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

Apartment Aspect

A requirement for at least 33% dual aspect apartments are required under the 'Design Standards for New Apartments' in intermediate locations near town centres, Parkmore falls under this definition. The proposed scheme will provide 59% dual aspect ratio for the apartments.

The proposed site layout will generally space buildings above the minimum 16m separation distance from each other (where the primary orientation of two apartments is towards each other).

Where there are internal corners on apartment buildings care will be taken to avoid balconies providing views into windows of adjoining apartments through considerate placement of windows and balconies.

Please refer to the Housing Quality Assessment document for more detailed analysis on dual aspect.

Building	Dual Aspect	Non Dual Aspect	% Dual Aspect
A	56	25	69%
B	88	49	64%
C	36	49	42%
D	76	57	57%
Total	**256**	**180**	**59%**

Figure 97 - Dual Aspect Ratio Table.

Figure 96 - Dual aspect apartments on a typical floor plan (coloured blue)

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

Communal Amenity Space

Residents' Communal Amenity Space:

The required amount of residents' communal amenity space for residents is as follows:

- 2 no. 1 bed studio apartments x 4m² = 8 m²
- 180 no. 1 bed apartments x 5m² = 900 m²
- 158 no. 2 bed apartments x 7m² = 1,106 m²
- 96 no. 3 bed apartments x 9m² = 864 m²

Total required = 2,878 m²

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 required areas for residents' communal amenity is therefore exceeded by 611 m² providing a high quality of communal open space for residents.

The above calculations exclude any open space allocation set aside as part of the public route through the site and the public open space within the site.

This communal space is provided with excellent levels of sunlight throughout the year. The space is readily accessible for residents, it is secure and has excellent passive supervision for apartments within the buildings. Sunlight Analysis has been undertaken by Chris Shackleton Consulting in a separate document confirming high levels of Solar Access to these spaces.

Amenity Space Requirement		
Type	**Communal**	**Private**
Block A	577	577
Block B	931	931
Block C	525	525
Block D	845	845
Total Amenity	**2878**	**2878**

Figure 98 - Residents' Communal Amenity space location,

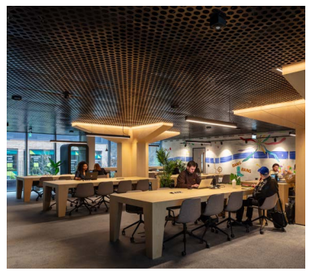
Figure 99 - CGI view looking into the Communal Northern Courtyard

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

In addition to the residents accessing shared external communal amenity space there is also an amount of shared internal communal amenity spaces:

- Resident Support Facilities - comprising of facilities related to the operation of the development for residents such as waste management, postboxes etc.
- Resident Services and Amenities – comprising of facilities for communal recreational and other activities by residents including gym, co-working and breakout/lounge spaces.

These Resident facilities are located at the Arrival Pavillion and provide animation at ground floor level overlooking the street. The amenities are placed in close proximity to community facilities such as the creche and the cafe creating a hub and active node on the site plan. The ground floor amenity spaces also provide important passive surveillance on a key public route along the Parkmore Estate Road.



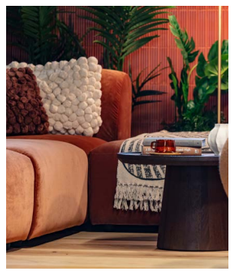


Figure 100 - 'Look & Feel', for the amenity spaces

Resident Services & Amenities

A range of residential services and amenities are proposed to assist in establishing a sense of community for the residents.

The main residential entrance lobby will be in Building B where there will be an Amenity hub connected with the Community Cafe in close proximity to the Creche.

The café and amenity spaces are grouped in close proximity to create an active node within the development.

In Block D, a residents gym will provide further amenity space.

There will be dedicated residents post boxes within each building lobby area on the ground floor at each individual building entrance.

Acoustics

The apartments will be designed to meet the requirements of part E of the Technical Guidance Documents in relation to residential acoustic performance.

Storage

The required storage area for apartments will be fully contained within each apartment and this analysis is carried out, on an apartment by apartment basis, within schedules contained within the Housing Quality Assessment report.

Each kitchen within each apartment will be provided with built in receptacles for the short term storage of household waste, the individual apartment kitchen waste collection allows for waste streaming at source.

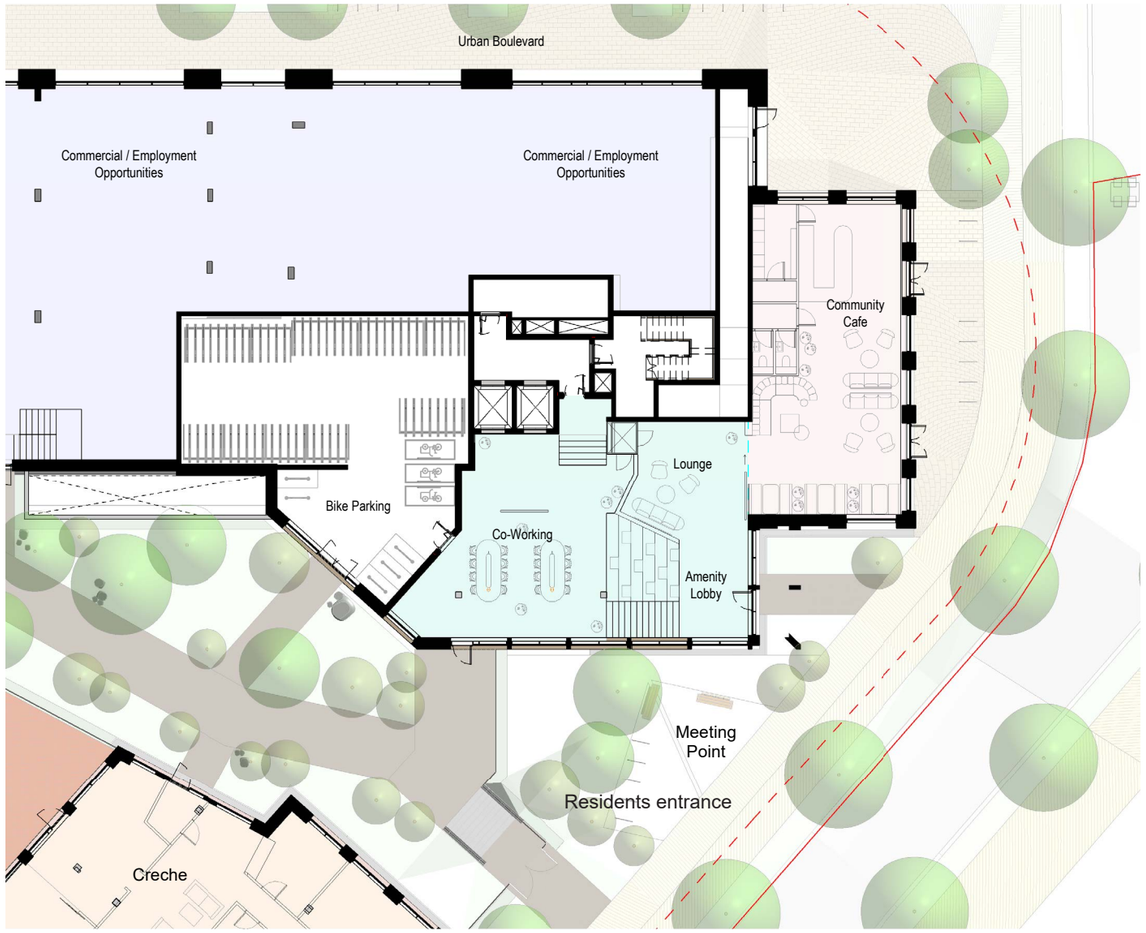


Figure 101 - Residents internal Amenity Plan

Figure 102 - Block D Amenity Plan Diagram

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

Creche:

The development has allowed for a Creche to accommodate childcare requirements.

Reference to 'Universal Design Guidelines for Early Learning and Care Settings' has been made to ensure the Creche is suitable for providing a quality childcare facility as well as reference to 'Childcare Pre-School Services) (No2) Regulations 2006'.

A total of 67 childcare places have been designed for in line with 'Childcare Facilities: Guidelines for Planning Authorities, June, 2001' which sets out the recommended number of childcare places per number of residential units.

An allowance for class space has been made for each child derived from the listed above guidance documents with additional space for ancillary spaces accounted for as well.

Figure 103 - Crèche Plan

No. Childcare Spaces Provided	67

Minimum Indoor Playing Space Requirements

Age	No.	Area (m2) Per Place	Total Area	Staff Child/ratio	Staff Requirement
0-1	9	3.7	33	Ratio 1:3	3
1-2	12	2.8	34	Ratio 1:8	2
2-3	12	2.3	28	Ratio 1:8	1
3-6	34	2.3	79	Ratio 1:8	4
Sub-Total (NIA)	67		**174**		10

Notes:
1. To Creche operators requirements (Childcare Pre-School Services) (No2) Regulations 2006 & Child Care Act 1991
2. The areas given to eachroom are clear space dedicated to the actual number of children indicated.
3. Areas derived from 'Key Internal and External Spaces' Universal Design Standards
these areas exclude sleeping areas exclude sleeping areas, kitchens, stores, nappy changing areas etc

Ancillary / Support Spaces (non-net)	Area m2	Total Area
Sleeping Facilities for children under 2 (1.5m2 per child)	1.5	31.5
Laundry Facility	10	10
General Store	4	4
In-Class Storage (2m2 per space)	2	8
Sluice Room	5	5
Baby Changing Facilities	6.5	6.5
Shower/Bath/Washing Facility	10	10
Kitchen	8	8
Entrance Lobby / Waiting Area	10	10
Staff/Meeting Area	15	15
Sub-Total (GIA)		**108**

WC Provision		Area	Total Area
Acc. WC (counted as part of provision	1	3.3	3.3
Child WC's	4	4	16
Staff WC's	2	4	8
Sub-Total (GIA)			**27**

Circulation (@12.5%)	12.5%	35
Internal Walls (@4% Net)	4%	7
Plant (@1.5-3.5% Net)	2%	4
Minimum GIA Required		**356**
Total GIA Provided		**359**

Sanitary Provision	No. People	WHB	WC
Staff	10	2	2
Child	46	4	4

* 1 WC per 1WHB per 8 Staff Members

* 1 WC per 1WHB per 10 toilet trained children

11 Parking - How will parking be secure and attractive?

"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

Parking - Positive Indicators:

- Appropriate car parking is on-street or within easy reach of the home's front door.
- Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation.
- Parking to be provided communally to maximize efficiency and accommodate visitors without the need to provide additional dedicated spaces
- Materials used for parking areas are of similar quality to the rest of the development
- Adequate secure facilities are provided for bicycle storage

In line with the City Edge Framework Plan and the Local Development Plan it is the an ambition of the Parkmore design to limit the impact of vehicles on the site planning in favour of pedestrian and cyclist routes that are convenient and safe to use.

Access into the site for all vehicles will be via the Parkmore Road, off which will be access to under croft car parking at Building D and the Lower Ground Floor car parking at Buildings A,B&C. The parking at these locations provide convenient and direct access to all buildings.. Parkmore Road is directly accessed off the Long Mile Road and provides a suitable location for cars entering and leaving the development. Cars parked in the development have controlled and secure access.

A number of on street parking spaces have been provided along The Long Mile Road to serve the commercial units located along the street. The placement of the cycle lane inside the parking offers a safe protected cycle lane design that will reduce conflict between cyclists and parking cars in line with the National Cycle Manual.

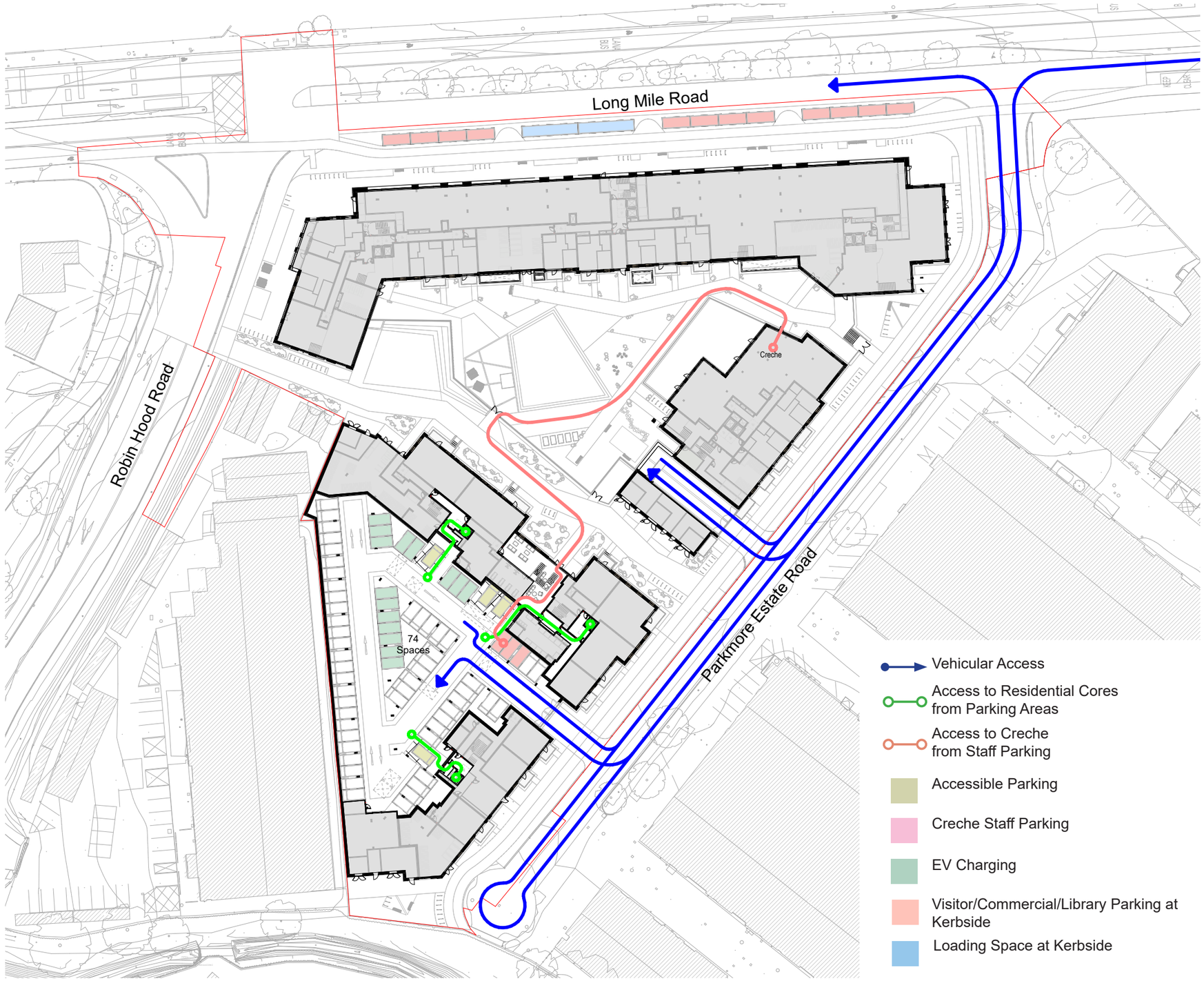


Figure 104 - Ground Floor Plan showing Car Parking areas and Building Access Points.

11 Parking - How will parking be secure and attractive?

Given the proximity of the site to public transport, it is proposed to provide 0.4 parking spaces per apartment. The proposed vehicular and cycle parking quantum associated with the new development is designed to facilitate and encourage a positive modal shift towards alternative sustainable modes of transport.

It is proposed to provide Provision of 158 no. Residential Car parking spaces inclusive of 5% DAC and 20% EV spaces. The reduced car parking provision is justified on the basis of existing modal split patterns in the area, the availability of public transport (as detailed in the Mobility Management Plan) and a generous provision of cycle parking facilities.

Cycle parking numbers are in line with the requirements set out in the SDCC Development Plan and the scheme will be compliant with the cycle parking requirements outlined in the 'Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities (September 2023)'.

All long stay bike parking spaces are provided in covered and secure locations at ground level accessed directly of the street or communal open spaces.

Car Parking		
Residents	Standard	118
	EV (20%)	32
	DAC (5%)	8
Total		158
Non Resident	Commercial/Library/Visitor	12
	Creche Staff	3
Total		15
Overall Total		**173**

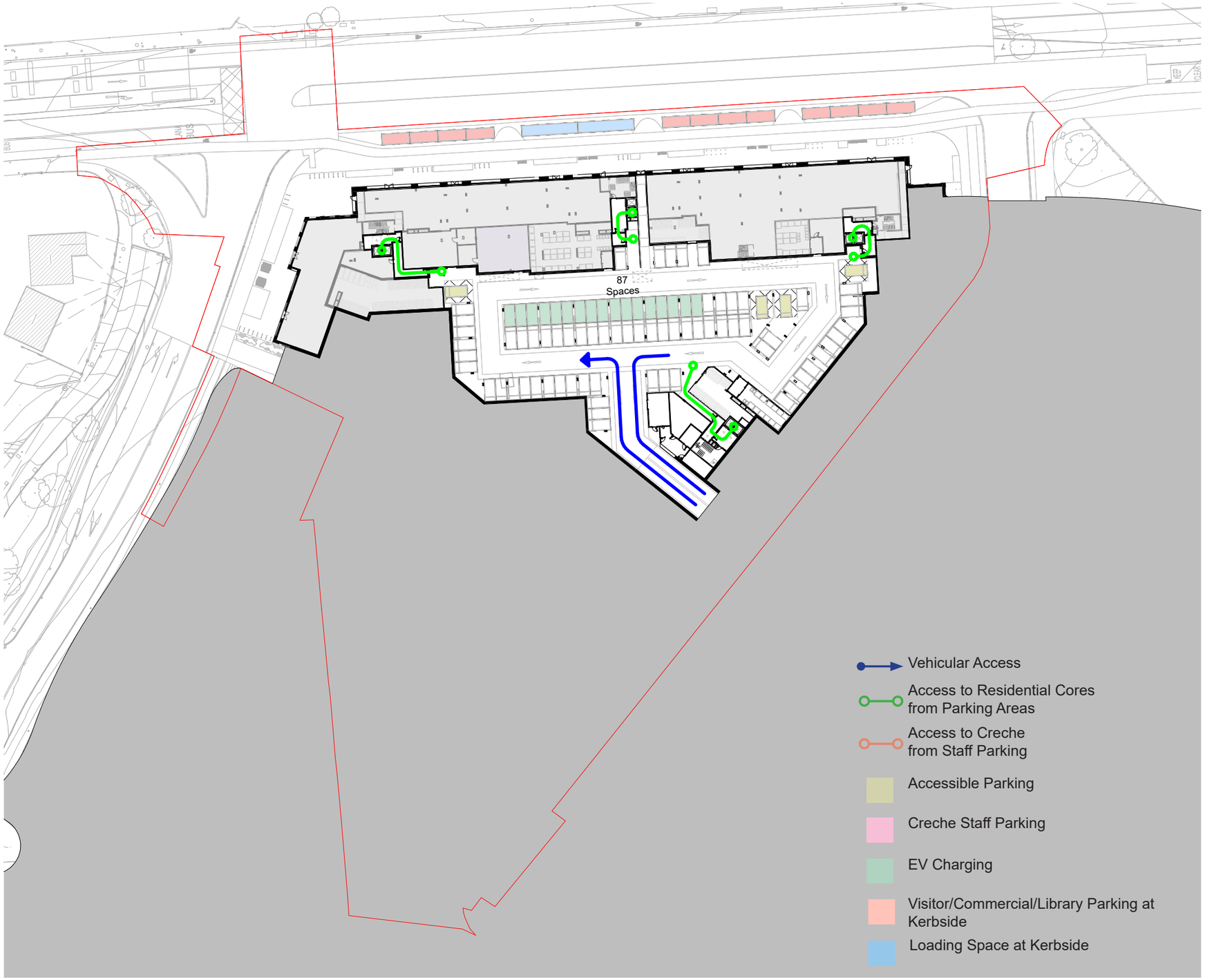


Figure 105 - Lower Ground Floor Level Plan showing Car and Access Points to buildings.

11 Parking - How will parking be secure and attractive?

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

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**

Figure 106 - Ground Floor Plan showing bicycle parking areas.

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

"While strategic considerations such as location, connections, and sustainability will determine much of the success of a scheme, the finished quality can have a significant effect on a development's character, sense of place and legibility."
DEHLG - Urban Design Manual

Detailed Design - Positive Indicators:

- The materials and external design make a positive contribution to the locality
- The landscape design facilitates the use of the public spaces from the outset
- Design of the buildings and public space will facilitate easy and regular maintenance
- Open car parking areas are considered as an integral element within the public realm design and are treated accordingly
- Care has been taken over the siting of flues, vents and bin stores

Place making is fundamental to the success of large scale developments and the integration of new communities into the surrounding locality. The design concept at Parkmore looks to embrace the potential of the site and provide a high quality, well thought through development.

Public Space Design

Both the new and future public routes that link to Walkinstown Park and its relationship with the new buildings will create a distinctive character for the development within the immediate surrounding area.

Within the development the apartment buildings overlook two large residents communal landscaped high quality amenity spaces and public open space. The landscaping design focuses on the provision of public routes and the creation of character areas that create distinctive and welcoming landscapes. Within the residential courtyards children's play areas and seating for residents are provided.

Landscape Plans prepared by NMP Landscape Architects include a detailed schedule of the proposed planting and illustrate the location and extent of species to be provided.

Tree species are selected for longevity, suitability to local soil conditions and micro-climate, biodiversity (native species) and where required suitability for proximity to residential buildings. Low planting is utilized to make and reinforce sub-spaces within the larger landscape spaces, for visual screening, defensible space, visual interest, ecological purposes and to guide or direct people's movement. The low planting is conceived as subtle layering of greens within the open spaces.

The selection of hard landscape materials is determined by function whilst also providing a cohesive palette of materials throughout the scheme. Materials are chosen for their durability, and will be constructed in a way that allows them to be sensitively integrated with lawn and soft landscaping, in order to minimize the impact of hard landscape surfaces. Primary vehicular, pedestrian and cycle circulation are proposed as a durable, limited range of neutral materials with robust construction.

Figure 107 - CGI View from The Long Mile Road looking West

Figure 108 - View looking from the Riverzone towards Parkmore Road indicating how the future pedestrian and cyclist link to WalkinstownPark could be envisaged

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

Facade Design

In the creation of a series of engaging urban buildings, a hierarchy of facade designs has emerged. The facade hierarchy can be considered as three different typologies.

The **Primary Facades** are placed along the Long Mile Road which acts as the main facade for the scheme addressing the future urban boulevard planned as part of the City Edge Strategic Plan. This facade will require the highest level of design consideration as it must address the prominent Long Mile Road route in and out of the city.

The **Secondary Facade** addresses the Parkmore Estate and public route through the site. This facade will have a more residential scale that steps down to the neighbourhood zone and interfaces with the public street edge before turning to face the Riverzone.

The **Tertiary Facades** address the communal open spaces. Here, a more muted elevation treatment is considered appropriate to create a focus onto the landscaped spaces. A simple but well detailed facade creates a light coloured back drop for the landscaped courtyard spaces.

The simple robust palette of materials chosen will be low maintenance with a mixture of brick with smaller elements of secondary materials as described for each of the Primary, Secondary and Tertiary facades on the pages that follow.

The choice of materials on the primary facades has emerged from a reflection on the materiality of the Mercedes Benz building which is located on a nearby site.

The Mercedes Benz Building is primarily clad in a dark red brick but introduces accents of lighter materials around windows or where building features are highlighted.

Figure 109 - Facade hierarchy diagram

Figure 110 - Mercedes Benz Building located on a neighbouring site.