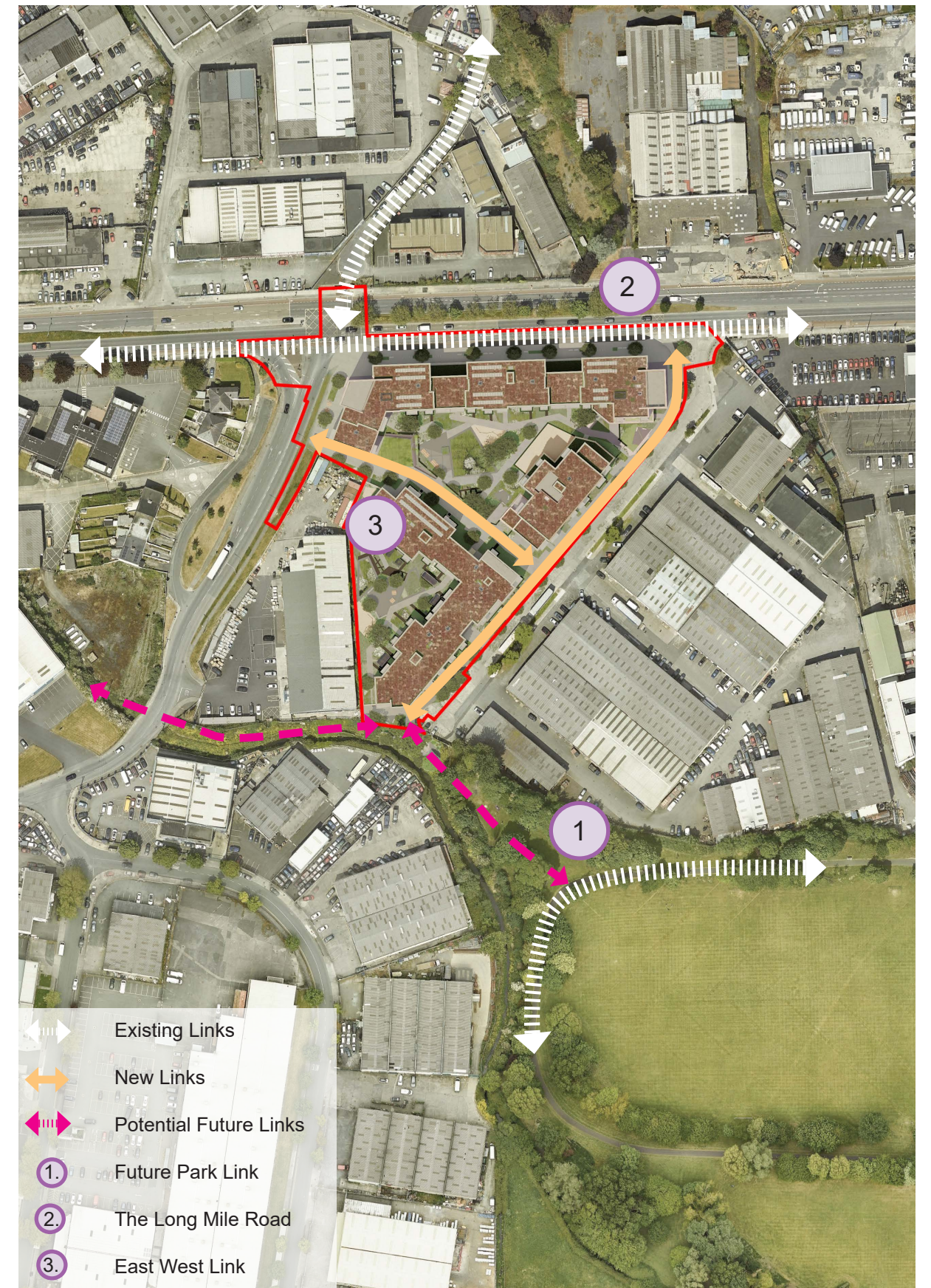


Figure 64 - Connections Diagram

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

Communal Amenity

The following areas of residents' communal amenity space have been provided:

- Building A,B&C = 1967 m² (Ground Level)
- Building D = 1422 m² (First Floor)

Total provided = 3489 m²

The communal amenity space is split between the North and South courtyards.

The North courtyard is more open with passive surveillance over the public route and a connection to the Arrival Pavilion.

The South landscaped courtyard is raised up on First Floor. It is more private in nature and offers a more quiet communal amenity that adds variety to the range of greenspaces available within the development.



Figure 67 - Residents' Communal Amenity space and public open space locations,

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

Public Open Space

The Public route through the site leads into the public open space at the centre of the site. This space becomes a focal point for the site with the proposed public library opening onto this space.

A portion of the residents communal open space adjoins the public open space, both work together to provide a large sheltered courtyard with excellent solar access and enclosure from the surrounding highly trafficked roads.



Figure 68 - CGI of Public Route looking East

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

"How the site is laid out is one of the key determinants of successful places. The layout of a neighbourhood can help to determine an area's character and sense of place – the same buildings arranged differently will have a very different feel to each other - its safety and security and how well it works. Many of the mistakes that are attributed to bad planning are often errors of layout – for instance, a dead end that does not connect with the route to the school, or a lonely footpath that is a haven for crime and anti-social behaviour."

DEHLG - Urban Design Manual

Layout - Positive Indicators:

- Layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around.
- The layout focuses activity on the streets by creating active frontages with front doors directly serving the street
- The streets are designed as places instead of roads for cars, helping to create a hierarchy of space with less busy routes having surfaces shared by pedestrians, cyclists and drivers
- Traffic speeds are controlled by design and layout rather than by speed humps
- Block layout places some public spaces in front of building lines as squares or greens, and some semi private space to the back as communal courts

The Parkmore scheme layout is informed by the existing desire lines and potential future public routes through and around the site as identified in the City Edge Masterplan. The building edges along The Long Mile Road, Parkmore Estate Road and the new East West public route create two urban blocks on the site.

These urban blocks address the public routes and streets directly. There is active street frontages that transition from commercial uses on the Long Mile Road to residential use along the Parkmore Estate Road. At the intersection community facilities such as a creche and a community cafe are placed.

Along all streets, the landscaping design prioritizes a pedestrian and cyclist friendly movement. The Long Mile Road will have wide footpaths in keeping with its urban boulevard characteristics.



Figure 69 - Ground floor level plan