

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

There are no car routes through the site but connections and permeability are provided for cyclists and pedestrians.

The main public routes form streets and Urban Blocks with the communal residential amenity areas enclosed in the courtyards offering privacy for residents.

There is passive surveillance provided over all open spaces to ensure these spaces are welcoming and safe for people to use. The high concentration of mixed uses at Ground Level in the scheme ensures a high level of activation of facades throughout the day.

It is envisaged that the Parkmore Estate Road will in the future be designed to DMURS Standards. The change in this Public Realm design is outside the scope of this application but CGIs along the route show this future ambition.



**Figure 70 - Typical floor plan**

- ① Communal Courtyards
- ② Public Routes
- ③ Public Open Space



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### Future Development

Consideration has been given to future development of surrounding area and how the proposed layout might integrate with any future development.

The current proposal is bound by public streets on the majority of its edges. In each of these instances, a strong urban street edge has been created to allow for the creation of vibrant urban streets and connections.

The only site edge where the scheme directly adjoins another landowner rather than a public street is the Western boundary of Block D where Block D adjoins the existing Bathroom Factory Store.

The Bathroom Factory Store is currently in use as Commercial Warehousing/Employment and the site comprises of a single story warehouse and surrounding yard space.

An indicative masterplan has been prepared to demonstrate how the proposed scheme will integrate with any future development of the Bathroom Factory site and how the overall masterplan of the urban block will integrate with the wider ambitions of the REGEN Zoning and City Edge masterplan.

Along this Western Boundary, Block D adjoins the existing Bathroom Factory Site to create an urban block bound by Parkmore Estate Road to the East, The Carmac River Riparian Zone to the South, Robinhood Road to the North and the proposed East-West public route to the North.

The proposed future masterplan shows a new mixed-use block on the Bathroom Factory Store site which would be of a similar scale and layout to Block D. A consistent urban form would be created comprising of a courtyard block with a raised podium at the centre and an overall height of 6 storeys.

The redevelopment of the Bathroom Factory Store would allow for a flexible mixed use scheme with commercial and residential ancillary at Ground Level and Residential on First to Fifth Floors.



Figure 73 - Proposed Axo



Figure 72 - Potential Future Axo

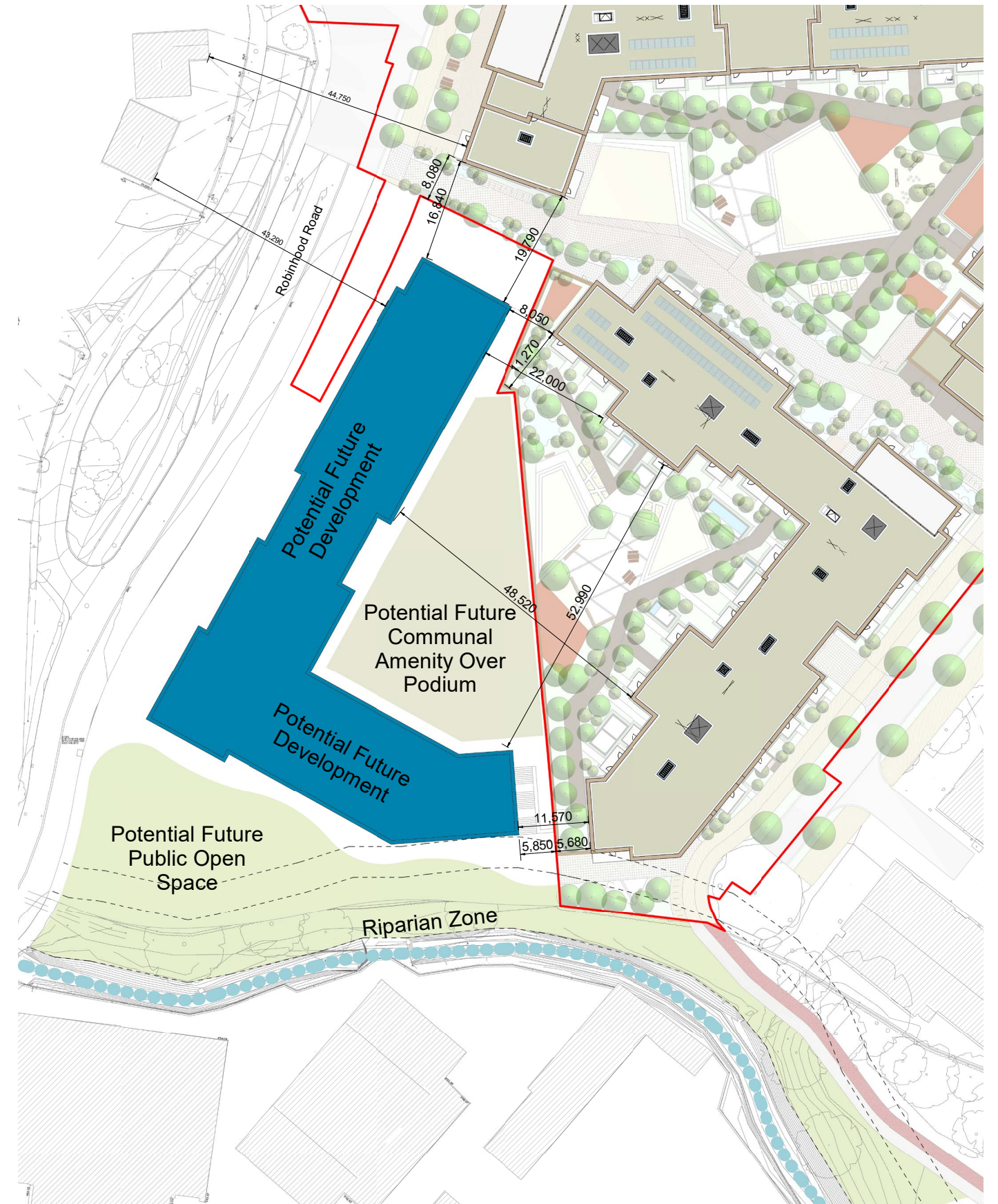


Figure 71 - Potential Future Masterplan

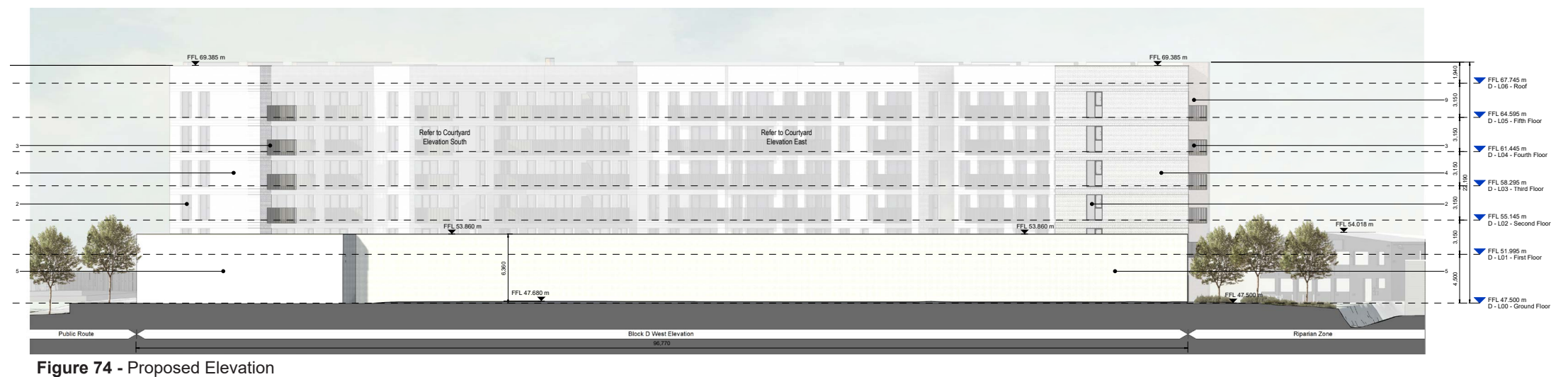
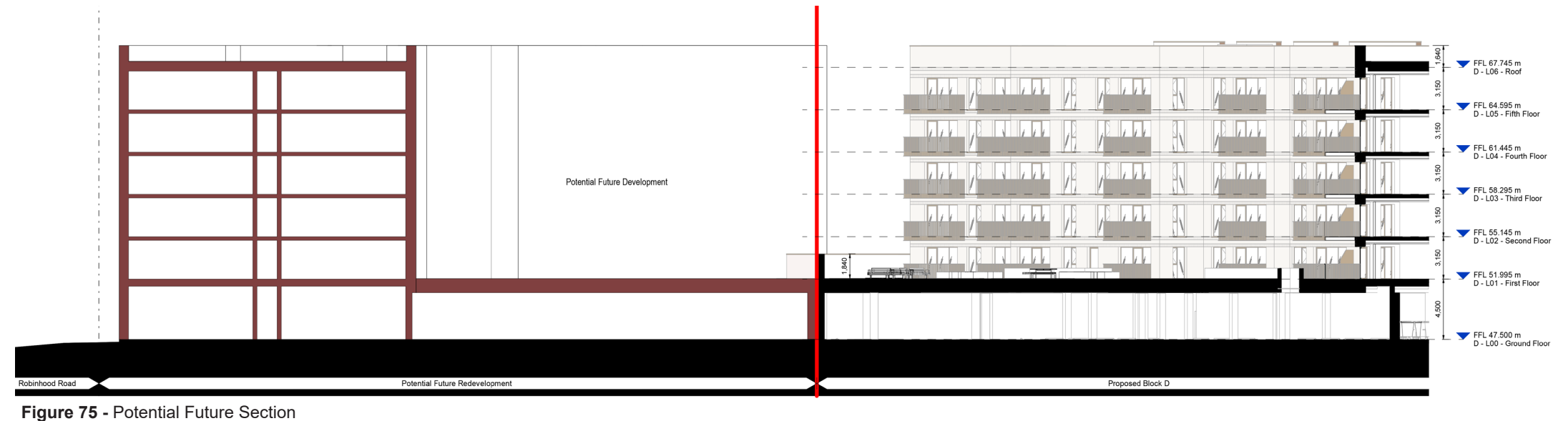
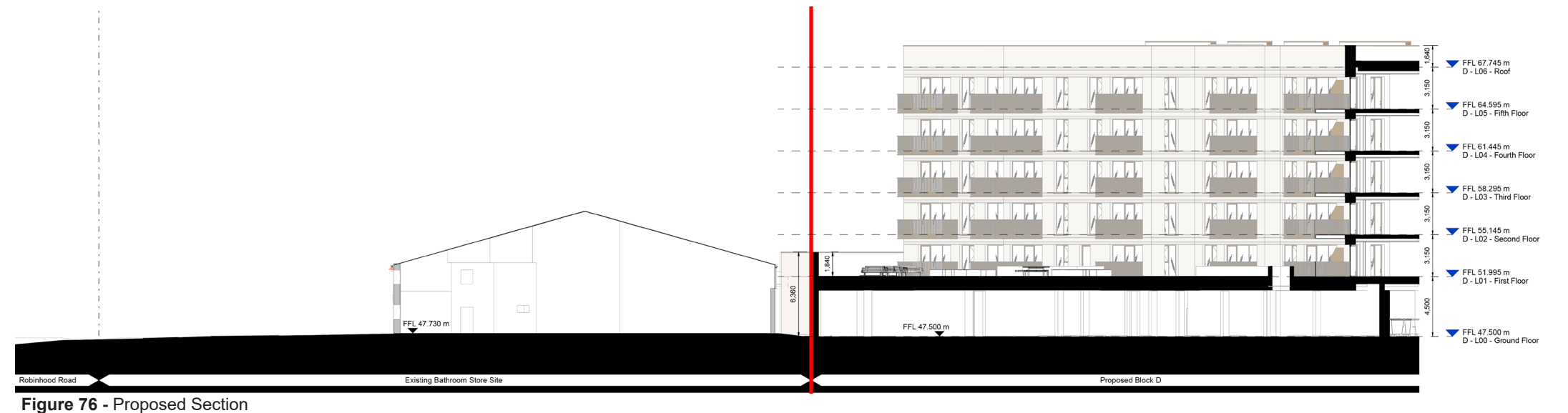


## 07 Layout - How does the proposal create people friendly streets and spaces?

Whilst future development of the Bathroom Factory Site is considered, it is noted that the Western Boundary of Block D will integrate with the existing context also. This elevation will comprise of a single storey podium with a blank rendered wall. A 1.8m high parapet wall at podium level is proposed to provide privacy to the communal open space and avoid overlooking of the Bathroom Factory Site.

In the future, this podium can allow for a seamless integration with the future bathroom factory site redevelopment allowing for a raised communal amenity for residents.

The ground floor can be used for a larger commercial/ warehouse floor plate for various uses including urban warehousing or 'White Van' light industry similar to the existing employment currently in use on the site.





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

*"The most successful neighbourhoods contain streets, squares, parks and public gardens that are as good quality – if not better, than the private buildings and spaces within the neighbourhood. A neighbourhood with poor quality public spaces will rarely be improved by even the highest quality architecture – whilst a neighbourhood of ordinary buildings can be transformed through improvements to the public realm."*

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Public Realm - Positive Indicators:

- All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use
- The public realm is considered as a usable integrated element in the design of the development
- Children's play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighborhood
- There is a clear definition between public, semi-private, and private space
- Roads and parking areas are considered as an integral landscaped element in the design of the public realm.

The design of the Parkmore Scheme carefully considers each of the public open spaces and develops an individual character area for each one. Open spaces are all directly overlooked by activated street edges providing passive supervision.

Areas for childrens play are located in the communal courtyards and public open space, both of which have residential units providing passive supervision over these landscaped spaces so that these spaces feel 'owned' by the residents.



Figure 77 - Aerial view of the proposed development within the existing industrial estate



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

Public and semi public spaces are clearly defined within the buildings and the landscape design. The Arrival Pavilion marks the primary transition between the public and semi public realm. The threshold has community uses such as a cafe and a creche beside the residential lounge and co-working spaces.

Along all the public routes at ground level there is a clear distinction between public, semi public and private open spaces without the distinction being overly defensive. Subtle changes in level and planting provide a distinction between the public and private open spaces of individual apartments where planting zones are used to provide a buffer zone around these spaces.

The Public Open Space and the adjoining Communal Amenity Space work together to achieve the impression of a large landscaped urban courtyard, each benefiting from the scale and solar access of each other yet still retaining a clear definition between each space.

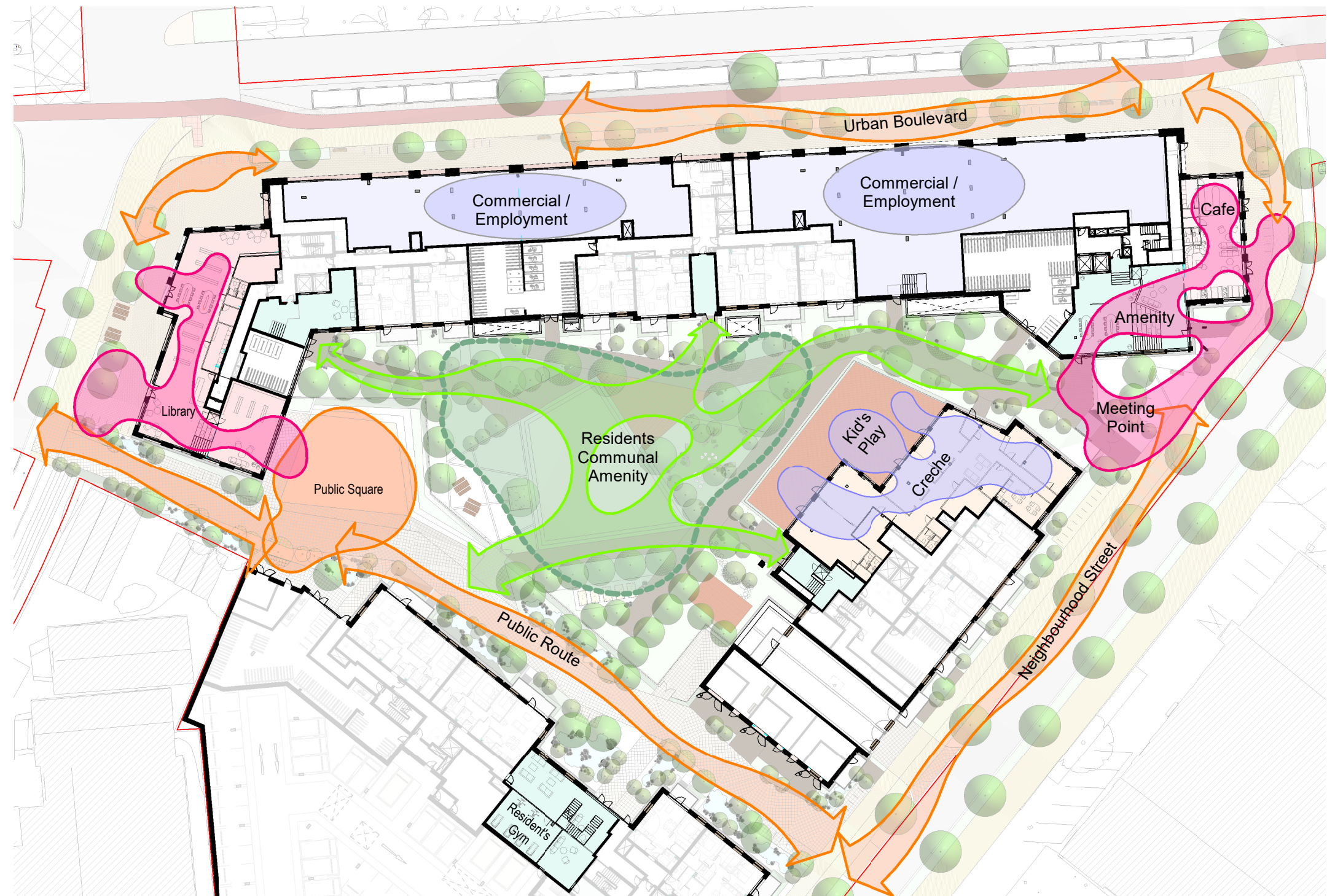


Figure 78 - Diagram showing public and semi public spaces



## 09 Adaptability - How will the buildings cope with change?

"The success and sustainability of a housing development can be measured by its longevity. Much of the most successful housing of the past is still in use because it has been able to adapt to changing circumstances – for example by adapting to changing family sizes, different forms of space heating and increased car ownership."  
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### Adaptability - Positive Indicators

- Designs exploit good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaptation
- The homes are energy-efficient and equipped for challenges anticipated from a changing climate
- Homes can be extended without ruining the character of the types, layout and outdoor space
- The structure of the home and its loose-fit design allows for adaptation and subdivision, such as the creation of an annex or small office
- Space in the roof or garage can be easily converted into living accommodation

Residential apartments offer less physical adaptability compared to individual houses which can be loose fit homes that allow future modifications including extensions and attic conversions.

Apartment buildings are traditionally concrete column and slab construction, allowing apartment party walls to be of lightweight construction and non load bearing. This offers the opportunity to be able to modify apartments layouts, if required, or merge/split apartments at a future point in time if circumstances dictate. This flexibility for change is rarely used such that precast walls are becoming increasingly common.

The design of the building will limit the amount of energy required for its operation and the amount of carbon dioxide (CO<sub>2</sub>) emissions associated with this energy use insofar as is reasonably practicable. The key issues to be addressed in order to provide energy efficient homes equipped for challenges anticipated by a changing climate are:

- Provide an energy performance for the

dwelling to limit the calculated primary energy consumption and related carbon dioxide (CO<sub>2</sub>) emissions insofar as is reasonably practicable, when both energy consumption and carbon dioxide (CO<sub>2</sub>) emissions are calculated using the Dwelling Energy Assessment Procedure (DEAP) published by Sustainable Energy Authority of Ireland;

- Providing that, for new dwellings, a reasonable proportion of the energy consumption to meet the energy performance of a dwelling is provided by reasonable energy sources limiting heat loss and, where appropriate, availing of heat gain through the fabric of the building;
- Providing and commissioning energy efficient space and water heating systems with efficient heat sources and effective controls;
- Providing the dwelling owner sufficient information about the building, the fixed building services and their maintenance requirements so that the building can be operated in such a manner as to use no more fuel and energy than is reasonable.

One of the major goals of the environmental sustainability strategy is to minimise energy demand and carbon emissions within the development. This can be achieved through a number of potential measures including Heat Pumps, Mechanical Ventilation Heat Recovery Units and LED Lighting.

Space has been allocated within each apartment for the connection of Renewable Technologies as part of the overall initial Energy Plan. Heating for apartments can be generated from Heat Pumps. Mechanical Ventilation Heat Recovery Units can also be installed in each apartment to provide ventilation with low energy usage. The MVHR reduces overall energy and ensures a continuous fresh air supply.

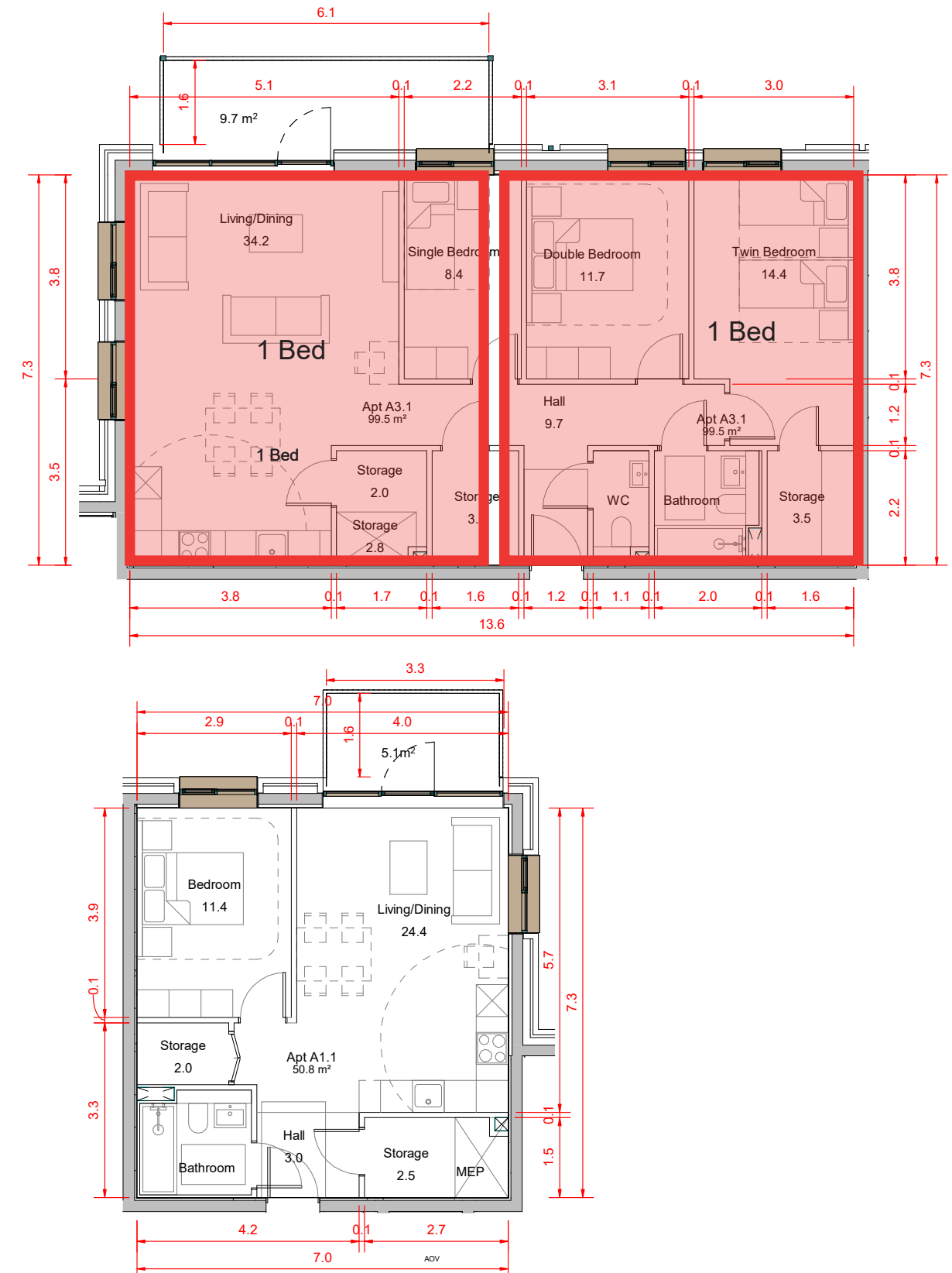


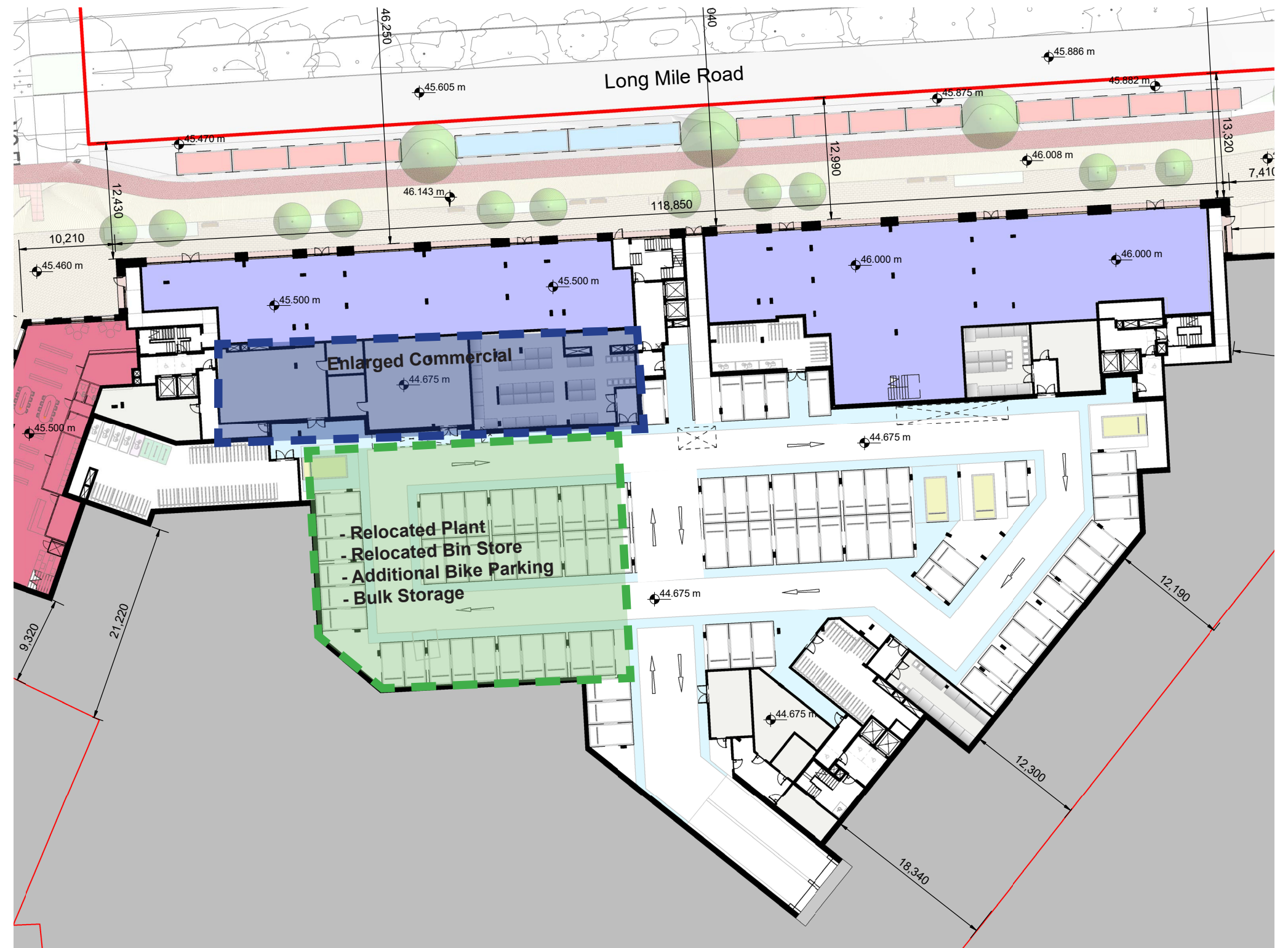
Figure 79 - A typical three bed apartment can be subdivided into two one beds in the future (subject to relevant planning approval)



## 09 Adaptability - How will the buildings cope with change?

## Modal Change

If the City Edge Strategic Framework plan receives a reduction in car parking ratios the possibility of car parking spaces becoming available for repurposing may occur. The adaptability of the car parking areas allows for their reallocation for extra motorbike parking, bicycle storage, additional commercial space or remote bulk storage for the residential units.



**Figure 80 - Lower Ground Floor Plan**



## 09 Adaptability - How will the buildings cope with change?

### Commercial / Employment

#### Commercial / Employment

The provision of large Commercial Units on The Long Mile Road will allow for a diverse range of commercial / retail tenants.

A Commercial report has been conducted to assess the viability of these units.

The proposed development will comprise of four commercial units suitable for employment and enterprise, and a fifth unit designated for Library/Community Use.

The commercial units are aptly located to provide a strong street edge and urban street life function with the primary frontage located along the Long Mile Road.



Figure 81 - Diagram showing public and semi public spaces & Commercial Unit Locations



10 Privacy & Amenity - How do the buildings provide a decent standard of amenity?

Unit 01 - Library

Unit 01 offers a unique space located on the Western Corner of the Site with a generous street frontage onto both the Public Open Space and Robinhood Road. This location is suitable for community use as a natural fulcrum and gathering point in the scheme.

The internal space offers a single level along Long Mile Road and a small upper mezzaine where the space opens onto the public route to the South-East. At the mezzaine, bleacher seating and a double height ceiling offers a generous entrance and welcome area to the library.

The variety in height of the space is suitable for a library where a variety of space types including reading nooks and presentation spaces are desired.

The design is well-suited to its proposed use as a library, but it could also accommodate other community-based uses.

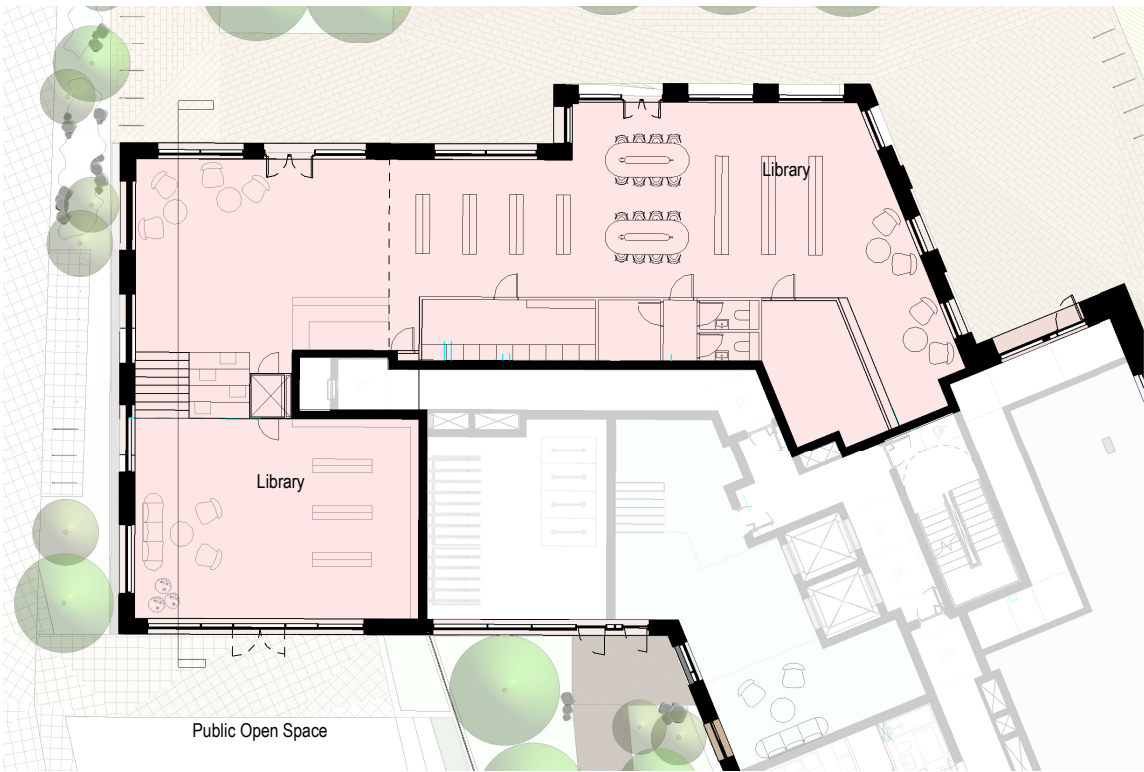


Figure 84 - Diagram showing Library Plan

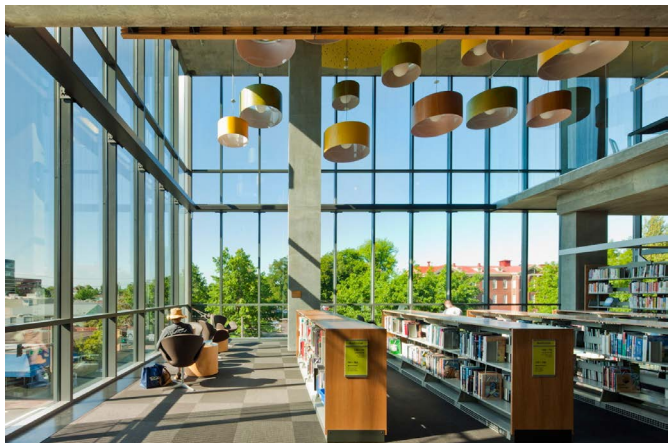
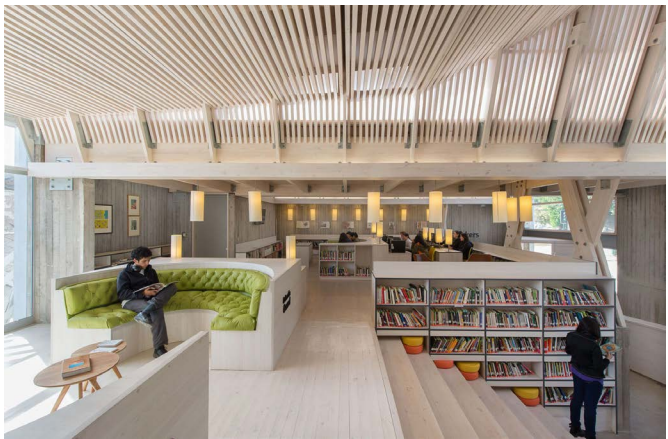


Figure 82 - 'Look & Feel', for the library

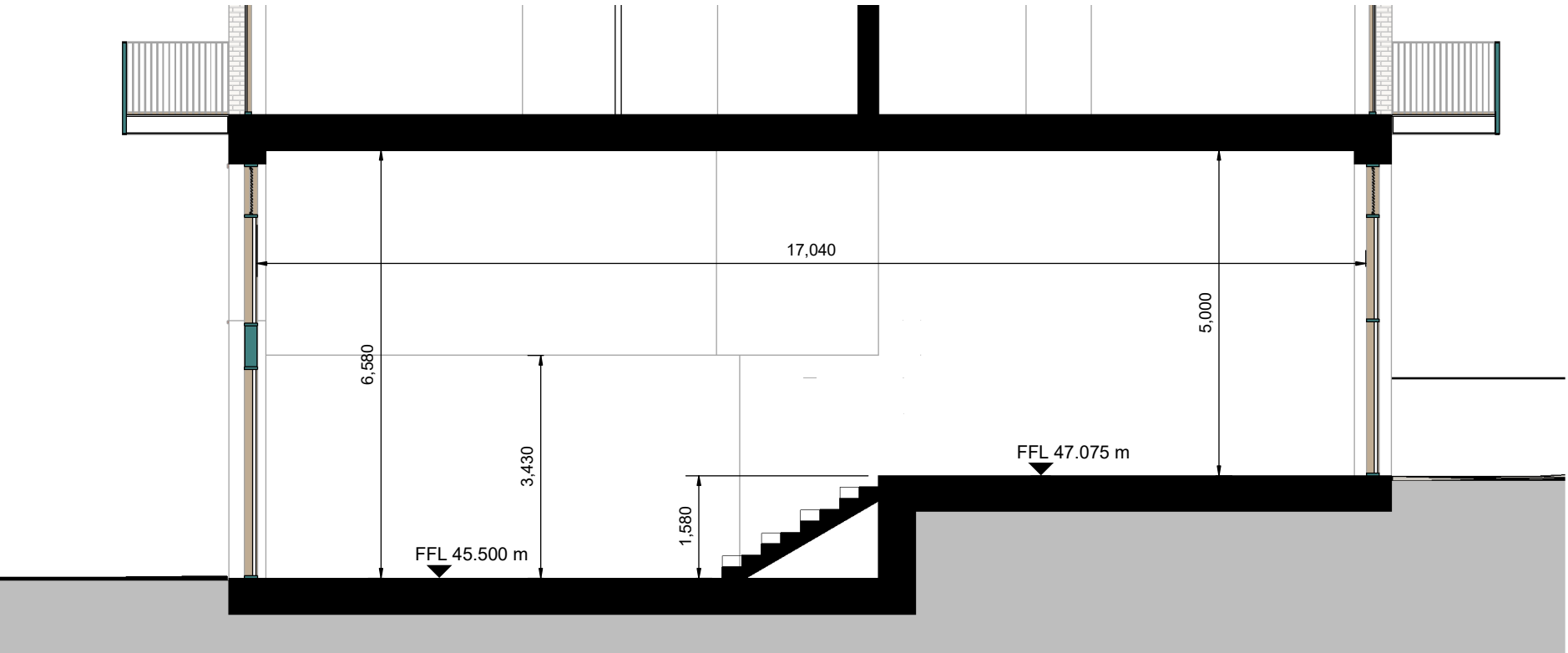


Figure 83 - Diagram showing Library Section



## 09 Adaptability - How will the buildings cope with change?

### Unit 02 & 3 - Employment

Unit 02 & 03 front onto The Long Mile Road and offer a double-height design.

Its adaptable internal layout allows for flexible configurations to suit a wide range of commercial uses, such as retail, office space, or light industrial operations. The substantial ceiling height adds to its versatility, enabling businesses to incorporate mezzanine levels, which can provide additional office, storage, or display space.

Unit 02 & 03 offer flexibility to be combined and subdivided depending on the commercial and employment needs.

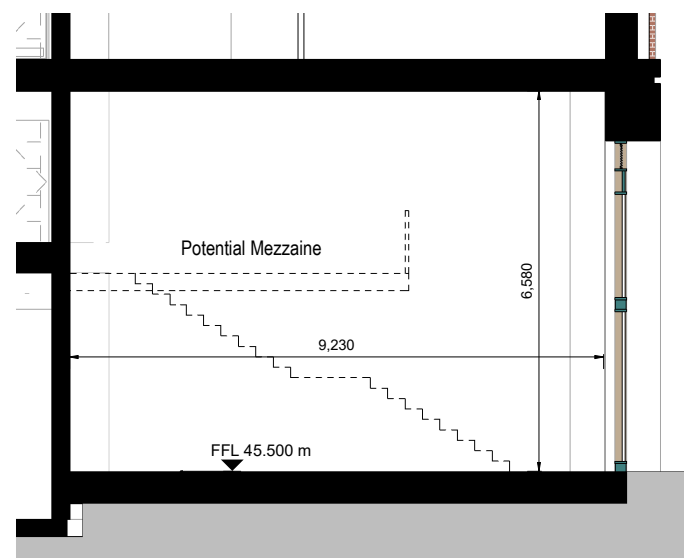


Figure 87 - Diagram showing Unit 2&3 Section

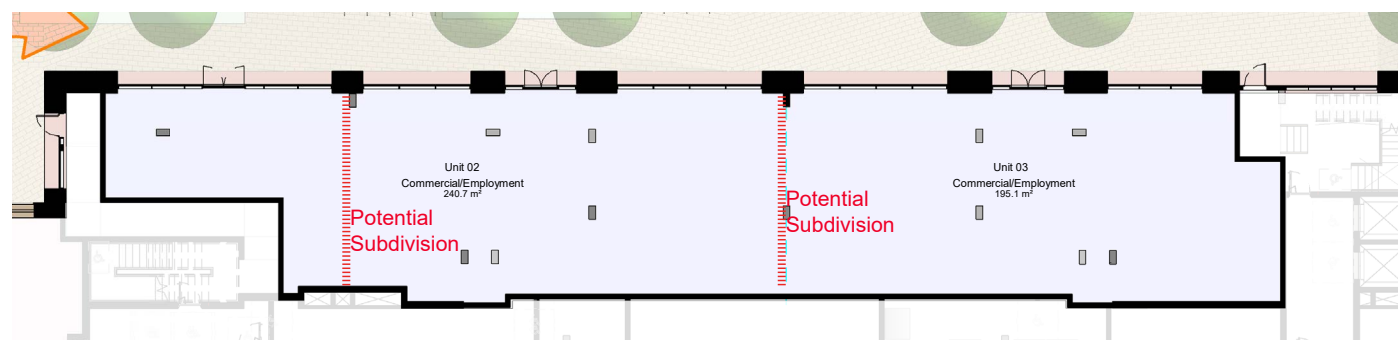


Figure 85 - Diagram showing Unit 2&3 Plan

### Unit 04 - Employment

Unit 04 is the largest commercial unit in the development, offering a double-height layout that maximises the potential for larger businesses or multiple tenants. Its substantial size and prominent frontage on Long Mile Road make it highly visible, and the generous ceiling height provides ample flexibility for business operations requiring additional vertical space. The unit's adaptability allows it to cater to a wide range of commercial needs, from large retail spaces to office environments or even light industrial uses. The flexibility to subdivide

the unit into multiple smaller spaces adds further value, supporting a diverse tenant mix and ensuring long-term viability for the commercial component of the development.

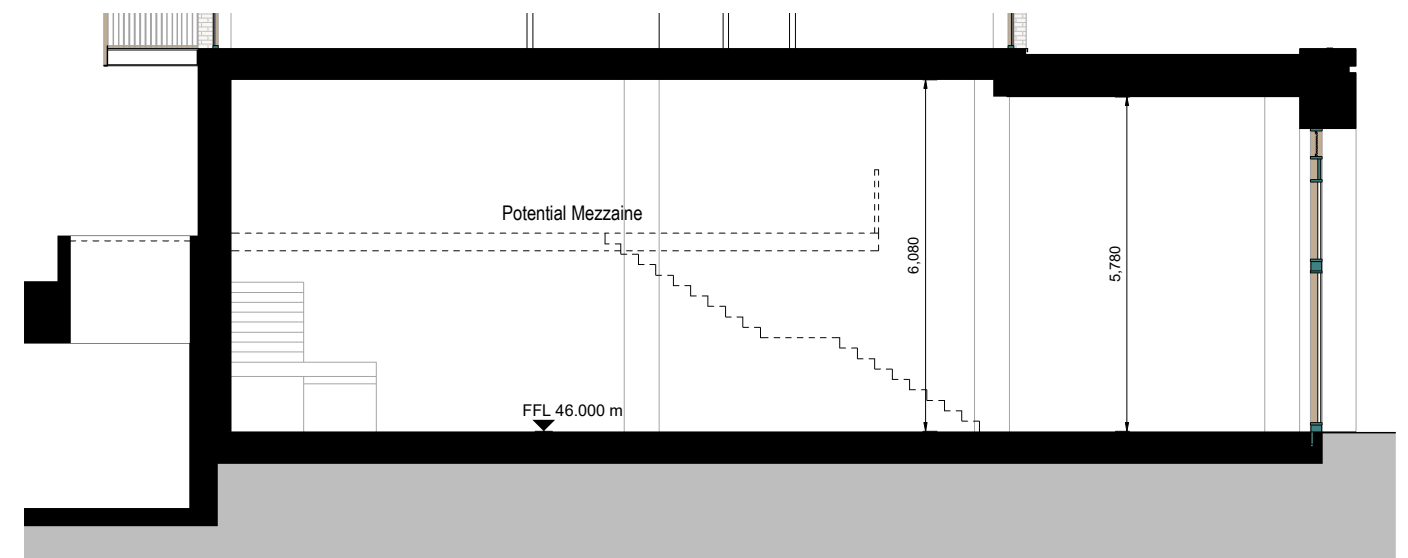


Figure 88 - Diagram showing Unit 4 Section

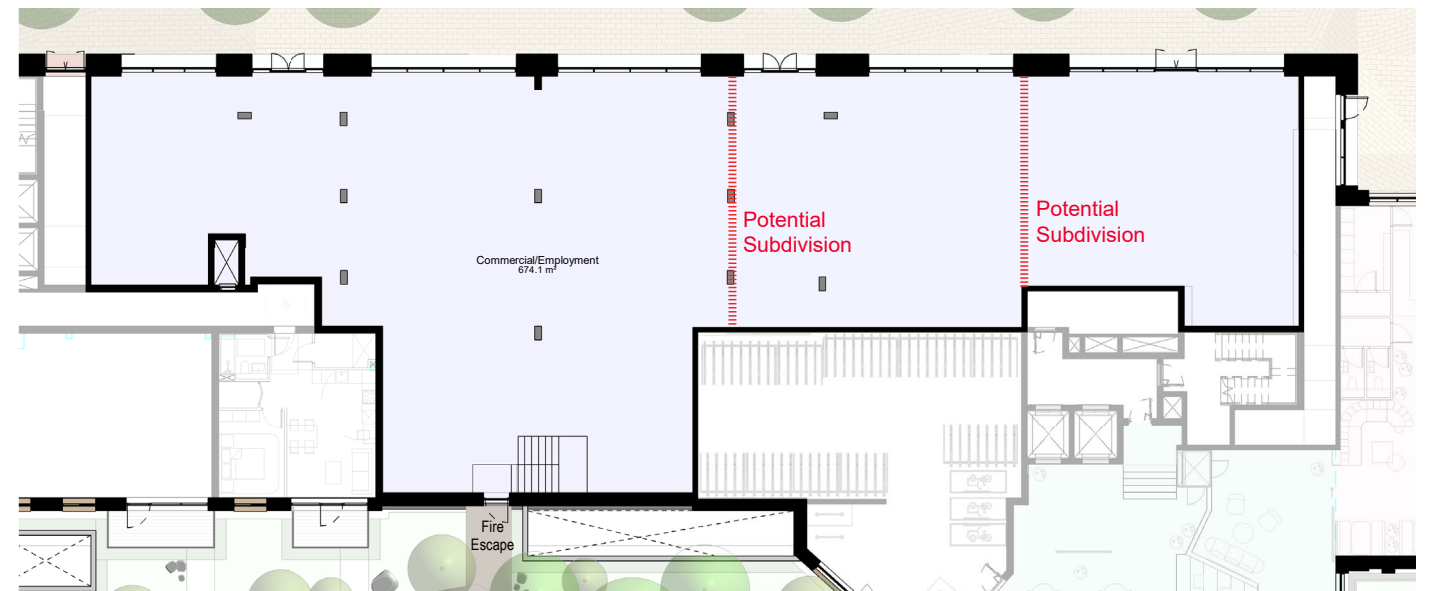


Figure 86 - Diagram showing Unit 4 Plan



## Unit 05 - Cafe

Unit 05 occupies a corner location on Robinhood Road and Long Mile Road, providing a high-profile position with strong foot traffic visibility.

The unit offers a connection with the Residents Amenity space. This will create a vibrant fulcrum for residents and the local community.

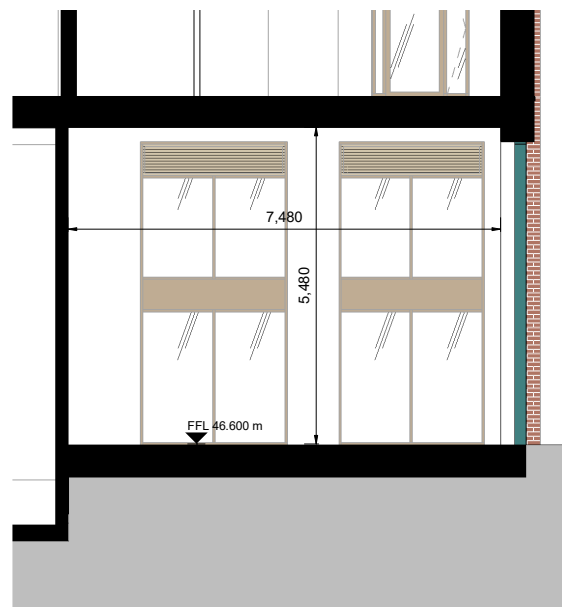


Figure 91 - Diagram showing Unit 5 Section

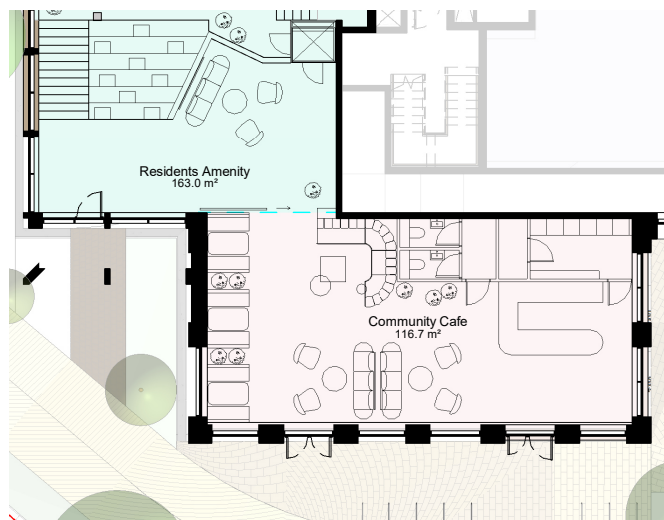


Figure 92 - Diagram showing Unit 5 Plan



Figure 89 - 'Look & Feel', for the cafe



Figure 90 - 'Look & Feel', for offices



Figure 93 - CGI of Long Mile Road looking East



Figure 94 - CGI of Parkmore Eastate Road showing Cafe



## 10 Privacy & Amenity - How do the buildings provide a decent standard of amenity?

*"Privacy and amenity are extremely basic human needs. Such matters are particularly important in higher density schemes where good space standards, sound insulation and access to private open space can make the difference between acceptable urban living and a poor living environment."*

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### Privacy & Amenity - Positive Indicators:

- Each home has access to an area of usable private outdoor space
- The design maximises the number of homes enjoying dual aspect
- Homes are designed to prevent sound transmission by appropriate acoustic insulation or layout
- Windows are sited to avoid views into the home from other houses or the street and adequate privacy is affordable to ground floor units.
- The homes are designed to provide adequate storage including space within the home for the sorting and storage of recyclables.

### Private Amenity Space

All apartments within the scheme have their own private amenity space in the form of balconies or terraces that meet the required areas set out in the 'Sustainable Urban Housing'. Design Standards for New Apartments - Guidelines for Planning Authorities.

Where balconies or terraces look over the public route or the resident accessible areas of the courtyard then privacy is to be provided at ground level by providing planted buffer zones between private amenity spaces and the semi public or public spaces.



Figure 95 - CGI showing the East West Public Link