



MC CAULEY DAYE O'CONNELL
A R C H I T E C T S

TEMPLAR PLACE SHD

ARCHITECTURAL DESIGN STATEMENT

STAGE 3 SUBMISSION
JULY 2021

REVISION RECORD				
ISSUE NO.	DATE	STATUS	PREPARED	CHECKED
A	07/05/2020	FEASIBILITY STUDY	Sylwia Allen	Robert McCauley
B	23/09/2020	S247	Sylwia Allen	Robert McCauley
C	03/11/2020	S247	Sylwia Allen	Robert McCauley
D	08/12/2020	PAC	Silvia Meehan	Robert McCauley
E	29/07/2021	SHD3	Silvia Meehan	<i>S Allen</i>
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I				
J				

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SITE

- a. Site measures 1.05 acres
- b. Located between High Street, Quay Street and Bridge Street in Balbriggan
- c. Located within Architectural Conservation Area



1.0

1.1 THE TEAM

1.2 SUMMARY OF DEVELOPMENT

INTRODUCTION

1.1. | THE TEAM

This architectural design statement has been prepared by McCauley Daye O’Connell Architects on behalf of Rhonellen Development to demonstrate how the proposed development of the circa 0.42 ha subject site at Templar Place, High Street & Quay Street, Balbriggan, Co. Dublin, addresses the design criteria set out in the ‘Urban Design Manual-A Best Practice Guide.’ The design statement has been informed by and where necessary is consistent with the criteria set out in:

- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009);
- Delivering Homes, Sustaining Communities (2008) / Quality Housing for Sustainable Communities (2008);
- Sustainable Urban Housing: Design Standards for New Apartments (2018);
- Urban Design Manual – A Best Practice Guide (2009);
- Urban Development and Building Heights (2019).
- Fingal Development Plan 2017- 2023

The information presented in this report has been informed by a team of the following consultants:

McCauley Daye O’Connell - Architects
Molloy & Associates - Conservation Architects
McGill Planning Ltd - Planning Consultants
ORS Consulting Engineers - Civil, Structural, Traffic Consultants / Waste Management Consultants
Varming - M&E Consultants / Public Lighting Consultants
Cunnane Stratton Reynolds - Landscape Architects
IN2 - Daylight, Sunlight and Overshadowing Consultants / Wind micro-climate Consultants
Goldsmith Engineering - Fire Safety Consultants
Traynor Environmental - Waste Management Consultants
Aramark Property - Resident Support Facilities and Resident Services & Amenities Report / Building Lifecycle Report
D3D - CGIs

SUPPORTING DOCUMENTS

Along with the drawings required by regulation, this architectural design report forms a part of the full submission to ABP for Pre-Application Consultation and should be read in conjunction with the supporting technical reports prepared by the project team and the architecture, landscape and engineering services drawings supplied.



McCauley Daye O’Connell is a leading award winning architecture, urban design and interior design firm offering programming, planning, design, strategic masterplanning and consulting services - specialising in innovative design that exceeds client goals and produces environments of high quality.

McCauley Daye O’Connell is a company formed in 2004 by directors who have practiced in Ireland, the USA and Australia over the past 30 years, have collaborated together for many years and have offices in Dublin and London. We have over 30 staff including architects, interior architects, interior designers, architectural technicians, financial control and support staff.

McCauley Daye O’Connell has acted as lead design architect for this project.

1.2. | SUMMARY OF DEVELOPMENT

This architectural design statement will analyse the site and its context, set out the adopted design principles based on the DoEHLG Urban Design Manual and demonstrate how the proposed development achieves the policies and objectives of the National Planning Framework (2018), Regional Economic and Spatial Strategy (RSES), Sustainable Urban Housing: Design Standards for New Apartments (2018), the Fingal Development Plan 2017- 2023 and the Urban Development and Building Heights Guidelines (2019).

The proposed development comprises a Build to Rent (BTR), Strategic Housing Development (SHD) as follows: Demolition of the existing buildings (former shopping centre and associated structures). Construction of 3 no. apartment blocks (Blocks A - C) ranging in height from 3 to 6 storeys (with Block B over 3 no. lower courtyard floors) providing a total of 101 units (19 no. studios, 41 no. 1-beds, 41 no. 2-beds). Provision of Resident Support Facilities/Resident Services and Amenities, 2 no. retail units, car parking (at ground floor), cycle parking, ESB substation/switch room, plant, bin stores, open space, landscaping, boundary treatments, all associated site works and services provision.

The proposed development is referred to as Templar Place Development SHD. A full, detailed development description is provided in the Planning Report and Statement of Consistency prepared by McGill Planning Ltd.

The site slopes from the perimeter of High Street down to Quay Street with the highest point being the southern corner of the property. The development provides vehicular access from Quay Street, at its lowest end being the northern corner of the site. The site plan has been devised to minimise impacts on the lands and visual amenities of the local area. The apartment buildings are carefully sculpted and terraced to have regard for the existing scale of the residences surrounding the site.

Fully enclosed, private pedestrian link connecting Quay Street and High Street will allow the permeability of the site. The overall layout and landscaping design will provide a high level of amenity for the future residents and help create individual character areas within the development.

The proposed courtyard is extensively landscaped, in order to ensure a high standard of living to all new residents. The scheme is a considered response to its zoning, context and history with a total provision of open space in line with the Fingal Development Plan minimum requirements.

The proposed scheme will create a new vibrant district in the heart of Balbriggan, proximate to high-quality public transport and services, and will represent a considerable enhancement of the residential character of the area.



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- 2.1 SITE CONTEXT
- 2.2 CONNECTIVITY
- 2.3 SITE ZONING
- 2.4 EXISTING SITE PLAN
- 2.5 EXISTING SITE PLANS & ELEVATIONS
- 2.6 SITE PHOTOGRAPHS
- 2.7 PLANNING HISTORY

NEIGHBOURHOOD - EXISTING

2.1 | SITE CONTEXT

SITE

Site of Former Balbriggan Shopping Centre - The Mall

The subject site is ideally situated for development being located in the heart of Balbriggan, a bustling coastal town located within the Greater Dublin Area (GDA). Balbriggan Town Core is an Architectural Conservation Area containing many buildings that are protected structures of special interest. The town contains a mix of architectural styles and has a well developed sense of place. Balbriggan contains a series of outstanding local amenities that contribute to its character including a railway viaduct built in 1843, Balbriggan Lighthouse, Balbriggan Harbour, Balbriggan Beach and Martello Tower.

The land is a strategic infill site located just 350m away from Balbriggan Train Station, 200m from Balbriggan Beach and Harbour and 3km from the M1 motorway. It is located within an existing employment center and is within easy walking distance of numerous local facilities and amenities.

The site has a frontage on two prominent streets, Quay Street and High Street. High street is a predominantly residential street with a mixture of single and double storey houses and 3- 4storey apartment buildings. Quay Street contains a mixture of retail and commercial uses to the west and residential uses to the east. Quay Street directly connects to Bridge Street which is one of the main pedestrian and retail arteries within Balbriggan Town.

- 1 Loreto Secondary School Balbriggan
- 2 Afterschool & Montessori School
- 3 Montessori Pre-School
- Playground
- Medical Centre
- Supermarket
- Train Station



2.1 | SITE CONTEXT

The site is within immediate access of excellent facilities including numerous shops, grocery stores, pubs, restaurants, civic facilities such as Balbriggan Library and 2No. schools, all within a 500 m. radius. The site is located around the corner from Bridge Street, one of the main thoroughfares in the town, populated with small locally owned and run businesses.

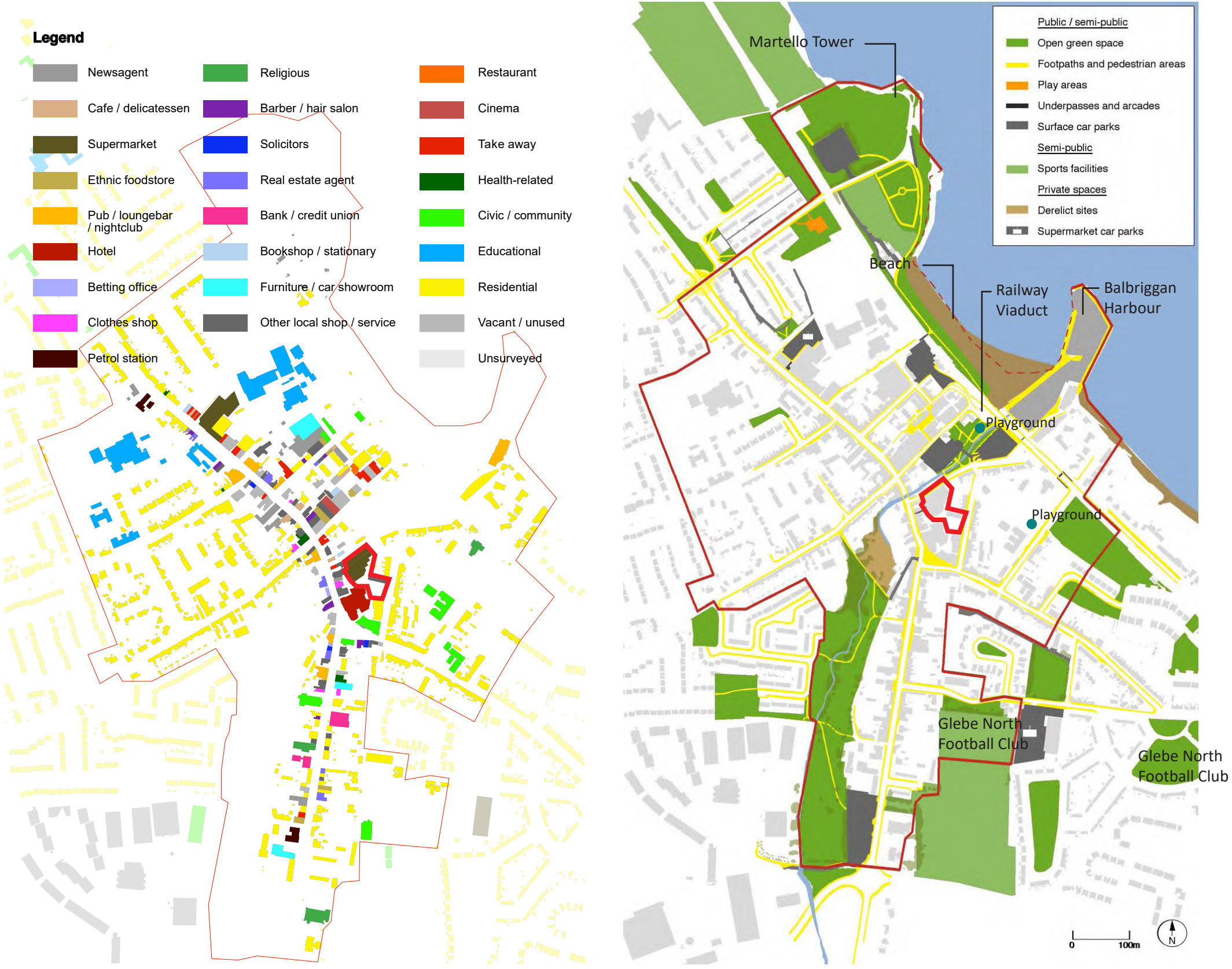
Proximate to the site are a variety of green open spaces, parks, pedestrian walkways, sports pitches, playgrounds, Balbriggan Beach and Harbour.



Above: Image of Balbriggan Train Viaduct and Balbriggan Harbour, PL Chadwick, www.geograph.ie/photo/4318181



Above: Image of Balbriggan Beach and Balbriggan Lighthouse, Our Balbriggan 2019- 2025 Rejuvenation Plan produced by Fingal Co. Co.



Above: Map extracts from The Heart of Balbriggan, a plan for streets and public spaces in the Town Centre, An action of the Fingal Heritage Plan 2005-2010, funded by Fingal Co. Co. and The Heritage Council

2.2 | CONNECTIVITY



Public Transportation

The site is well served by public transportation. It is located within 350m. of Balbriggan Train Station which is served by the Northern Commuter Train Line and 500m. (6min walk) of several bus stops.

Bridge Street is served by 4 different bus routes:

- Bus Eireann 101 Dublin- Drogheda
Every 20-40 minutes
- Bus Eireann 101X Drogheda-Balbriggan-Dublin City
Morning and Evening rush hour service Every 20-40 minutes
- Balbriggan Express 191 Stamullen - Balbriggan - Balrothery City Center via Port Tunnel. This provides an express service every 20-40 minutes during peak times in the mornings and evenings

Old Market Green is served by 3 different bus routes:

- Dublin Bus 33 Lower Abbey Street towards Balbriggan
- Dublin Bus 33a Lower Abbey Street to Balbriggan via Dublin Airport
- Dublin Bus 33X Custom House Quay/ St. Stephen's Green towards Skerries, morning and evening rush hour service

Chapel Street is served by the Local Link 195 Bus Ashbourne- Balbriggan Route



Cycling

The Greater Dublin Area Cycle Network Plan 2013 produced by the NTA has described plans for a future greenway called the East Coast Trail (National Route 5) to connect Rush- Skerries-Balbriggan-Gormanstown) along the coast

MAP KEY:

- Balbriggan Train Station
- Bus Stops
- Northern Commuter Train Line
- Bus Eireann 101 and 101X
- Bus Eireann B1
- Dublin Bus 33,33a, 33X
- Local link 195 Bus
- NTA GDA Cycle Network Plan



Above: Google Maps Image with overlay describing Public Transportation routes
Left: NTA GDA Proposed Cycle Network Plan, Part 4c, Proposed Cycle Network in Towns, Sheet N11

2.3 | SITE ZONING

FINGAL DEVELOPMENT PLAN 2017-2023

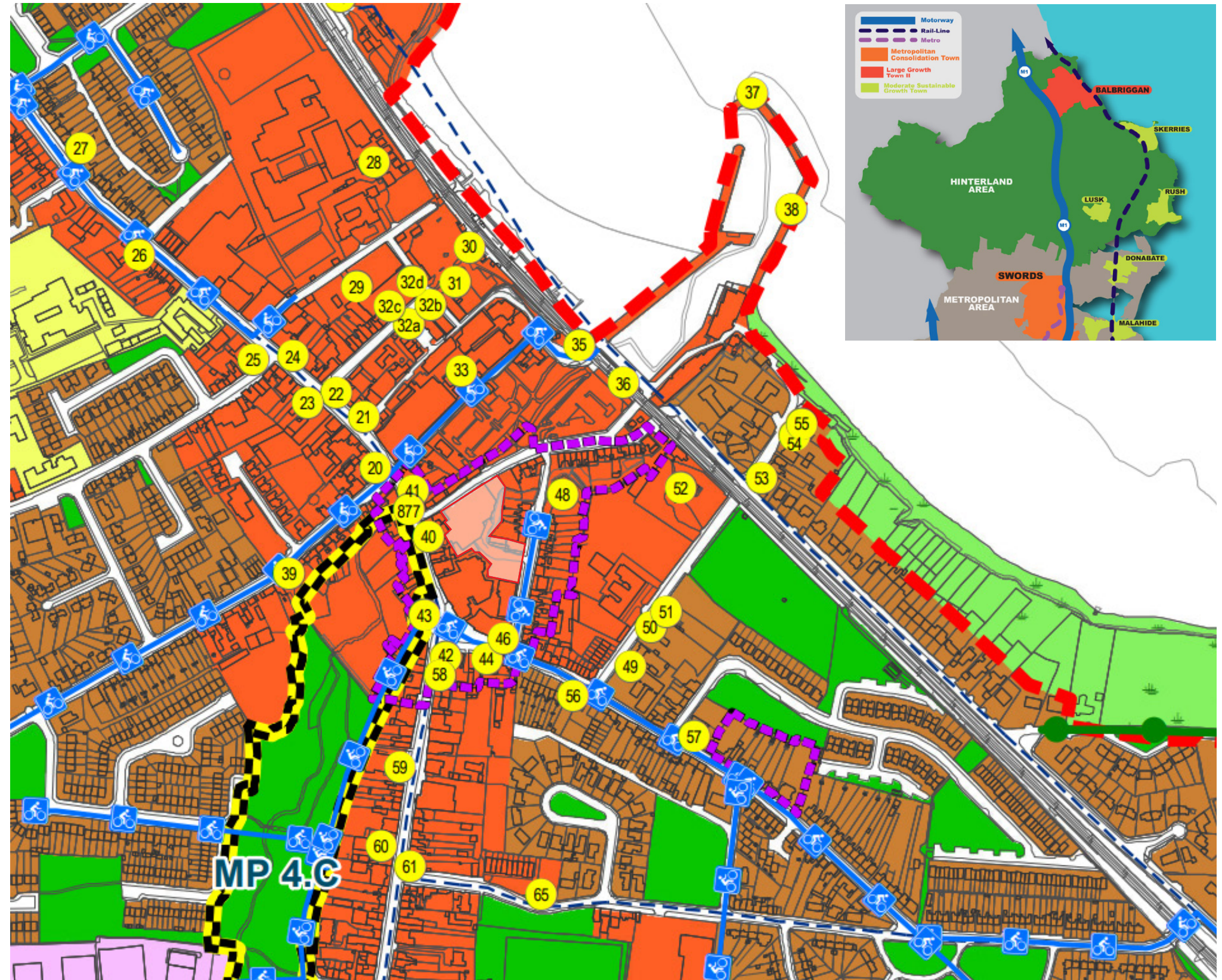
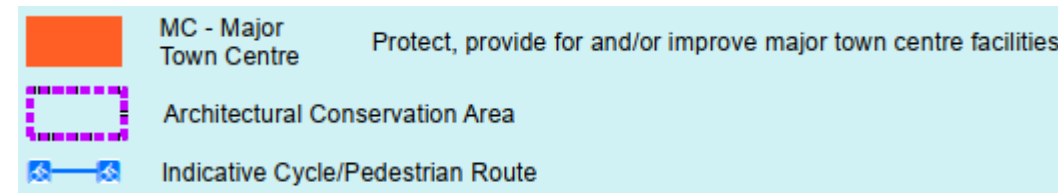
The site is located within Balbriggan which has been designated in the Fingal County Development Plan as a Large Growth Town.

The site is zoned Objective MC: “To protect, provide for and/ or improve major town centre facilities.”

Vision: To “Consolidate the existing Major Towns in the County, (Blanchardstown, Swords and Balbriggan). The aim is to further develop these centres by densification of appropriate commercial and residential developments ensuring a mix of commercial, recreational, civic, cultural, leisure, residential uses, and urban streets, while delivering a quality urban environment which will enhance the quality of life of resident, visitor and workers alike. The zone will strengthen retail provision in accordance with the County Retail Strategy, emphasise urban conservation, ensure priority for public transport, pedestrians and cyclists while minimising the impact of private car based traffic and enhance and develop the existing urban fabric.”

A specific objective has been placed on High Street for an Indicative Cycle/ Pedestrian Route.

Objective MT13 of the Fingal County Development Plan aims to “Promote walking and cycling as efficient, healthy, and environmentally-friendly modes of transport by securing the development of a network of direct, comfortable, convenient and safe cycle routes and footpaths, particularly in urban areas.”



2.3 | SITE ZONING

FINGAL DEVELOPMENT PLAN 2017-2023

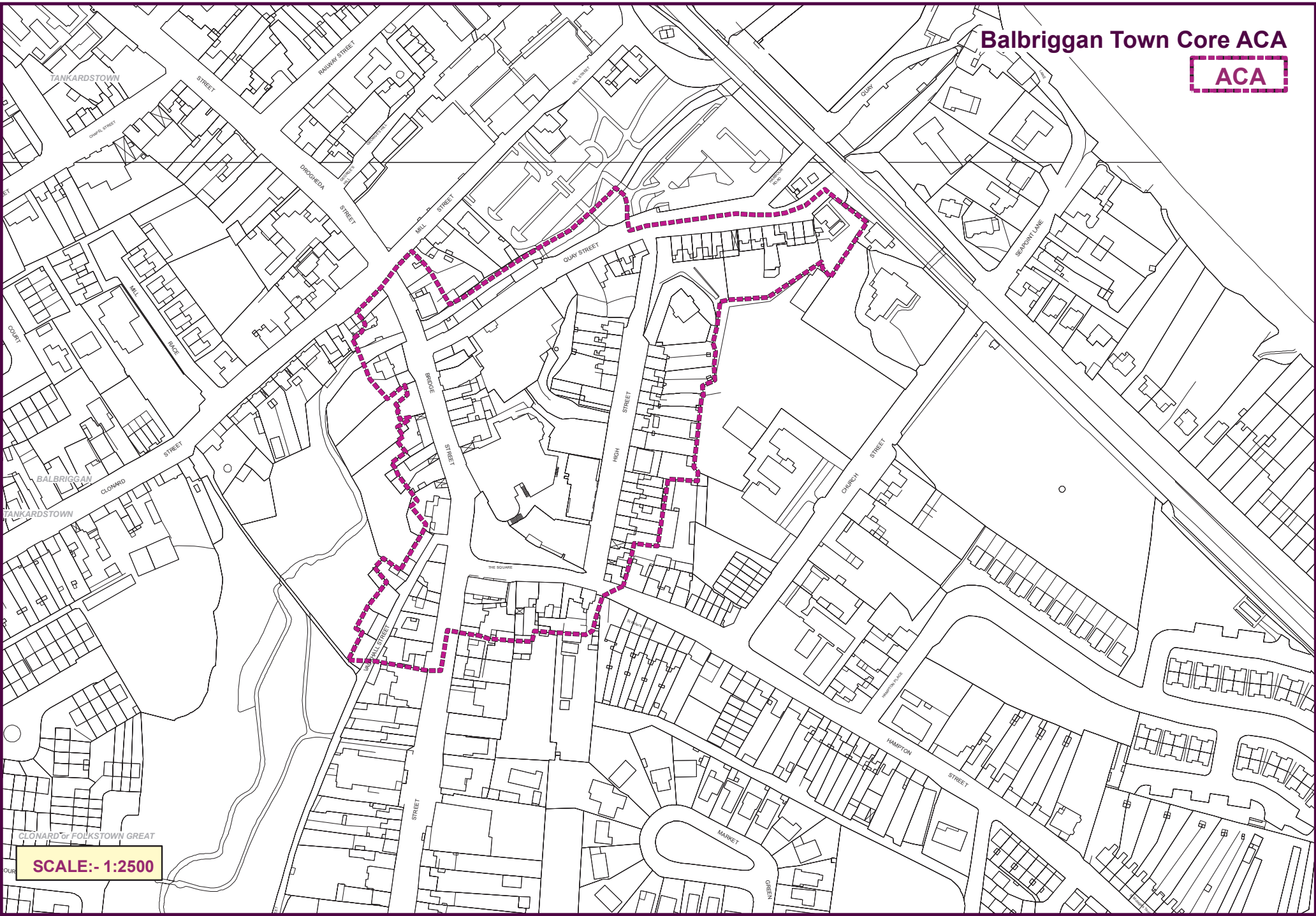
The site is located within the designated Balbriggan Town Core Architectural Conservation Area.

The Architectural Conservation Area (ACA) is a place, area, group of structures or townscape that this is of special architectural, historical, archaeological, cultural, artistic, scientific, social or technical interest aims to identify areas of special character and architectural interest or value or contributes to the appreciation of Protected structures. The goal is to provide a framework that will permit a degree of flexibility in terms of design consistent with the maintenance and improvement of the essential character of the ACA. To fulfil this objective all new development in the area of the ACA should be implemented and carried out in accordance with the outlined policies/objectives.

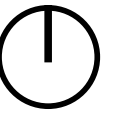
Objective DMS 157 - *“Ensure that any new development or alteration of a building within an adjoining ACA positively enhances the character of the area and is appropriate in terms of the proposed design, including: scale, mass, height, proportions, density layout, materials, plot ratio and building lines.”*

Objective: DMS 158: *“All planning applications for works in an Architectural Conservation Area shall have regard to the information outlined in Table 12.11.*

Please note in response to the above a detailed Architectural Conservation Report has been prepared by Molloy and Associates to accompany this submission.



2.4 | EXISTING SITE



The site comprises: 2No. existing buildings; the former Balbriggan Shopping Centre - The Mall and rooftop car park to the north and an existing shed building to the east containing a Cycling and Angling Store and ESB sub-station. Both buildings are of little architectural merit and do not compliment the character of the ACA or Balbriggan Town center. It is proposed to demolish these.

Along Quay street there is currently pedestrian access into the existing "Shopping Centre" along with delivery vehicle access into a small service yard to the north. The primary vehicular access for the site is from High Street onto a rooftop car park. There is a very steep embankment to the north-east of the site, with a difference in level from High Street to Quay street of c. 9m.

High Street slopes upwards from North to South and consists of primarily residential development. A terrace of single storey cottages is situated along the north-east boundary of the site. Across the road are double storey terraced houses. Bounding the site to the south is a 4 storey apartment building containing a set back penthouse level. Directly beside it is Balbriggan Library which consists of the 18th century 2-storey Carnegie Library, a protected structure and a contemporary 3 storey extension with a frontage onto St. George's Square.

Along Bridge Street, next to Balbriggan Library is the Bracken Court Hotel, a stepped 5 storey building with a formal street frontage. Bridge street is one of the busiest streets in Balbriggan Town, containing a variety of shops, cafes, banks and other civic and commercial amenities. The heights of the buildings on Bridge Street, that share a boundary with the site vary from 2- 5 storeys.

Although the site is located in the bustling heart of Balbriggan Town, with many buildings of architectural merit nearby, it is unfortunate that there are also many disused, boarded up shop frontages that are falling into disrepair in the town center. This includes the former Mall Shopping Centre, which forms part of the site, and several other building along Quay street.

There are plans to revitalise Balbriggan Town Centre as outlined in the 'Our Balbriggan 2019- 2025 Rejuvenation Plan' produced by Fingal Co. Co. The plan proposes for Quay Street to become an important pedestrian link between the town center and the coastal amenities of Balbriggan Park, Balbriggan Beach and Harbour.

The proposed development presents a real opportunity to activate and improve the currently unfriendly pedestrian realm on Quay Street and for the scheme to play a vital role in the regeneration of Balbriggan Town core.

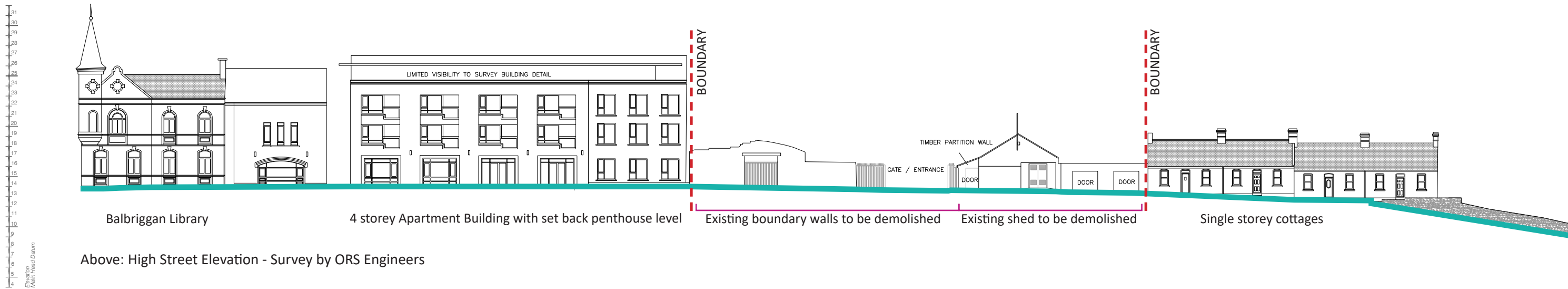
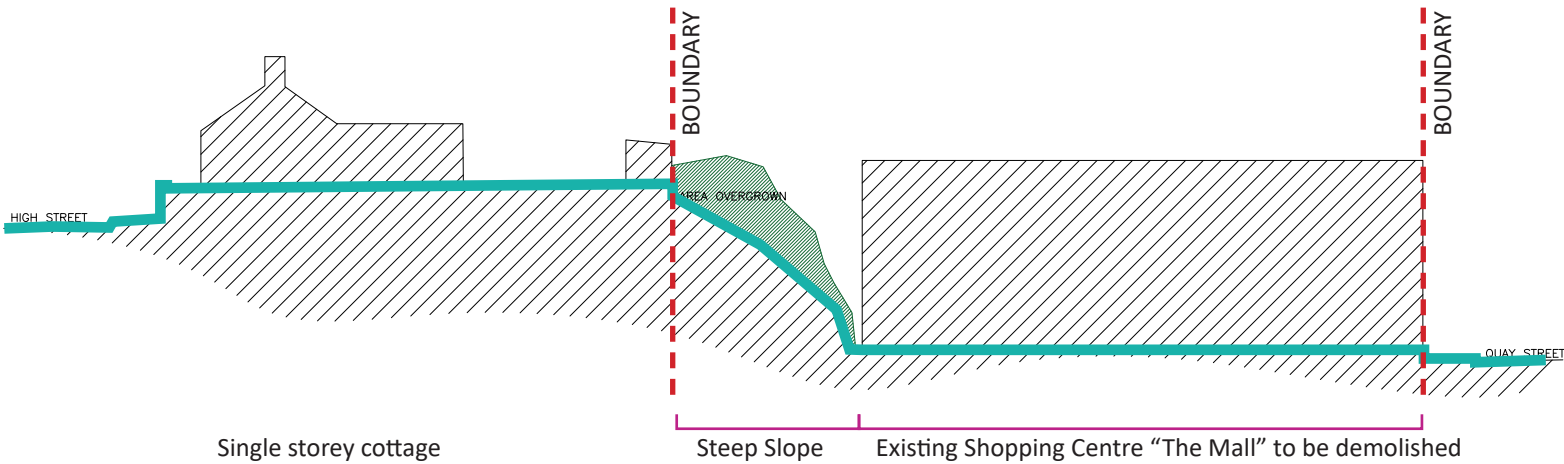
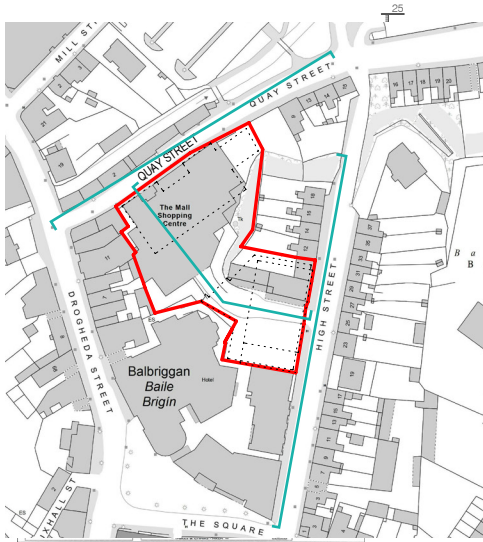


Site of Former Balbriggan Shopping Centre

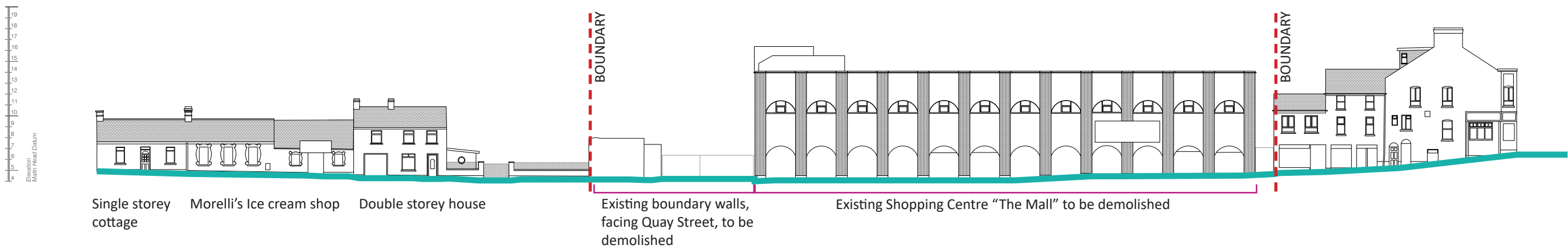


2.5 | EXISTING SITE SECTIONS & ELEVATIONS

The topography of the site is unique, containing a very steep slope. There is a level change of c. 9m. from High Street down to Quay street as demonstrated by the survey section to the right.



Above: High Street Elevation - Survey by ORS Engineers




Above: Quay Street Elevation - Survey by ORS Engineers

2.6 | SITE BOUNDARY PHOTOGRAPHS

High Street views

1.

Existing Site Boundary Wall (to be demolished)




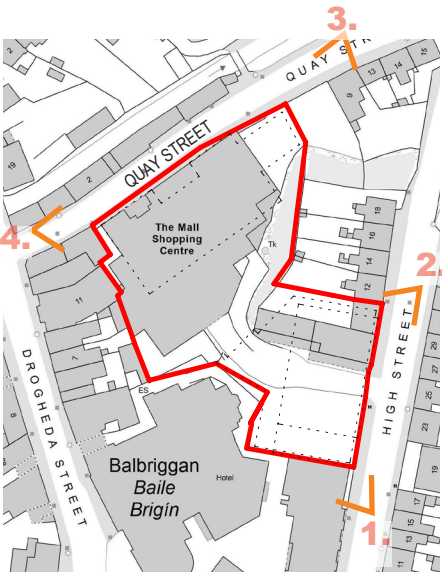
2.

4 Storey Apartment Building

5 Storey Bracken Court Hotel

Existing shed building containing Cycling and Angling Store / ESB substation (to be demolished)





Quay Street views

3.

Overgrown & Steeply Sloping Embankment

Existing Site Boundary Wall

The former Shopping Centre 'The Mall' (to be demolished)

Disused Building - Former Casino

The former 'Shopping Centre' (to be demolished)



4.

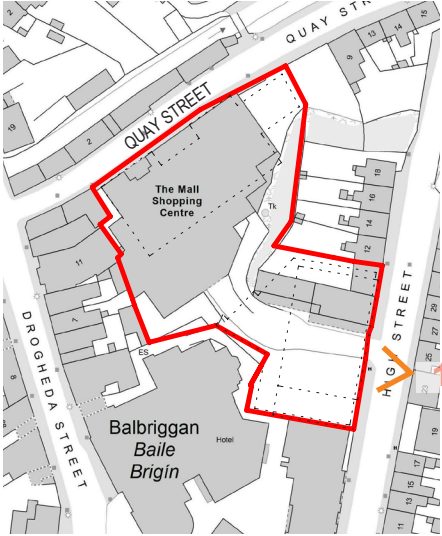
The former 'Shopping Centre' (to be demolished)



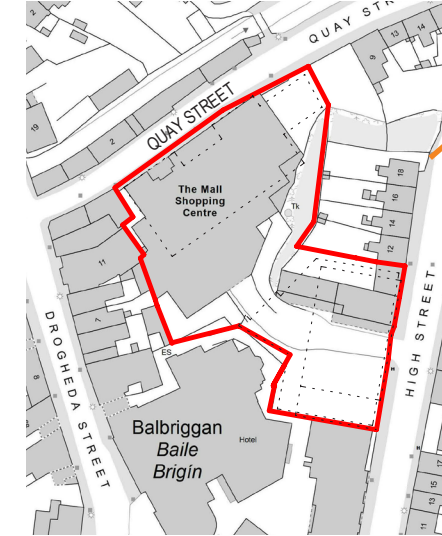
2.6 | SITE PHOTOGRAPHS

High Street views

1.

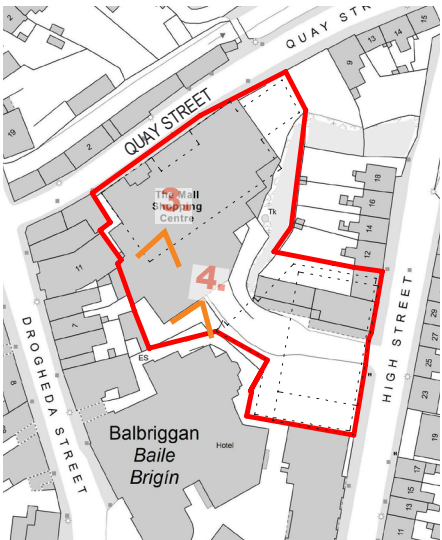
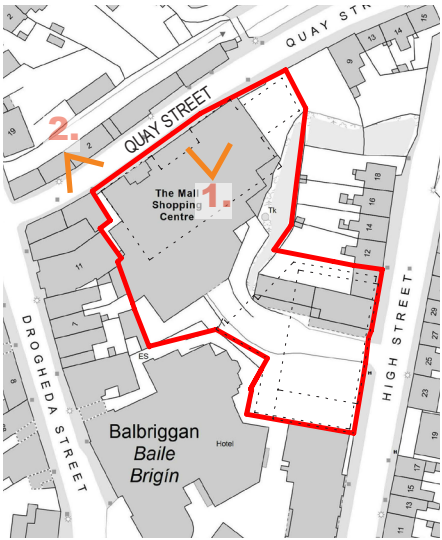
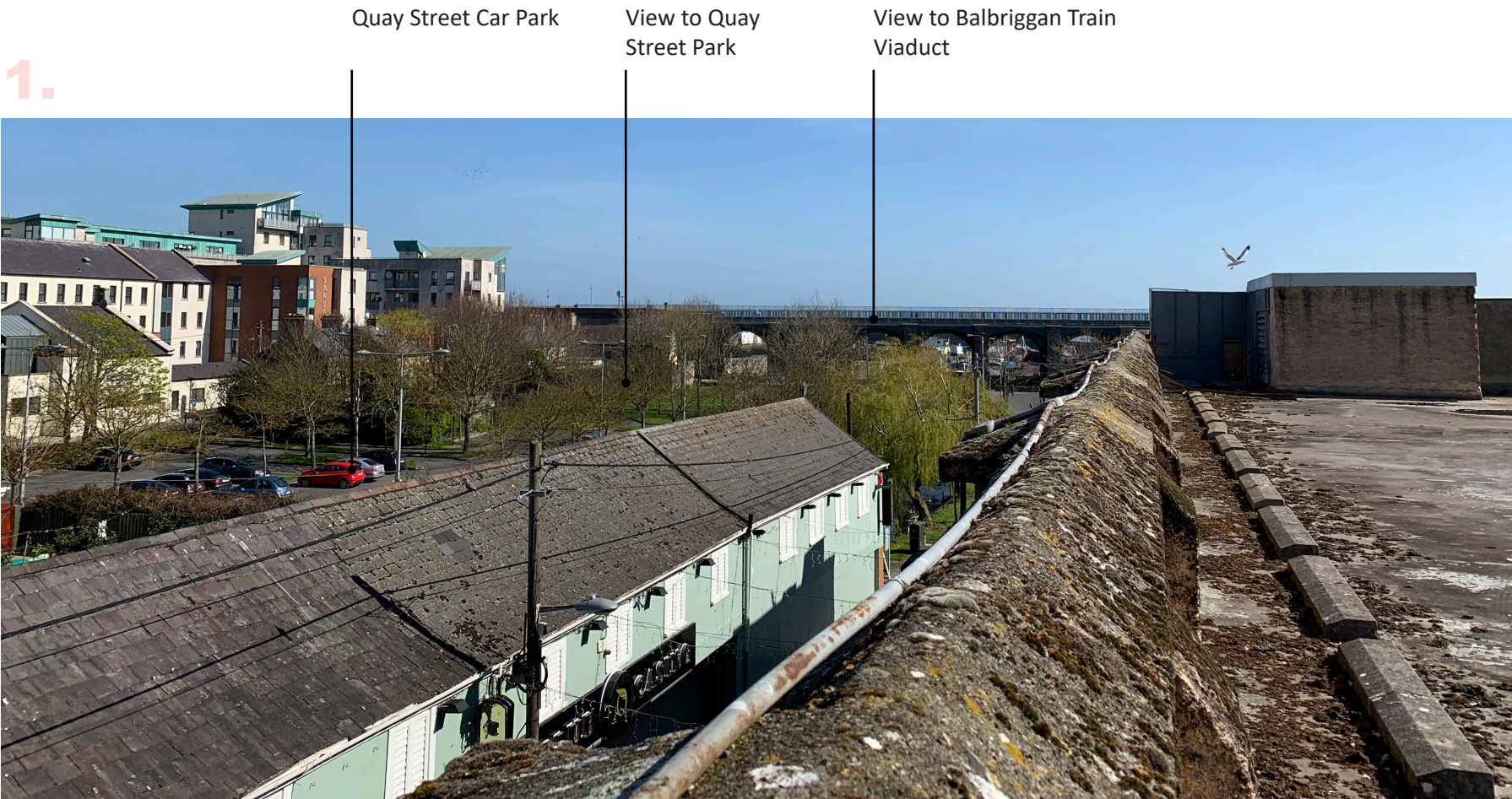


2.



2.6 | SITE PHOTOGRAPHS

High Street views



2.6 | PLANNING HISTORY

PREVIOUSLY GRANTED PLANNING APPLICATION

- Planning Reference: F00A/0707
- Applicant Name: Balbriggan Shopping Centre
- Description: Demolition of High Street shop units and shopping centre roof top structures and the construction of 41 dwellings in 2/3 storey blocks consisting of 1, 2, 3 bed apartments and duplex apartments, 627 sq.m. offices, 375 sq.m. retail, 741 sq.m. extension to shopping centre facilities, pedestrian retail street, an underground carpark structure for 184 cars and associated landscaping and enabling works. Balbriggan Shopping Centre, Quay Street, Balbriggan, Co. Dublin. Decision Date: July 10, 2001
- Decision: GRANT PERMISSION
- Site Area m2: 3,727.96



3.0

3.1 CONTEXT FOR NEW RESIDENTIAL DESIGN

4.1 DEVELOPMENT LAYOUT

5.1 INCLUSIVITY

6.1 VARIETY

NEIGHBOURHOOD - PROPOSED

3.1 | CONTEXT FOR NEW RESIDENTIAL DESIGN

How does the development respond to its surroundings ?

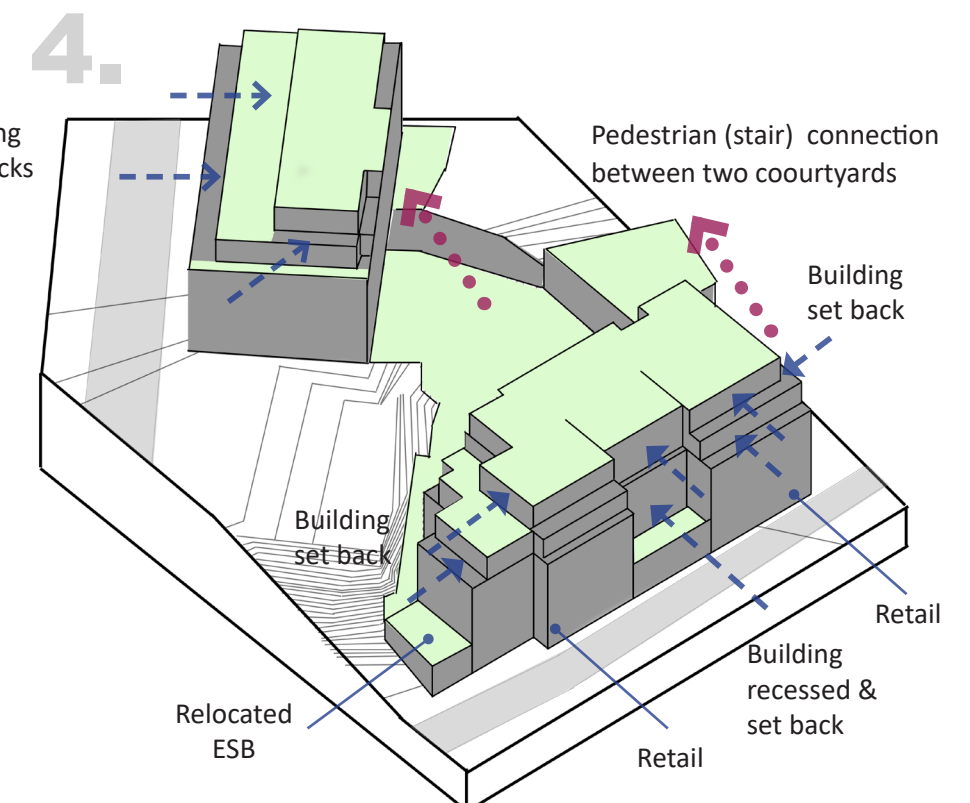
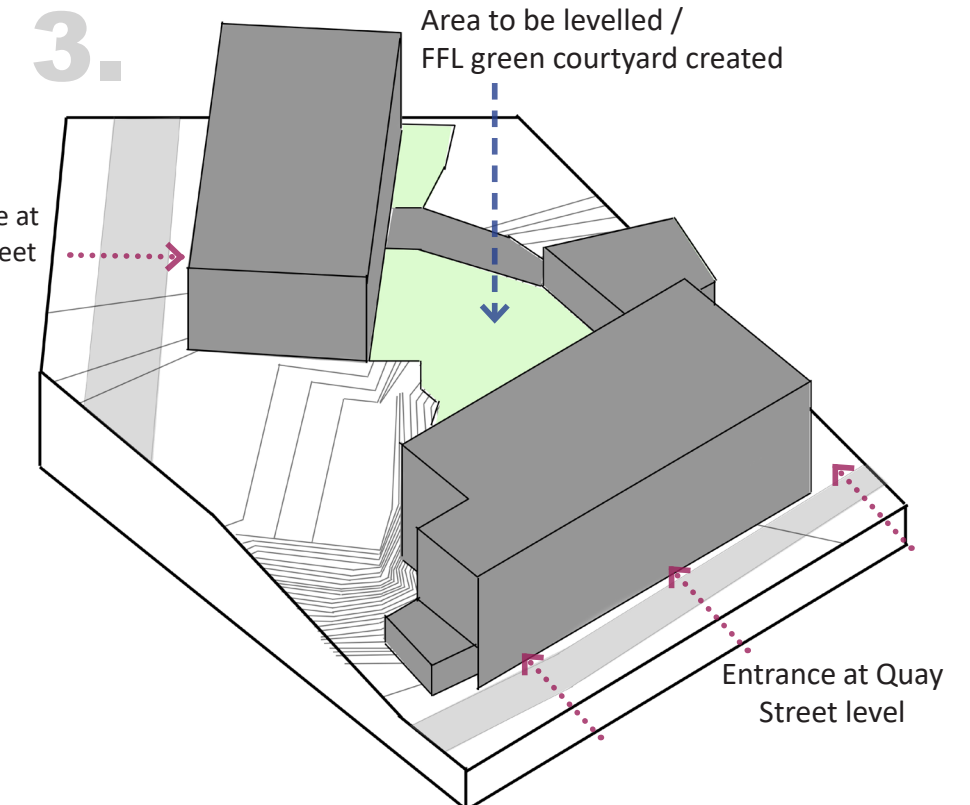
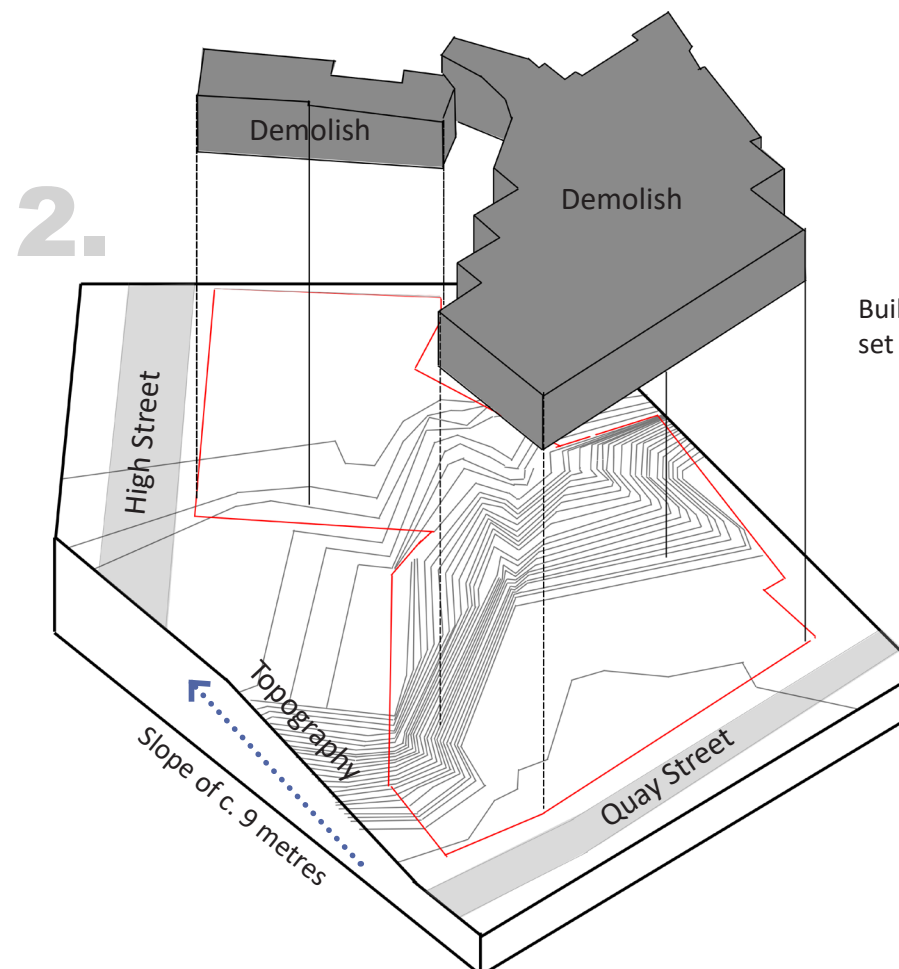
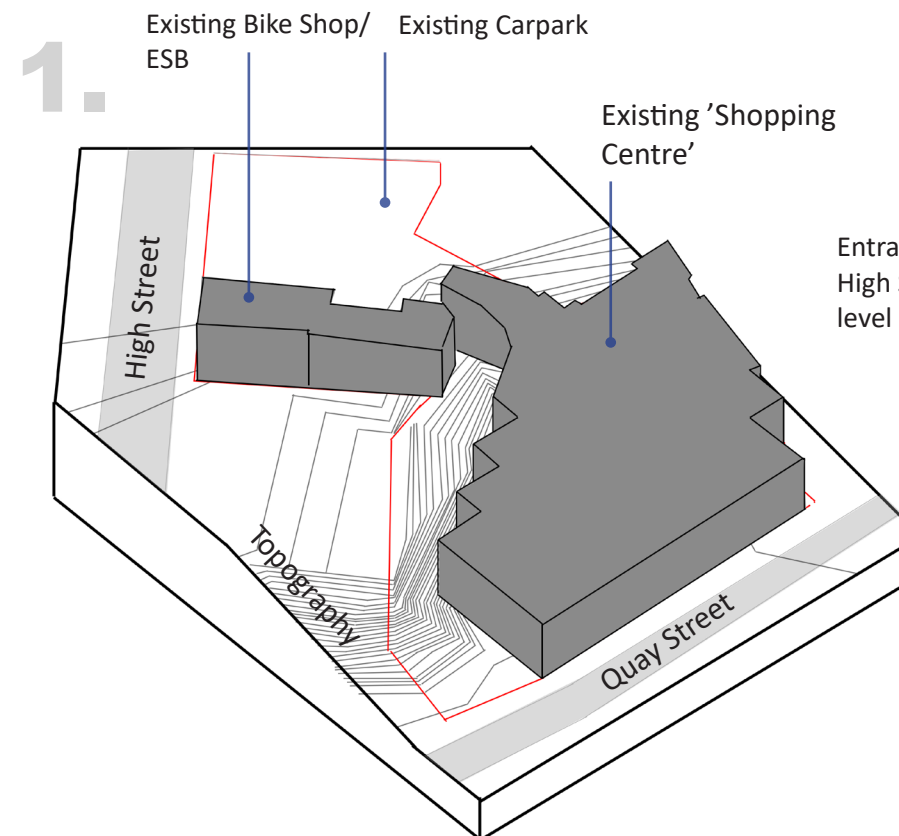
- Urban Design Manual:*
- The development seems to have evolved naturally as part of its surroundings
 - Appropriate increases in density respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users
 - Form, architecture and landscaping have been informed 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

Response: The principal elements of the proposed residential development include:

- 101 No. studios, 1 & 2 apartments within 3 No. apartment blocks
- 25 No. associated car parking spaces located on ground floor of Block A on Quay Street, under landscaped podium;
- 182 No. bike parking spaces - 130 No. long stay spaces and 52 No. short stay visitor spaces
- 2 No. Ground floor Residents' Amenity Spaces - 217.03 sqm.
- 2 No. Ground floor retail units
- Landscaping to include central courtyard and playground and small courtyard forming the entrance to Block C and car park
- 1 No. ESB substation integrated into Block A on Quay Street

The primary design concept for the site is to demolish the disused former 'Shopping Centre' and existing shed building containing a Cycling & Angling Store and ESB substation, and to replace these with three residential buildings that will create new active frontages to Quay Street and High Street. It is proposed to create a south-west facing communal courtyard between the three residential blocks that will act as a nucleus for the development, providing strong visual and physical connections between the apartment buildings. A podium at first floor level will conceal a small residential car park below and contain an elevated, sunny courtyard connecting all three buildings. The courtyard will provide a lively outdoor amenity space for residents to meet, play, relax, and congregate.

The proposed buildings are designed to sensitively address the existing neighbouring context. The design incorporates set backs across the upper levels of each of the blocks. The blocks are designed to be tallest facing the central courtyard and step down towards the site boundaries in order to minimise visual impact on adjacent properties and narrow streets and prevent over-shadowing.



3.1 | CONTEXT FOR NEW RESIDENTIAL DESIGN



How does the development respond to its surroundings ?

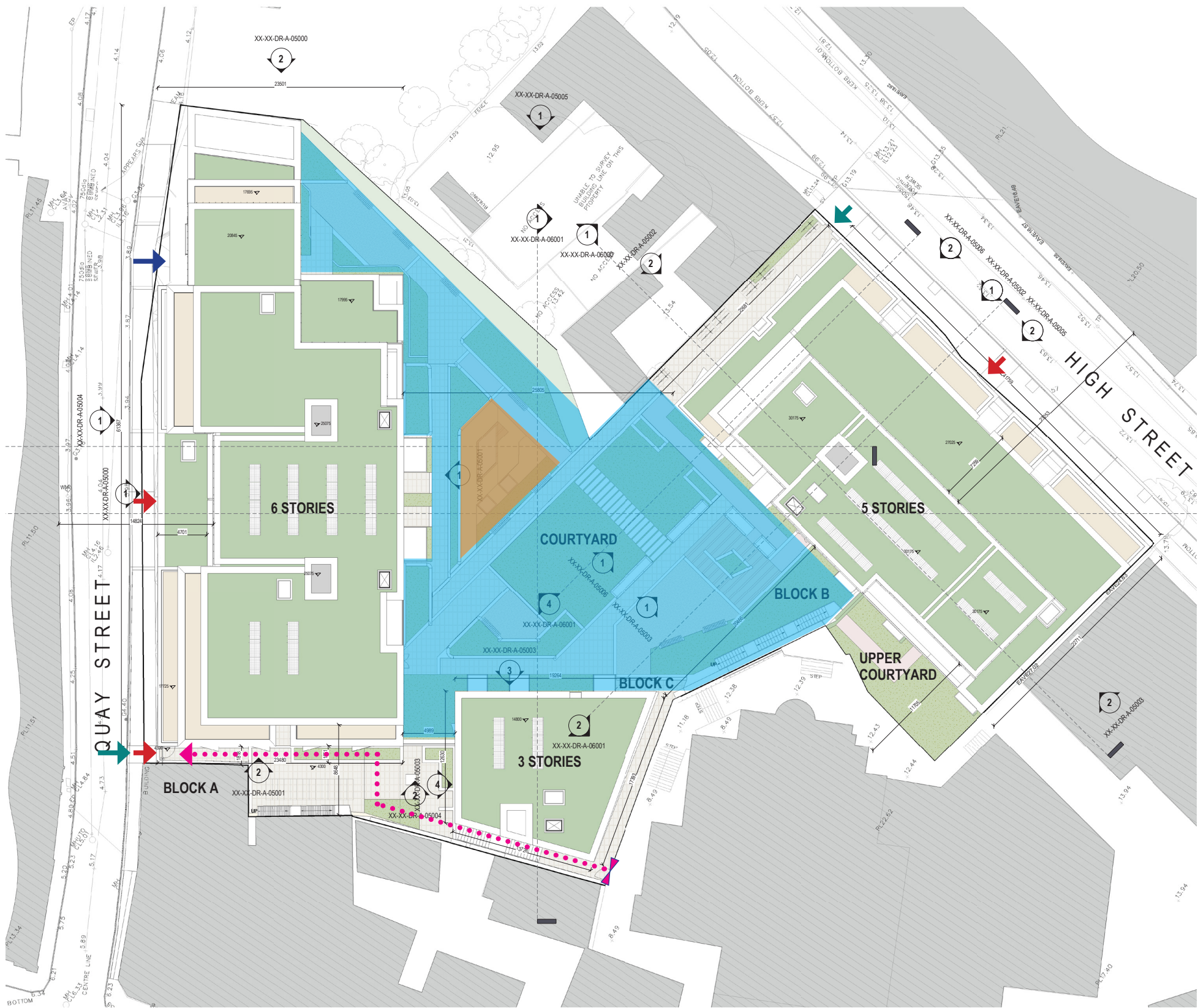
Access to the site is provided on two levels, one from Quay Street and the other from High Street. A vehicular entrance to a small car park is located on Quay Street below Block A. The car park is located at ground level, accommodating the car parking and mechanical plant-room requirements for the development. Provision has been made for 25 car parking spaces, a reduced figure based on the development's central location in Balbriggan Town Center and access to multiple public transportation links.

Additionally, there are a total of 182 bike parking spaces provided at ground level, that can be easily and conveniently accessed from the secondary entrance on Quay street and High Street. These include 130 secure, long-stay bicycle parking spaces, and 52 short stay visitor spaces.

The majority of existing wayleaves and escape routes from the adjacent properties will be maintained. One new wayleave is proposed, to provide a revised fire escape route from the Bracken Court Hotel subject to agreement between parties (as indicated on the diagram to the left).

The development aims to achieve a balance between density and open space provision in this central, urban location. It is proposed to provide 0.15ha of high quality, useable and well landscaped communal open space / Class 2 'Pocket Park'. This will exceed the 10% minimum open space requirement stated within the Department of Housing, Local Government and Heritage Sustainable Residential Development in Urban Areas Guidelines 2009.

- ➡ Primary Pedestrian Entrances into the Proposed Apartment Buildings
- ➡ Secondary Entrances into the Central Communal Areas and Courtyards
- ➡ Vehicular Access into Underground Car Park
- ⋯ Proposed Wayleave (Subject to agreement between parties)
- ✂ Proposed Gate (Subject to agreement between parties)
- 🟡 Children's Playground
- 🟢 Communal Open Space



4.1. | DEVELOPMENT LAYOUT

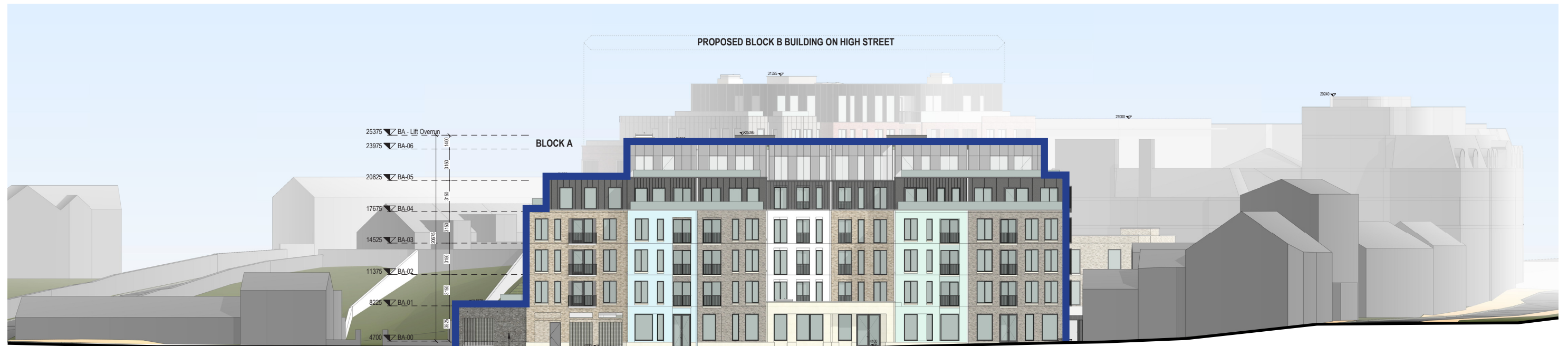
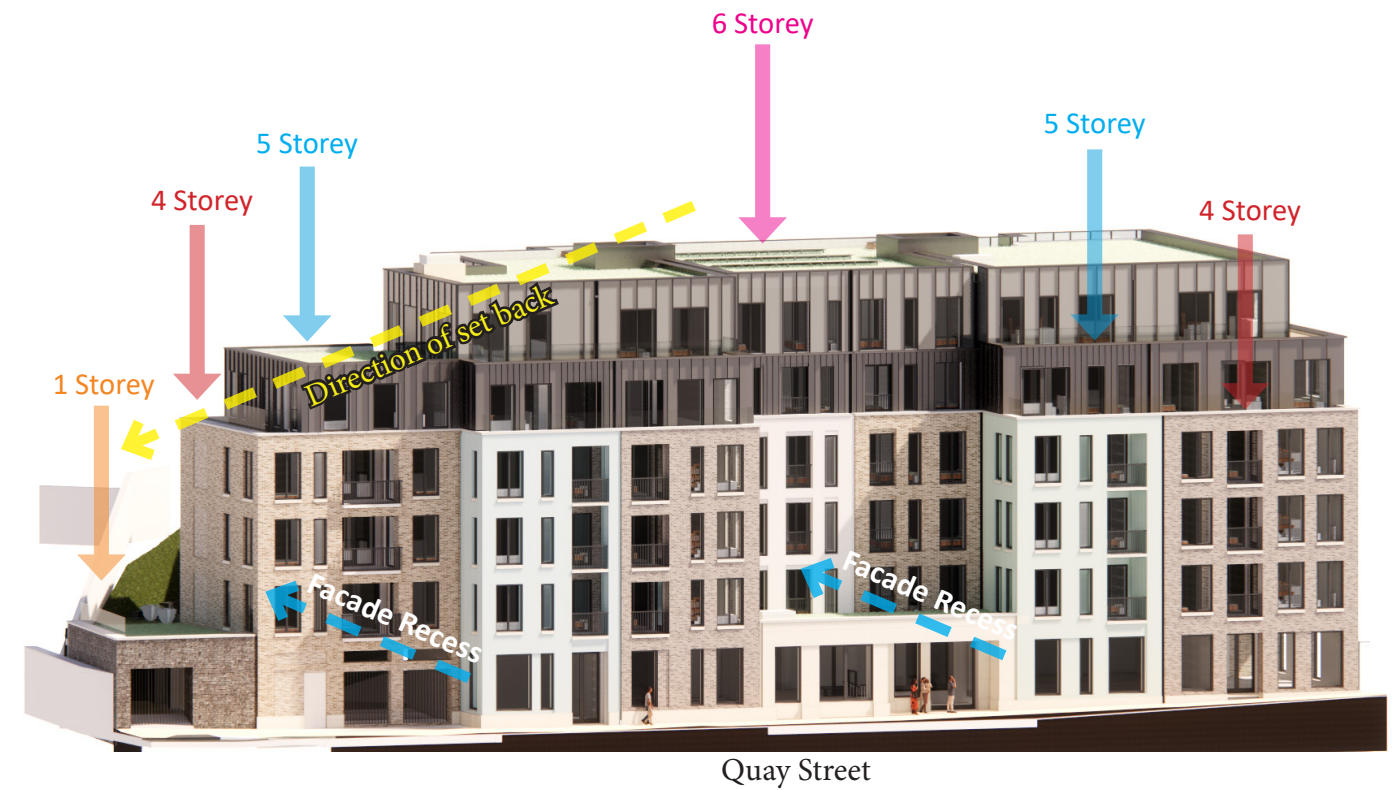
Building Heights & Massing

Careful consideration was taken of the existing neighbouring context, site topography, density and appropriate distances between buildings, in the development and location of each block.

The proposed massing of Block A is broken into smaller volumes via vertical splits, material alteration and a series of set backs. The block steps from 6 storeys, facing the central courtyard, down to 1 storey facing the north boundary of the site, to sensitively address the adjacent two-storey residential property. Similarly, it is proposed for the block to step down to 5 storeys to the southern and 4 storeys to the western boundaries to address the neighbouring urban context on Quay Street. The steps in height will minimise the visual impact of the Block on the adjacent properties whilst creating generous, outdoor terraces for the penthouse apartments.

The use of carefully chosen lightweight materials on the upper floors, light gray metal cladding for the set back 5th floor and curtain walling with a combination of glass and spandrel for the recessed 6th floor, aid in breaking down the scale and massing of the block. The use of curtain walling on the top floor will provide reflections of the sky and diminish the visual impact of this level when viewed from a distance. The elevations of the lower floors of Block A, facing onto Quay Street, are vertically divided to resemble a series of 4 storey town homes. This is achieved by alternating the use of two-tone buff brick and coloured render, with separations between materials created either through shadow gaps or deeper recesses in the facade, in order to create a dynamic street frontage.

All windows on the western facade have been designed with controlled aspect louvers to prevent the overlooking of the adjacent properties and private gardens.



4.1. | DEVELOPMENT LAYOUT

Building Heights & Massing



4.1. | DEVELOPMENT LAYOUT

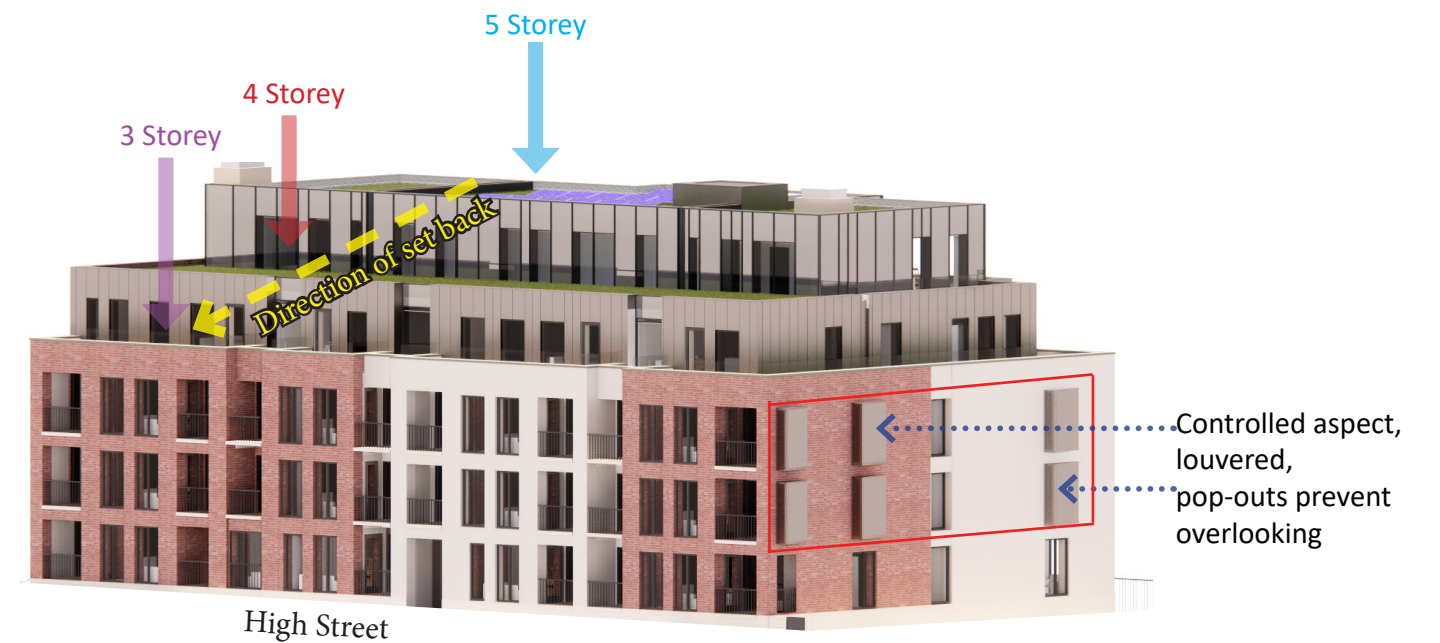
Building Heights & Massing

Block B has been designed to compliment the existing architecture on High Street. The height of the neighbouring apartment building to the south is three storeys with a set back 4th storey penhouse level. Similarly, it is proposed for Block B to have a 3 storey street frontage with two set back levels to minimise the visual impact onto High Street.

To the northern boundary, the block terraces down from 5 storeys to 3 storeys in order to sensitively address the neighbouring terrace of houses. All windows on the northern facade have been designed with controlled aspect louvers to prevent the overlooking of the adjacent properties and private gardens. Vertical recesses in the facade add visual interest and break down the massing of the block further.

It is proposed to use predominantly brick for the lower 3 storeys of Block B in order to seamlessly tie in with the existing streetscape. Many of the neighbouring buildings are redbrick. The introduction of white render to the central bay of the building in combination with the use of recessed balconies works to vertically break down the scale of the building and provide a visually interesting street facade.

It is proposed to clad the recessed 4th storey in a grey metal panel and the 5th storey in glazed curtain walling in order to break down the mass of the building further and reduce the visual impact of the structure on the neighbouring buildings. Similarly to Block A, the use of curtain walling on the top floor will provide reflections of the sky and diminish the visual impact of this level when viewed from a distance.



4.1. | DEVELOPMENT LAYOUT

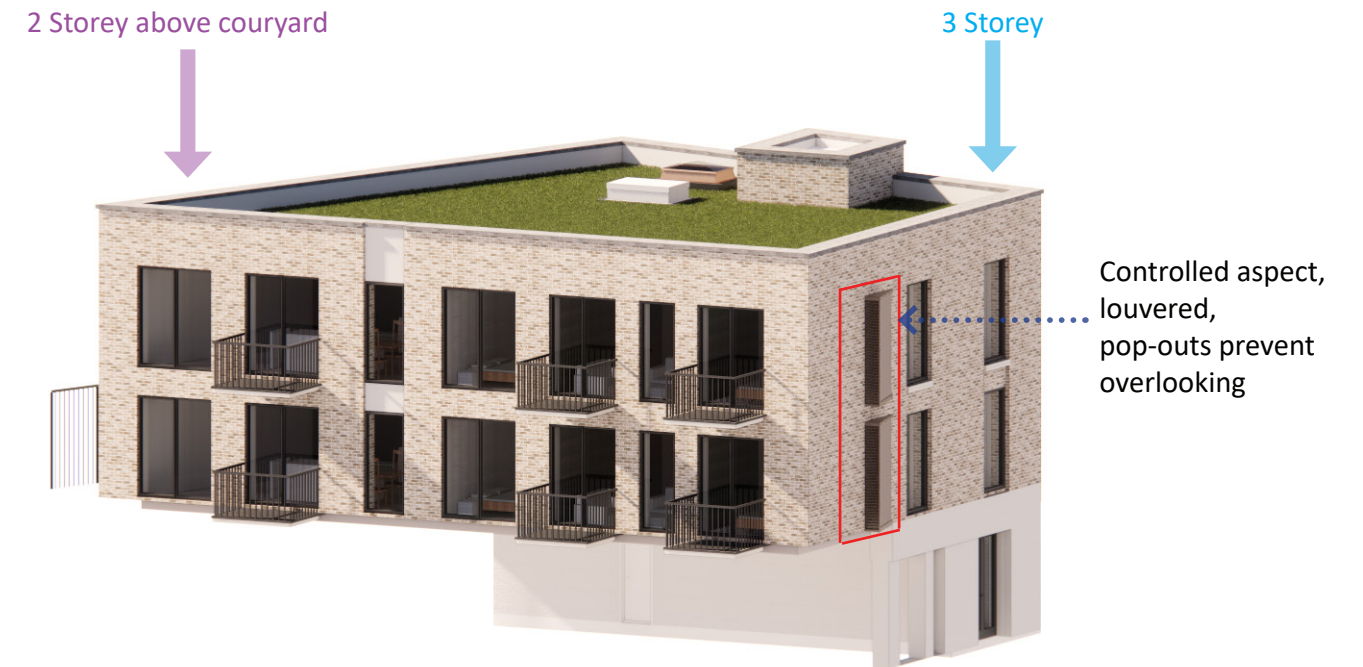
Building Heights & Massing

Block C is set back from the street. It is designed as a small garden pavilion containing only four apartments overlooking a communal landscaped courtyard. It is access through a small, semi-private courtyard off Quay Street.

While designing the building, a careful consideration was taken of the existing neighboring context and the height of the adjacent buildings on Bridge Street. It is designed to complete the garden walls and create a focal point of the residents' courtyard.

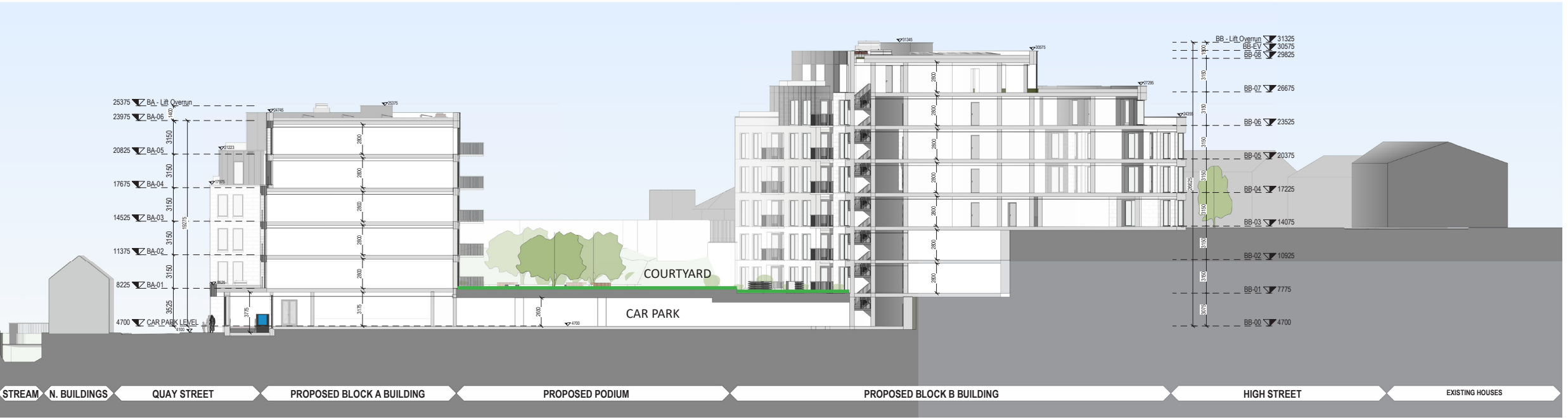
Similarly, to Block A, the elevations are finished mainly with a buff brick. White render is used only to the lower level emphasizing the entrance to the building.

The windows on the western façade, in close proximity to Block A, have been designed with controlled aspect louvers to prevent the overlooking.



4.1. | DEVELOPMENT LAYOUT

Building Heights & Massing



5.1. | INCLUSIVITY & ACCESS FOR NEW RESIDENTIAL DEVELOPMENT

How easily can people use and access the development?

- Urban Design Manual:
- 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

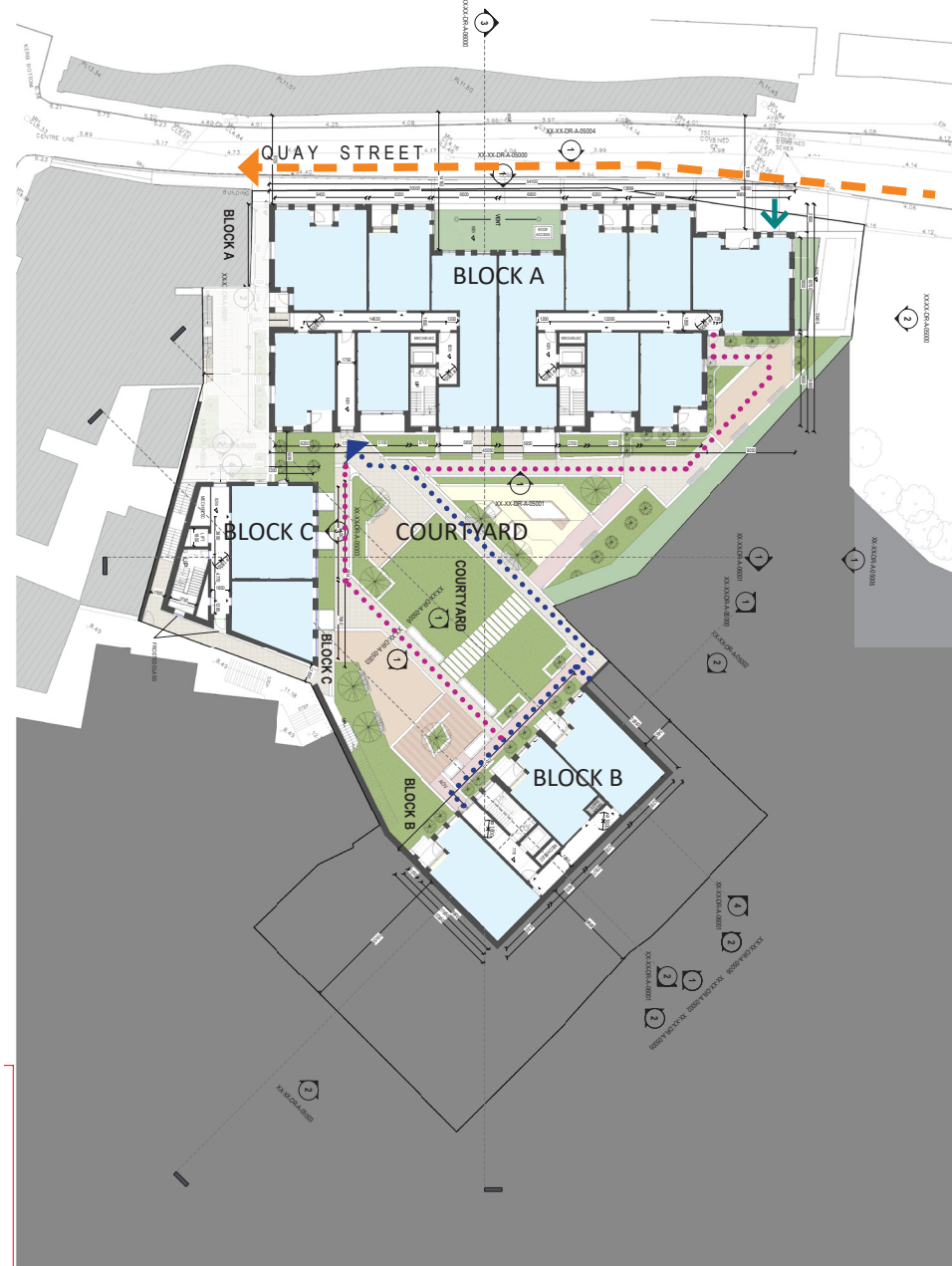
Response: The development has been laid out to maximise the use of the existing steeply sloped site. A varied mix of studio, 1 and 2 bed units are provided in three blocks across the scheme meeting the aspirations of a wide range of households. The buildings and outdoor spaces in the development have all been designed to be Part M compliant, following universal design principles.

The approach and primary access to Block A is provided along Quay Street which naturally slopes down to the east. The ground floor of Block A has been raised above street level taking into account flood risk. Level entry has been provided into a formal lobby with elegantly designed steps and a chair lift provided, bringing residents and visitors into the ground floor. There is a secondary access point to the site along Quay Street, to the west providing level access to bike parking facilities. Vehicle access to a proposed single-storey car park is provided to the north of the development along Quay Street with fire tender and emergency vehicle access to Blocks A and C also provided along Quay Street.

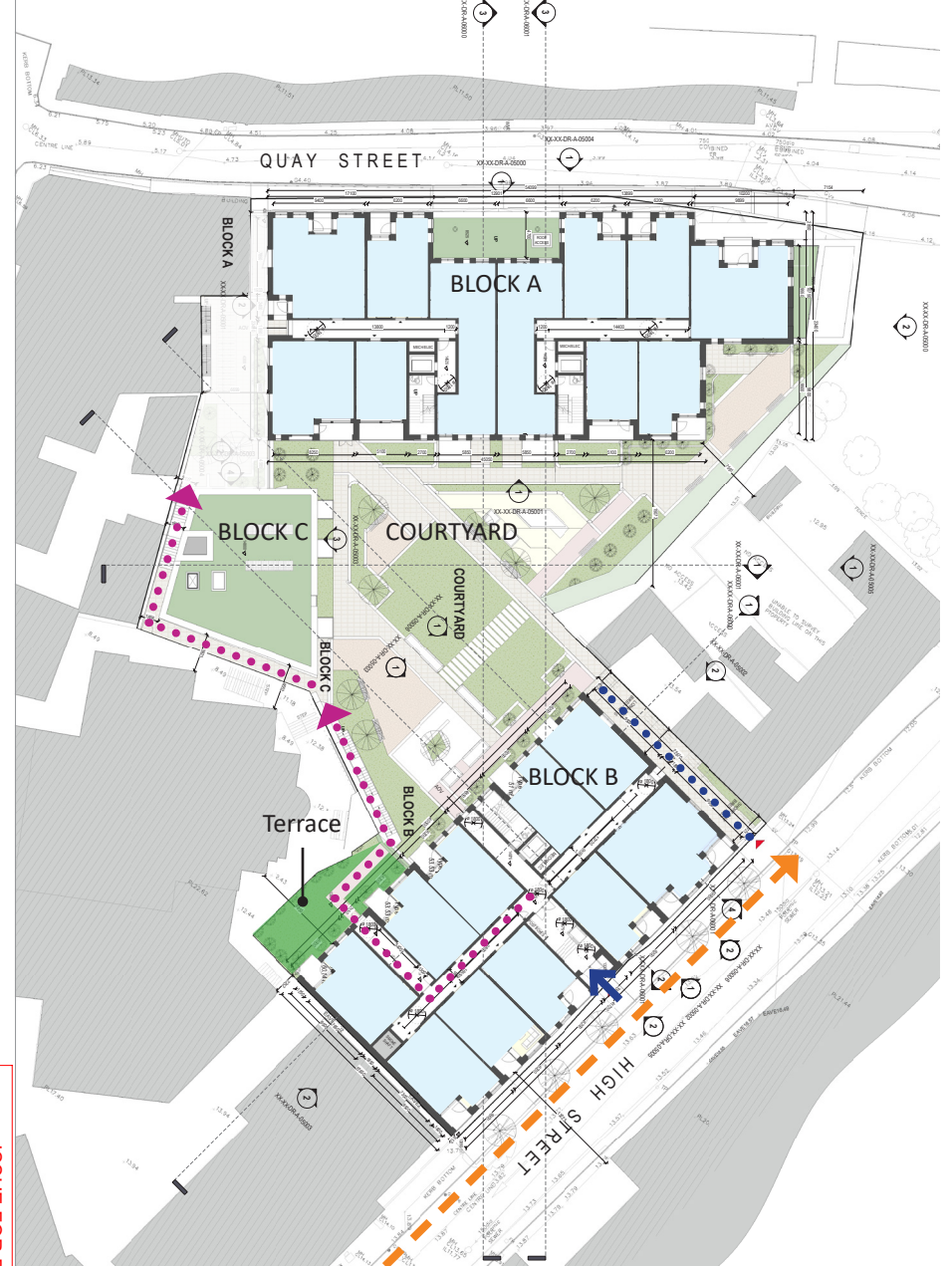
A level approach and primary access point is provided to Block B along High Street at 3rd floor level. A secondary access path is located to the north of Block B leading to an external glazed elevator that provides an accessible connection between this level and the communal courtyard on the 1st floor. External steps have been provided to the south as a secondary means of external connection, accessed from a small terrace on the 3rd Floor.

Fire tender access for Block B is along High Street.

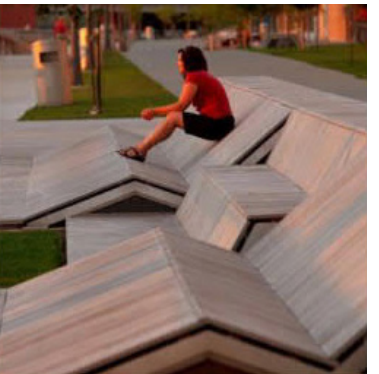
ACCESS & ROUTES THROUGH SITE
FIRST FLOOR LEVEL (QUAY STREET)



GROUND FLOOR LEVEL (HIGH STREET)



- Fire Tender & Emergency Vehicle Access
- Vehicular Access into Car Park
- Primary Pedestrian Routes
- Secondary Pedestrian Routes & Fire Escape
- Apartments
- Amenity
- Retail Unit



6.1. | VARIETY FOR NEW RESIDENTIAL DEVELOPMENT

How does the development promote a good mix of activities?

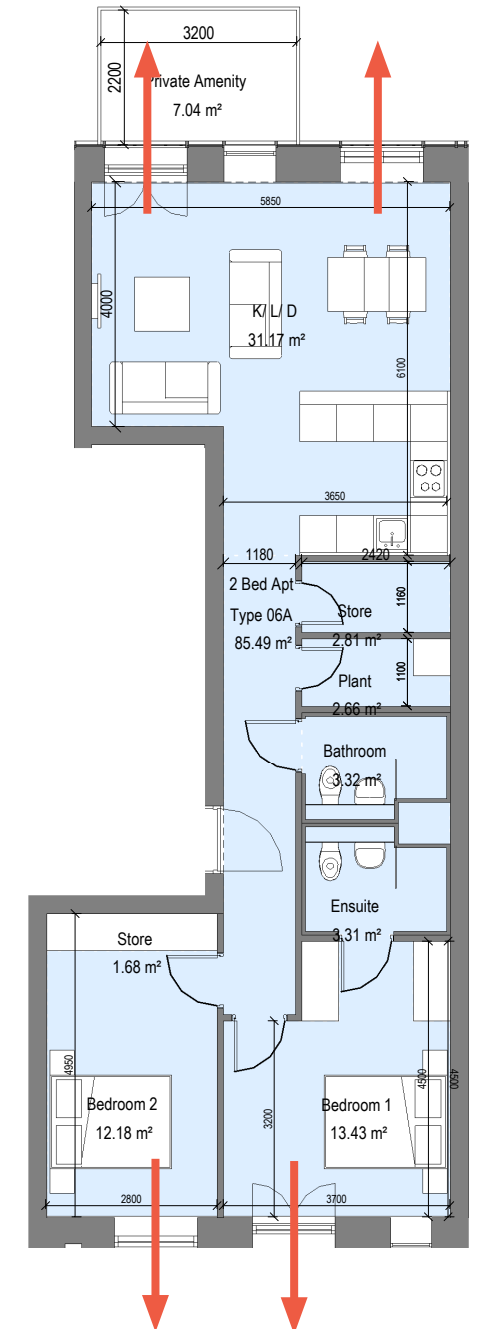
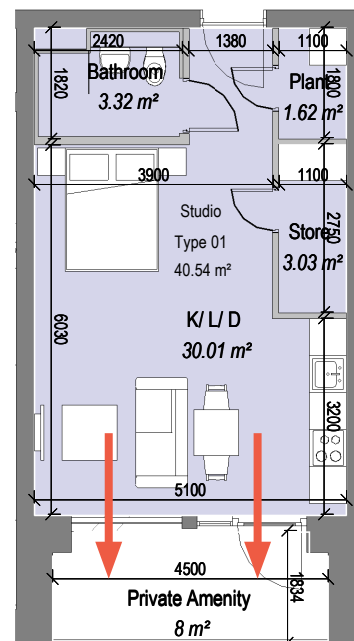
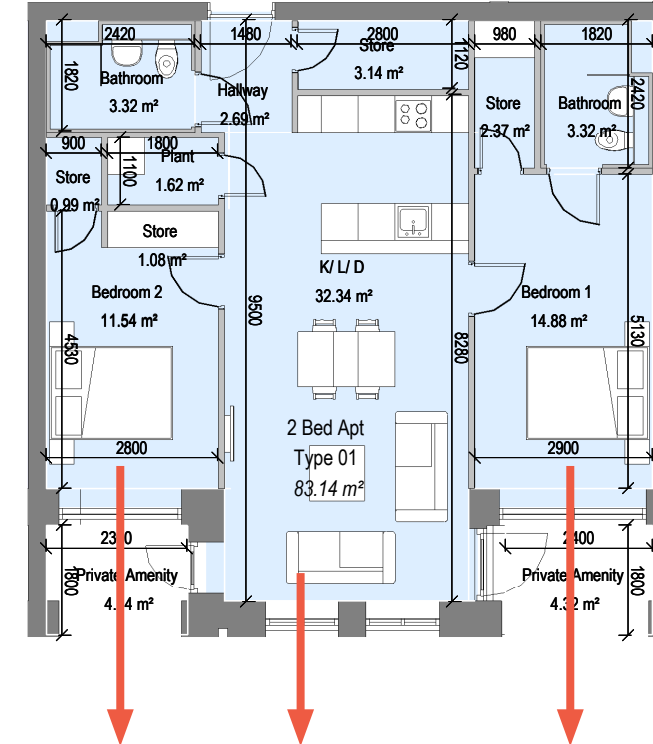
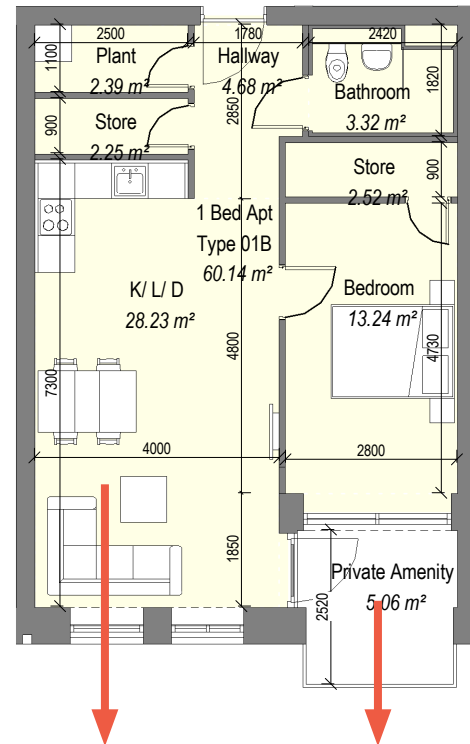
Urban
Design
Manual:

- 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.

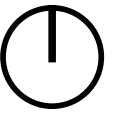
Response: Located in Balbriggan Town Center, with a mix of residential, commercial/retail and civic uses adjacent to the site, the proposed build to rent scheme aims to be complimentary to the neighbouring uses in the area and extend the range housing types and tenures available.

The development provides a range of studio, 1 and 2 bed apartment units, thus catering to a variety of people of all ages, abilities and life stages. The ratio of dwelling types provided across the scheme reflects the changing demographic demands of Irish households as outlined in Design Standards for New Apartments, where a greater number of 1-2 person homes are required. Accordingly, 60.0% of units in the scheme are studios and 1 bed apartments that can cater to young professionals, workers, downsizers and two person families.

It is proposed to provide a variety of shared residential amenities on the ground floor of Block A, along Quay Street in order to create an active frontage and extend of the mix uses available in the development.



6.1. | VARIETY FOR NEW RESIDENTIAL DEVELOPMENT



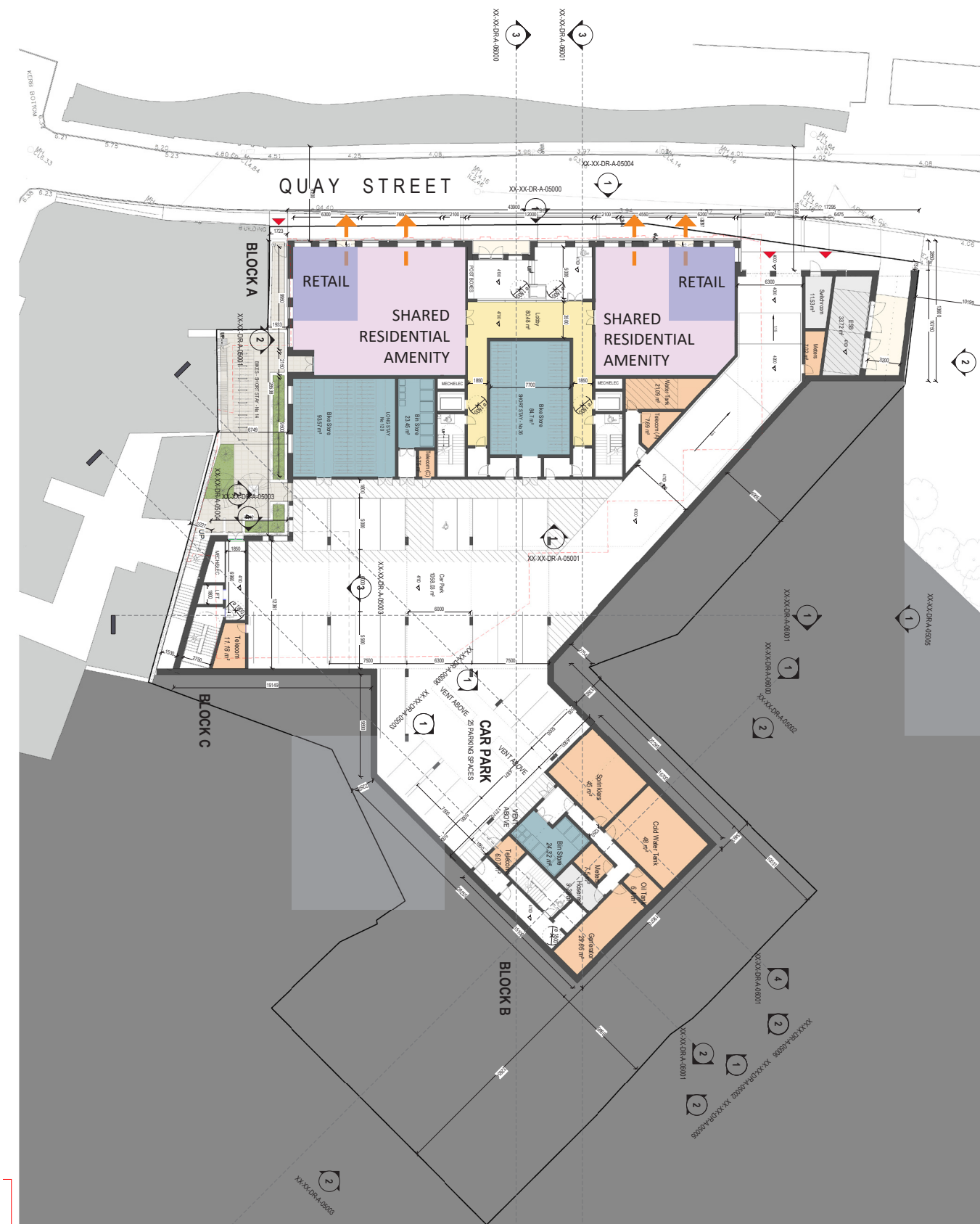
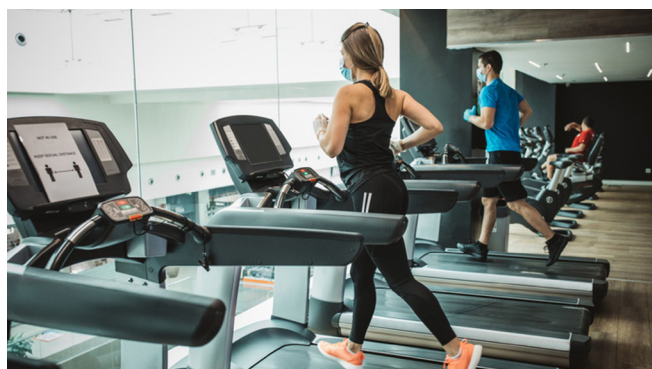
How does the development promote a good mix of activities?

Additional uses and facilities provided in the scheme include a communal garden courtyard, childrens' playground and a number of shared residential amenities, all of which can be easily accessed by residents. The central garden courtyard will be located at 1st floor level and can be used as an outdoor amenity space which is safe and passively overlooked. The courtyard has been designed to provide active break out areas for gathering, formal and informal play and more laid back spaces for quiet contemplation. Please refer to the CSR landscape drawings and report provided with this application for further details.

It is proposed to provide two small retail units along with 217.03 sqm. of high quality Shared Residential Amenities on the ground floor of Block A, 2.15 sqm./ residential unit. These will activate the street frontage onto Quay Street and provide generous spaces for the residents of Blocks A, B and C to meet, relax and exercise together, reinforcing a sense of community. The proposed shared residential amenities include a resident's lounge/ library, gym, co-working spaces, meeting room, children indoor play area, a kitchenette and entertaining space.

Resident support facilities such as designated bin stores are provided on the ground floor of each Block, adjacent to the cores where they can be easily accessed by residents. Sustainable modes of transportation are actively encouraged within the proposed development with ample secure and covered short stay and long stay bicycle parking facilities serving residents of the scheme and located on the ground floor of each block. There will be on site management of shared residential amenities and facilities.

Below: Potential Amenity Uses:





- 7.1 EFFICIENCY FOR NEW RESIDENTIAL DEVELOPMENT
- 8.1 DISTINCTIVENESS OF NEW RESIDENTIAL DEVELOPMENT
- 9.1 PUBLIC REALM FOR NEW RESIDENTIAL

SITE

7.1. | EFFICIENCY OF NEW RESIDENTIAL DEVELOPMENT



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

Urban
Design
Manual:

- 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
- Appropriate recycling facilities are provided

Response: As detailed in chapter 2.2 of this report, the proposed development is located on an underutilised and predominantly vacant site in the heart of Balbriggan Town Centre with numerous commercial, social and educational amenities on its doorstep along with a variety of public transportation facilities. The proposed scheme promotes sustainable urban development by making optimum use of a prime infill site. The proposed density of 240 units per hectare will make an efficient use of the existing land.

The development has been designed using passive solar principles. The apartments in the scheme have a predominantly east-west orientation with no single aspect apartments facing due north. The development achieves a 50.5% dual aspect ratio, exceeding both the Fingal Co. Co. Development Plan requirements and the guidelines set out in Design Standards for New Apartments. This will provide a reduction in the use of artificial lighting. The central communal courtyard has been designed with a south westerly aspect, allowing it to receive ample natural light throughout the day. Please refer to the accompanying daylight, sunlight and shadow analysis report produced by IN2 for further information.

The proposed buildings will be highly insulated and fully compliant with Part L. A fabric first approach being taken to achieve energy efficiency.

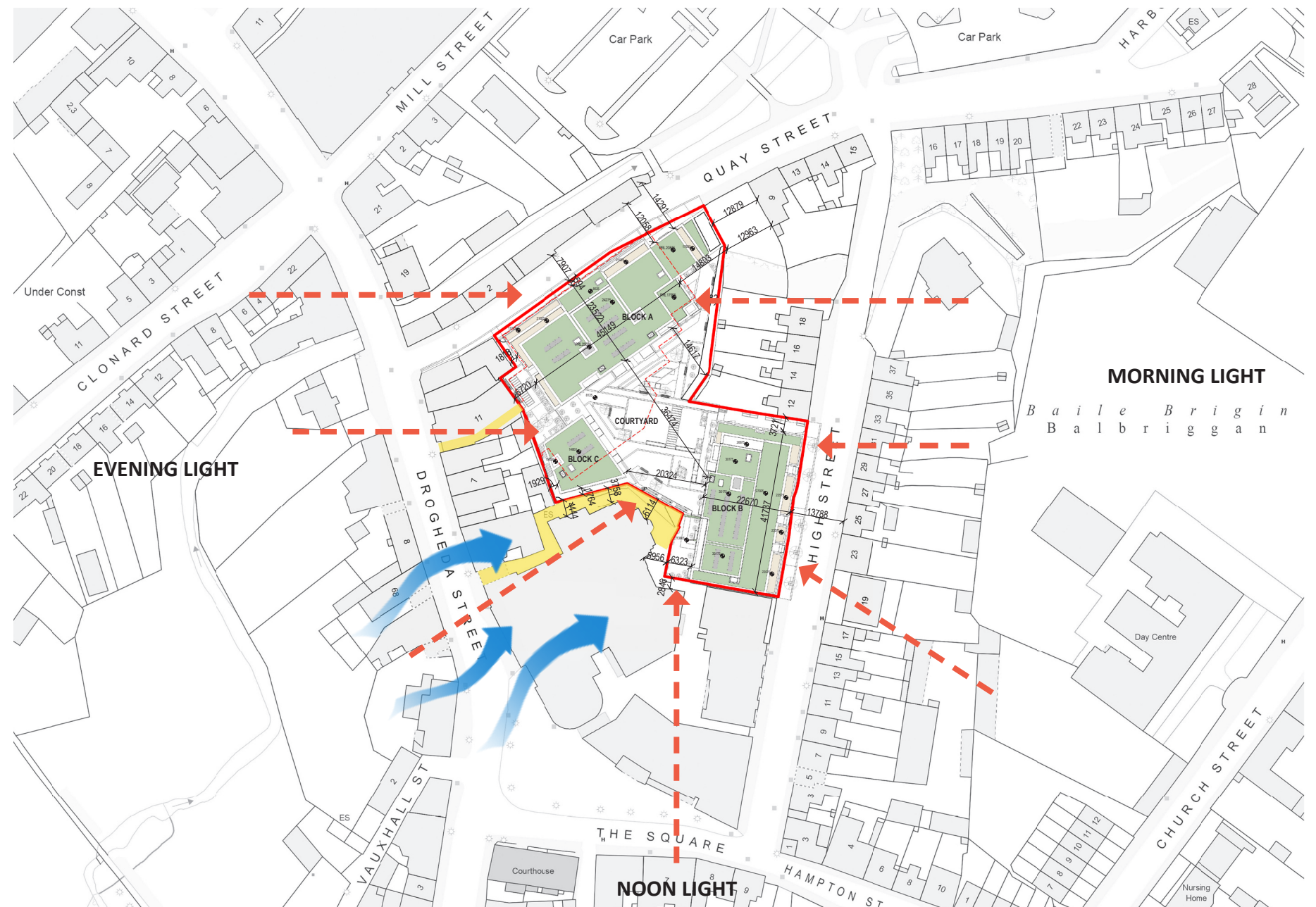
Sustainable urban drainage systems have been employed in the design of the scheme for rain water management. All roofs in the development have been designed as green/ blue roofs to reduce storm water run off and increase biodiversity. Please refer to the Engineering Services Report produced by ORS Consulting Engineers for further information.

Recycling bins have been provided in each of the bin stores.



Right: Proposed Green Roofs with Solar PV Panels on top of apartment buildings. It is proposed to provide integrated fall arrest systems in the design of all roofs to comply with necessary health and safety standards.

Below: Solar Path & Prevailing Wind Direction Diagram



8.1. | DISTINCTIVENESS OF NEW RESIDENTIAL DEVELOPMENT

How do the proposals create a sense of place?

Urban
Design
Manual:

- The place has recognisable features so that people can describe where they live and form an emotional attachment to the place
- The scheme is a positive addition to the identity of the locality
- The layout makes the most of the opportunities presented by existing buildings, landform and ecological features to create a memorable layout
- The proposal successfully exploits views into and out of the site
- There is a discernible focal point to the scheme

Response: The development has been designed to provide a series of distinctive but complimentary character areas, responding to the existing local context and each providing a recognisable sense of place for residents.

Character Area 1

The elevation of Block A, facing Quay Street, is vertically divided to resemble a series of 4 storey town homes, in keeping with the existing urban character of the street. This is achieved by alternating the use of two tone buff brick and coloured render, with separations between materials created either through shadow gaps or deeper recesses in the facade. A formal entrance is provided at the center of the building, with a sone surround in order to create a dynamic and elegant street frontage.

Character Area 2

The central garden courtyard provides a useable public open space with grassy break out spaces for informal play, children's play ground inspired by the nearby sea and beach, formal seating areas and integrated landscaping, planting and lighting. The resident's amenity space, located to the south provides a visual focal point and covered hub of activity that can spill out into the courtyard during the summer months.

Character Area 3

The residential frontage onto High Street, is charactrised by a 3 stoey brick facade, in keeping with the existing streetscape of red brick houses and apartments. The stepping of the building with two distinctive recessed upper floor with curtain wall cladding helps to create a sense of identity. In addition the inset balconies help to visually break-up the massing of Block B.



9.1. | PUBLIC REALM OF NEW RESIDENTIAL DEVELOPMENT

How is the public realm defined and enjoyed?

Presently the site is underutilised with two inactive frontages, one on Quay Street and one on High Street.

It is proposed to provide an active frontage onto Quay Street to compliment the adjacent uses on the street. A variety of shared residential amenities located at ground level will ensure active usage and passive surveillance of the street throughout the day and night. As stated in chapter 6.1 these will include a resident's lounge/ library, gym, co-working spaces, meeting room, children indoor play area, a kitchenette and entertaining space.

It is proposed to provide a new residential frontage onto High Street that will tie into the existing neighbouring residential uses. The living rooms and balconies of apartments in Block B have been located to activate the street and provide passive monitoring in order to increase pedestrian safety.

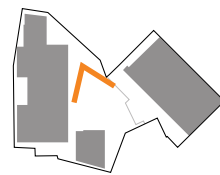
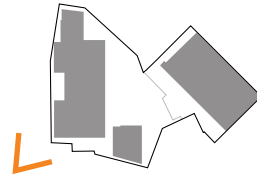
How safe, secure and enjoyable are public areas?

- 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 proposed new communal courtyard is entirely overlooked by the buildings in the development, forming a usable space and a complimentary addition to existing local amenities. The proposed children's playground enjoys passive surveillance from Blocks A, B & C.

A clear distinguishment is created between the public realm of the street and the central semi-private courtyard through the siting of the buildings in the landscape and the use of gated access points for residents along High Street and Quay Street.

The development is designed to be predominantly pedestrian and cyclist only with a car park located at ground level below the courtyard. All apartments are provided with private outdoor balconies and terrace spaces with the use of planting and balustrades to provide a privacy and a threshold between the communal courtyard and private amenity spaces of first floor units.



100.

10.1 ADAPTABILITY FOR NEW RESIDENTIAL
DEVELOPMENT

11.1 PRIVACY & AMENITY FOR NEW RESIDENTIAL
DEVELOPMENT

12.1 PARKING FOR NEW RESIDENTIAL
DEVELOPMENT

13.1 DETAILED DESIGN FOR NEW RESIDENTIAL
DEVELOPMENT

HOME

10.1. | ADAPTABILITY OF NEW RESIDENTIAL DEVELOPMENT

How sustainable and adaptable are the apartments?

Urban
Design
Manual

- 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

Response: All apartments in the development are provided with an open plan kitchen, living and dining room which allows for flexibility in use and arrangement. The internal walls of apartments are designed to be non structural. The majority of apartments in the scheme are generous in area, exceeding the guidelines set out in Design Standards for New Apartments. This allows for easy future adaptations to layouts, as indicated in the diagrams to the right. The two bed apartments in the scheme are designed to be flexible with the option of reconfiguring one of the bedrooms into an office, home gym or playroom/ den space. The grouping of studio and 1 bed apartments in the layout of Block A also allows for the combination of these units to form larger 3 bed units if required in the future.

All dwellings are designed to maximise daylight and prevent heat loss. The building fabric is highly insulated meeting the requirements of the current Part L of the Building Regulations. The buildups of walls, roofs and floors will be designed to minimise air leakage paths, with the provision of mechanical ventilation with heat recovery to maintain air quality. Lighting will be high efficiency LED throughout. Apartments will achieve a minimum A3 BER rating.



- Structural Walls
- Flexible Open Plan Living Spaces
- 2nd Bdrroom reconfigurable into office, home gym or playroom
- Future potential to combine studio and 1 bed apartment into 3 bed apartment



11.1 | PRIVACY & AMENITY FOR NEW RESIDENTIAL DEVELOP-

How does the scheme provide a decent standard of amenity?

- Urban Design Manual:
- Each home has access to an area of useable 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.

Response: Each of the proposed apartments have been provided with private outdoor amenity spaces in the form of balconies or terraces. These balconies and terraces will provide passive surveillance with views of either High Street, Quay Street or the central communal courtyard within the scheme. The upper balconies and terraces overlooking High Street will have spectacular views of Quay Street Park and Balbriggan Train Viaduct.

The proposed buildings are sited with an east-west orientation and there are no single aspect apartments facing due north in the development. Apartments are designed to maximise natural daylight throughout the day particularly in living areas. The scheme provides a 50.5% dual aspect ratio exceeding the Fingal County Development Plan requirements. A daylight analysis has been undertaken of the scheme demonstrating that all proposed apartment units comply with the relevant guidelines and standards. For further information please refer to the daylight, sunlight and shadow analysis report produced by IN2 accompanying this submission.

All apartments in the scheme are designed to exceed Part E sound requirements. Ample storage is provided in each unit to meet the minimum requirements set out in Design Standards for New Apartments.



Key:

Controlled Aspect Views

Dual Aspect Apartments

Usable Private Open Space (Balconies and Terraces)

Storage Spaces

Left: Photograph taken from the rooftop of the former ‘Mall Shopping Centre’ with views of Quay Street Park and Balbriggan Train Viaduct

11.1 | PRIVACY & AMENITY FOR NEW RESIDENTIAL DEVELOPMENT



How does the scheme provide a decent standard of amenity?

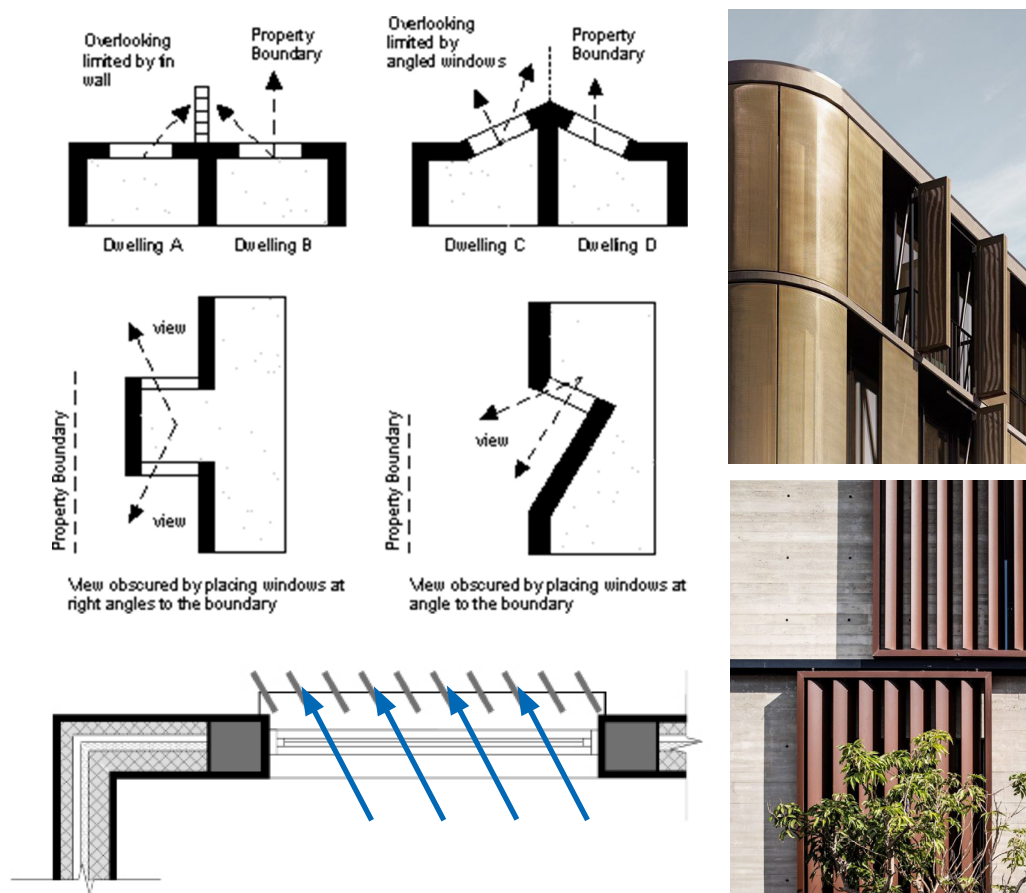
The proposed scheme is designed to preserve the privacy of its residents and prevent the overlooking of adjacent properties. The upper floors of each of the blocks are designed with significant setbacks to the site boundaries. Along High street, windows on the north facade of Block B have been designed with external louvered pop-out screens and frosted glass in order to control the aspect and prevent the overlooking of the neighbouring houses and gardens.

Similarly, all windows on the south facade of Block A will have controlled aspect louvers to prevent the overlooking of adjacent properties.

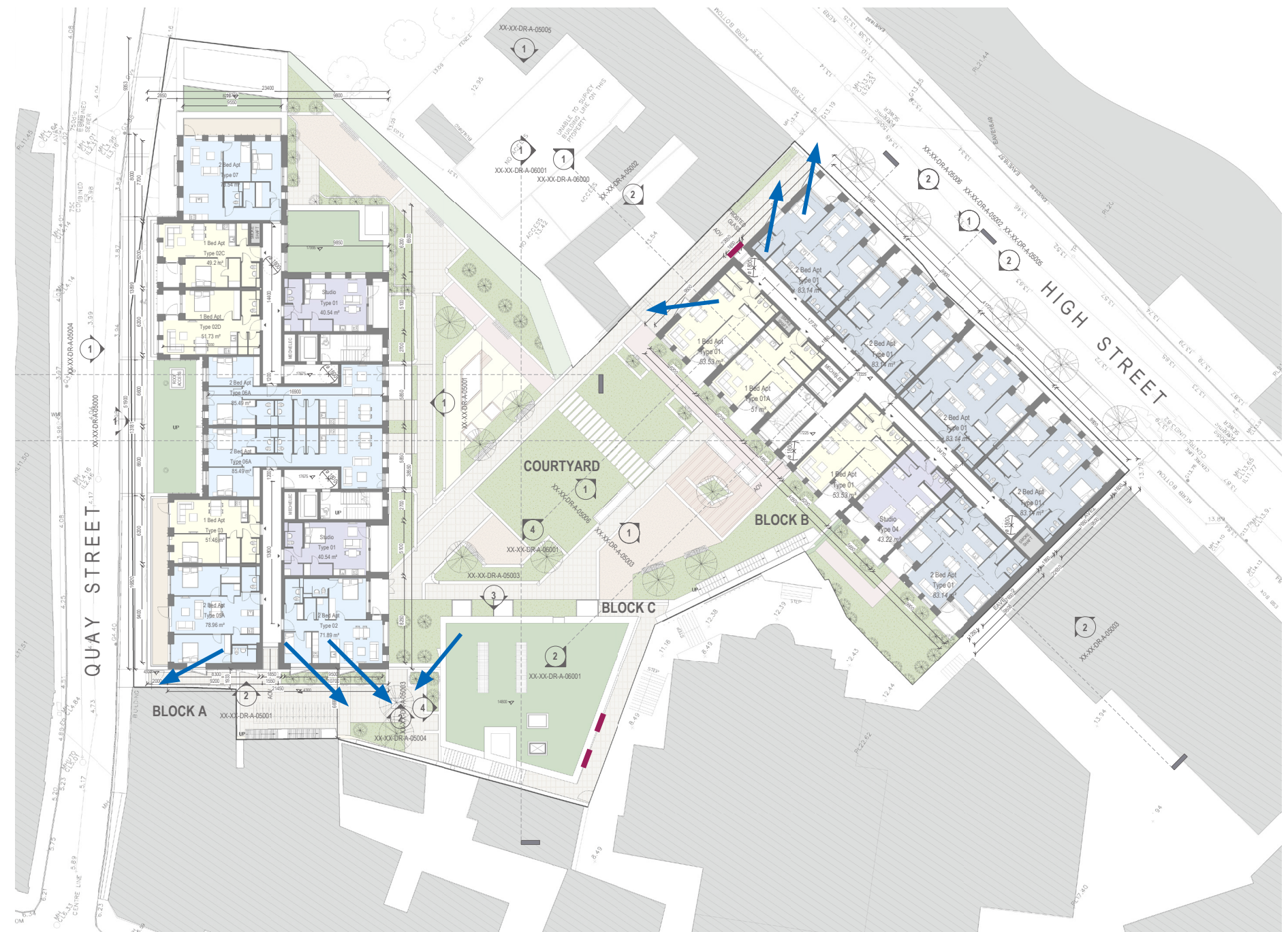
In Block C, windows overlooking Block A will have controlled aspect louvers and overlooking the adjacent properties will have frosted glass.

A generous communal courtyard has been provided in the centre of the scheme with the internal distance between the proposed apartment blocks exceeding 22m, as required in the Fingal Co. Co. Development Plan.

Below: Concept images of louvered screens



Below: Plan describing locations of controlled aspect windows with louvered screens to prevent the overlooking of adjacent properties



12.1 | PARKING FOR NEW RESIDENTIAL DEVELOPMENT



How will the parking be secure and attractive?

- Urban Manual:
- Appropriate car parking is on-street or within easy reach of the home's front door, unless the development is designed as car-free, as in the Vauban experience
 - Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation
 - Parking is provided communally to maximise 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

Response: Car Parking

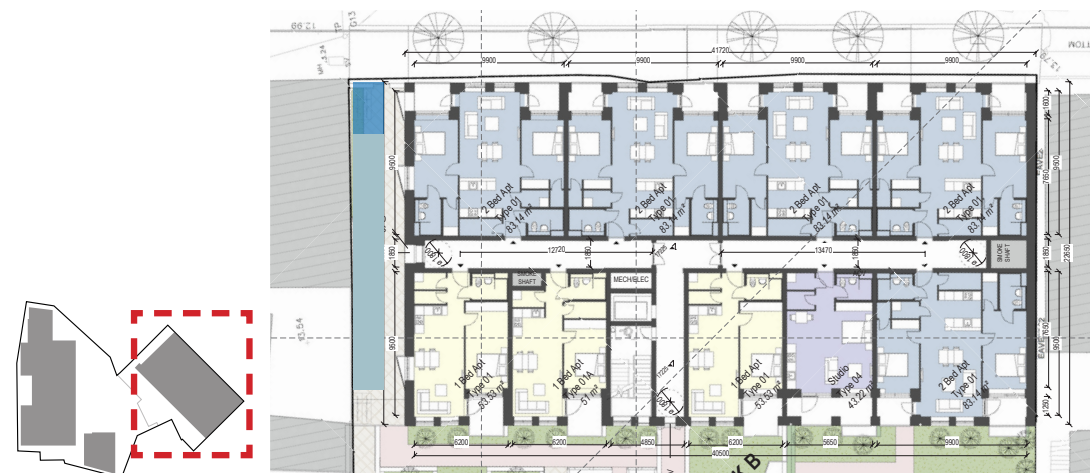
The site is located in Balbriggan Town Center, within easy walking distance of numerous public transport options and local employment opportunities. In accordance with Design Standards for New Apartments, a reduced car parking provision is acceptable in Central and/or Accessible Urban Locations in order to encourage the use of more sustainable modes of transportation such as cycling and public transport. It is therefore proposed to provide 25 No. car parking spaces to be accessed from Quay Street. The parking will be provided on the ground floor of Block A, below the landscaped courtyard.

Bicycle Parking

Cycling is positively encouraged within the scheme. 130 No. secure, covered long stay cycle parking spaces have been provided on the ground floor of Block A and B. A further 52 No. visitor cycle parking spaces have been provided on the ground floor with level access from Quay Street and High Street.

Bin Stores



Two secure, covered, communal bin stores have been provided on the ground floor of the development, in Block A and the other below Block B. They have been sited to be easily accessible by residents of all three blocks but also screened from view of the central courtyard above.



Above: Ground floor diagram describing bike parking locations. Level access is provided to the bike parking from Quay Street and external elevator access is provided from High Street.

12.2 | SCHEDULE OF AREAS

APARTMENT TYPE		AREA sq.m.	GFL	1ST	2ND	3RD	4TH	5TH	6TH	7TH	8TH	TOTAL No. APT	GROSS sq.m.	SINGLE ASPECT	DUAL ASPECT	PART V UNITS
BLOCK A																
No. of Apartments																
STUDIO	Type 01	40.54		2	2	2	2	2				10	405.40	8	2	
STUDIO	Type 02	41.60						2				2	83.20	1	1	
1 BED	Type 01F	53.53						1				1	53.53	0	1	
1 BED	Type 02	52.23			1	1						4	208.92	0	4	
1 BED	Type 02A	56.79		2	2	2						6	340.74	0	6	
1 BED	Type 02B	54.26		1	1	1						3	162.78	3	0	
1 BED	Type 02C	49.20					1					1	49.20	1	0	
1 BED	Type 02D	51.73					1					1	51.73	0	1	
1 BED	Type 03	51.46					1					1	51.46	0	1	
2 BED (3P)	Type 02	72.13			1	1	1					3	216.39	0	3	
2 BED (4P)	Type 03	85.07			1	1						2	170.14	0	2	
2 BED (3P)	Type 03A	82.67		1								1	82.67	0	1	
2 BED (4P)	Type 04B	83.82						1				1	83.82	0	1	
2 BED (4P)	Type 05	86.33		1	1	1						3	258.99	0	3	
2 BED (4P)	Type 05A	78.96					1					1	78.96	0	1	
2 BED (4P)	Type 06	89.45		2	2	2						6	536.70	0	6	
2 BED (4P)	Type 06A	85.49					2	2				4	341.96	0	4	
2 BED (4P)	Type 07	73.54					1					1	73.54	0	1	
			0	11	11	11	10	8	0			51	3250.13	13	38	
Retail Unit		49.39														
Retail Unit		60.76														
Shared Amenity		100.50														
Shared Amenity		116.53														
BLOCK B																
No. of Apartments																
STUDIO	Type 03	48.99							1			1	48.99	0	1	
STUDIO	Type 04	43.22					1	1	1	1		4	172.88	4	0	
1 BED	Type 01	53.53				4	2	2	1	1		10	535.30	7	3	4
1 BED	Type 01A	51.00		1	1	1	1	1				5	255.00	4	1	1
1 BED	Type 01B	60.14				1						1	60.14	1	0	1
1 BED	Type 01C	66.87		1	1							2	133.74	2	0	
1 BED	Type 01D	66.86		1	1							2	133.72	2	0	
1 BED	Type 01E	59.17				1						1	59.17	1	0	1
1 BED	Type 01G	52.38				2						2	104.76	2	0	2
1 BED	Type 04	51.38								1		1	51.38	0	1	
2 BED (4P)	Type 01	83.14				1	5	5	1			12	997.68	9	3	1
2 BED (4P)	Type 01A	80.26							1			1	80.26	0	1	
2 BED (4P)	Type 04	68.31							3			3	204.93	3	0	
2 BED (3P)	Type 04A	69.58								1		1	69.58	0	1	
			0	3	3	10	9	9	8	4		46	2907.53	35	11	13
BLOCK C																
No. of Apartments																
STUDIO	Type 05	53.48		1	1							2	106.96	2	0	
2 BED (4P)	Type 05A	78.02		1	1							2	156.04	0	2	
			0	2	2	0	0	0	0	0		4	263.00	2	2	
TOTAL													101	6421	50	51
															%	%
															49.50	50.50

MIX	UNITS	%		TOTAL	101
STUDIO	19	19%			
1 BED	41	41%			
2 BED (3P)	5	5%			
2 BED (4P)	36	36%			
TOTAL	101	100%			
MIX - PART V	UNITS	%		Private	1/2 Units
STUDIO	0	0%		51	25
1 BED	9	90%		51	25
2 BED (3P)	0	0%			
2 BED (4P)	1	10%			
3 BED	0	0%			
TOTAL	10	100%			
				Visitor	1/2 Units
				Private	1/Bedroom
				TOTAL	175
					182

SITE OVERVIEW			%	NOTES
Total Site Area	0.42	ha		
Total Building Footprint Area	0.25	ha		
Public Realm (Front of Block A)	0.002	ha		
Communal Open Space (Podium)	0.14	ha		
Total Green Roof Area	0.16	ha		
No. of Apartments	101			
Retail Unit	49.39	sqm		
Retail Unit	60.76	sqm		
Shared Ammenity Space	100.50	sqm		
Shared Ammenity Space	116.53	sqm		
No. of Residential Units	101	units		Total No. of Units (Excl. Shared Ammenity)
No. of Dual Aspect Units (Apartments only)	51	units		
Part V Provision	10	units		
Density-Residential/Total Area	240	units/ha		Total No. of Residential Units / Site Area
Total Car-Parking Spaces	25			
Total Bicycle Parking Spaces	182			

13.1 | DETAILED DESIGN- MATERIALS

How well thought through is the building and landscape design?

Block A - Materials Selection



1. Selected buff colour brick



2. Light grey metal cladding panel



3. Selected buff colour brick



5. Light coloured stone cladding



6. Recessed penthouse floor with curtain wall cladding



3. Double glazed windows with dark grey aluminum clad frame



Block A- Quay Street Elevation

13.1 | DETAILED DESIGN- MATERIALS

How well thought through is the building and landscape design?

Block B- Materials Context



Photograph of neighbouring red brick apartment building & Balbriggan Library building



Photograph of neighbouring red brick single storey cottages and double storey houses accross the street

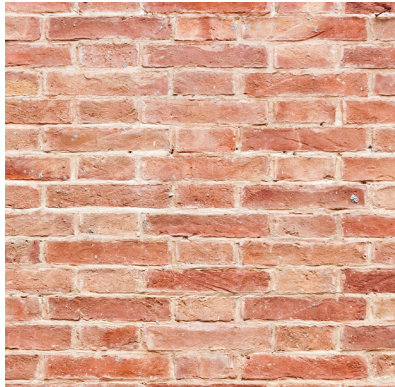
Block B- Materials Selection



1. Light grey metal cladding panel



2. Recessed penthouse floor with curtain wall cladding



3. Selected light red brick to compliment neighbouring buildings



3. Double glazed windows with dark grey aluminum clad frame



Block B- High Street Elevation

14.0

CONCLUSION

14.1. | CONCLUSION

The proposed scheme will provide an excellent re-use of its prime urban location, in close proximity to numerous amenities, employment opportunities and transportation links.

The mixed-use development will will create a high quality, sustainable and attractive new neighbourhood within Balbriggan Town Centre through the provision of 101 residential units accross three buildings, shared residential amenities, communal courtyard, associated play area and roof terraces. The scheme has been designed to provide two attractive and active frontages onto Quay Street and High Street. The architecture has been designed to carefully tie into the existing built fabric through the use of materials such as brick and stone, elegant detailing and the use of steps in the massing to sensitively address the boundaries with neighbouring properties. The proposed communal courtyard has been located in the heart of the development to ensure passive mointoring. It has been deisgned to provide a highly useable, landscaped and active outdoor amenity for residents to enjoy with areas for play, excercise, seating and quiet contemplation.

The development is designed to respect and enhance the detailed parameters set out in the Fingal County Council Development Plan 2017-2023. We respectfully submit the proposed development for the consideration of the Planning and Development Authority.



15.10

RESPONSE TO ABP OPINION

15.1. | RESPONSE TO ABP OPINION

Case Reference: ABP-308916-20

Issues:

1. Height and Design

“While the site may be considered suitable for high density development and may be able to absorb height and taller elements within it, the documents require further consideration and/or justification as they relate to the scale, bulk and mass of the building relating specifically to the visual impact on Quay Street and High Street and on the receiving environment of the Harbour Area, all of which are within Balbriggan ACA. The further consideration of these issues may require an amendment of the documents and/or design proposal submitted.”

RESPONSE:

The height of Block A, which faces Quay Street, has been reduced from the previously proposed 7 storeys to 6 storeys to minimise the visual impact of the building on the environment of the Harbour Area. The form of the block is broken down through a series of significant set-backs to the north-east and north-west, stepping down from 6 storeys to 4 storeys at the shoulder height. The use of carefully chosen lightweight materials on the upper floors, light gray metal cladding for the set back 5th floor and curtain walling with a combination of glass and spandrel for the recessed 6th floor, aid in breaking down the scale and massing of the block. The use of curtain walling on the top floor will provide reflections of the sky and diminish the visual impact of this level when viewed from a distance. The elevations of the lower floors of Block A, facing onto Quay Street, are vertically divided to resemble a series of 4 storey town homes. This is achieved by alternating the use of two-tone buff brick and coloured render, with separations between materials created either through shadow gaps or deeper recesses in the facade, in order to create a dynamic street frontage.

The height of Block B facing High Street is 5 storeys and the overall height has been reduced by 150 mm. A similar approach has been taken to Block A in breaking down the bulk and massing of Block B both horizontally and vertically. Block B has been designed to compliment the existing architecture on High Street. The height of the neighbouring apartment building to the south is three storeys with a set back 4th storey penthouse level. Similarly, it is proposed for Block B to have a 3 storey street frontage with two upper significantly set back levels to the North, East and West to minimise the visual impact of the building on the street and on distant views from the Harbour. The use of predominantly red brick for the lower 3 storeys has been chosen to be in keeping with the existing character of the street, with many of the neighbouring buildings being redbrick. The introduction of white render to the central bay of the building in combination with the use of recessed balconies works to vertically break down the scale of the building and provide a visually interesting street facade.

2. Public Realm

“Further consideration/justification of the documents in relation to the public realm along Quay Street and maximisation of opportunities for activity at street level.”

RESPONSE:

The public realm along Quay Street has been carefully considered taking into account the requirement for activation at street level and balancing these requirements with a response to the site's flood risk. Level entry has been provided into Block A from Quay Street. The building's main entrance was previously located on a small forecourt, however this has now been removed, with entry directly from the boundary to the street in order to provide a greater level of street activation and safety. From the building's internal lobby, ambulant disabled steps and a chair lift lead up to the ground floor level of the scheme, which has been raised to 4.7m above sea level, in order to prevent the risk of flooding, taking into account the 1: 1000 year flood event.

Previously it had been proposed to provide residential units at ground level, however these have been raised to first floor level with a number of active uses proposed along the ground floor of Block A. These will take the form of two small retail units and shared residential amenities spaces. The residents of the development will benefit from a gym, lounge, co-working spaces, meeting room, library and indoor playroom. The variety of uses will ensure an active street frontage and passive surveillance on to Quay Street throughout the day and in the evenings.

The building elevation will provide enclosure to Quay Street, reinforcing its “narrow” distinctive character and presenting a well-considered and proportioned façade in brickwork, render and contemporary materials complementing the local urban grain and patterns, and defining a new quality streetscape.



15.1. | RESPONSE TO ABP OPINION

Case Reference: ABP-308916-20

Additional information:

1. "Further consideration/justification of the documents in relation to sunlight, daylight and overshadowing, including impacts on neighbouring properties, as well as internally within the proposed development."

RESPONSE:

Please refer to the Daylight & Sunlight Report produced by IN2 Engineering.

2. "Documentation to clearly indicate details of public realm improvements proposed to Quay Street, including consideration of consistent footpath widths at this location, in conjunction with PA plans in this regard. Details in relation to public realm improvements along High Street are also required."

RESPONSE:

Please refer to the Landscape Design Report produced by Cunnane Stratton Reynolds for detailed information on the proposed public realm improvements submitted as part of this application.

3. "Further consideration/justification in relation to the Flood Risk Assessment and SUDS measures proposed."

RESPONSE:

Several design measures have been implemented in order to address the risk of flooding on site. In response to the Flood Risk Assessment, all residential units have been relocated from the ground floor of the development to the first floor, to prevent flooding. The ground floor will now contain retail units and shared residential amenity spaces, which provide an active street frontage and passive surveillance onto Quay Street, along with the bike storage, bin stores and a car park. The ground floor itself has been raised to 4.7m above sea level, a height that is above the 1: 1000 year flood level. The single storey ESB substation located to the north of the site has also been raised to the same level to eliminate any risk of damage due to flooding. The proposed retail units are at 50 mm above street level for Part M compliant access.

Please refer to the Flood Risk Assessment Report produced by JBA, provided as part of this submission for further information.

4. "Detailed drawings, cross-sections, elevations and additional CGIs of the site to demonstrate that the development provides an appropriate interface with the adjoining lands and provides for a quality public realm. Additional photomontages/CGI's should include views showing trees when they are not in leaf."

RESPONSE:

Please refer to the detailed drawings, plans, elevations and additional sections produced by McCauley Daye O'Connell Architects and additional CGIs produced by D3D.

5. "Details of the proposed materials and finishes to the scheme. Particular regard should be had to the requirement to provide high quality and sustainable finishes and details which seek to create a distinctive character for the development."

RESPONSE:

The durability of the proposed development has been considered in the careful selection of high quality materials such as brick, render, metal panel and curtain wall. The variation in material use breaks down the massing of the buildings whilst providing visual interest. Brick, a material that requires little maintenance will be the predominant material used in the development and in the areas more exposed to weathering. It is proposed to use a mix of red brick and render on the lower 3 floors of Block B, along High Street, consistent with the neighbouring context. Along Quay Street there is a much greater variation in the type and colour of materials used on the adjacent buildings, which include coloured render, brick and stone. It is proposed for the first four storeys of Block A to resemble a series of town-homes through the use of two types of buff brick, and alternating coloured render in order to break down the volume of the building and create a visually interesting frontage. At ground level Blocks A and B will sit on top of a low stone plinth, used to elegantly create an interface with the sloping topography of both Quay Street and High Street whilst preventing the scuffing and marking of the proposed brick and render. A stone surround will also be used to clearly signify the entry to each Block. The upper two floors of each block have been set back and light weight materials have been used, namely metal and curtain walling in order to further reduce the scale and visual impact of the development on the receiving environment of the Harbour by blending into the existing skyline.

6. "Justification and analysis in relation to type of Resident Support Facilities and Resident Services and Amenities being provided and scale of such uses."

RESPONSE:

It is proposed to provide 217.03 sqm. of high quality Shared Residential Amenities on the ground floor of Block A, 2.15 sqm./ residential unit. These will activate the street frontage onto Quay Street and provide generous spaces for the residents of Blocks A, B and C to meet, relax and exercise together, reinforcing a sense of community. The proposed shared residential amenities include a resident's lounge, library, co-working spaces, meeting room, gym, children's playroom, a kitchenette and entertaining space.

Resident support facilities such as designated bin stores are provided on the ground floor of each Block, adjacent to the cores where they can be easily accessed by residents. Sustainable modes of transportation are actively encouraged within the proposed development with ample secure and covered short stay and long stay bicycle parking facilities serving residents of the scheme and located on the ground floor of each block. There will be on site management of shared residential amenities and facilities.

15.1. | RESPONSE TO ABP OPINION

Case Reference: ABP-308916-20

For details , please refer to the detailed report produced by Aramark Property.

7. *Ecological Impact Assessment.*

RESPONSE:

Please refer to the detailed report produced by Whitehill Environmental.

8. *Wind micro-climate study, including analysis of balconies and any upper level roof gardens.*

RESPONSE:

Please refer to the detailed report produced by IN2 Engineering.

9. *Mobility Management Plan.*

RESPONSE:

Please refer to the detailed report produced by ORS.

10. *A detailed Construction Environmental Management Plan.*

RESPONSE:

Please refer to the detailed report produced by ORS.

11. *A detailed schedule of accommodation which shall indicate compliance with relevant standards in the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities' 2020, including its specific planning policy requirements.*

RESPONSE:

Please refer to Residential Quality Audit produced by McCauley Daye O'Connell Architects.

12. *A building life cycle report shall be submitted in accordance with section 6.3 of the Sustainable Urban housing: Design Standards for New Apartments (2020). The report should have regard to the long term management and maintenance of the proposed development.*

RESPONSE:

Please refer to the detailed report produced by Aramark Property.

13. *Response to issues raised by the Parks and Green Infrastructure Division (dated 15.01.21), Transportation Planning Section (dated 19.01.21), Water Services Division (dated 20.01.21) and Conservation Officer Section (dated 11.01.21) of FCC, as per the reports submitted in Appendix 3 of the*

Planning Authority Report, received on 27th January 2021.

RESPONSE:

Please refer to the consultants' report supporting the planning application.

14. *Where the applicant considers that the proposed strategic housing development would materially contravene the relevant development plan or local area plan, other than in relation to the zoning of the land, a statement indicating the plan objective (s) concerned and why permission should, nonetheless, be granted for the proposed development, having regard to a consideration specified in section 37(2)(b) of the Planning and Development Act 2000. Notices published pursuant to Section 8(1)(a) of the Act of 2016 and Article 292 (1) of the Regulations of 2017, shall refer to any such statement in the prescribed format.*

RESPONSE:

Please refer to the detailed report produced by planning consultant McGill Planning Ltd.

15. *An Appropriate Assessment screening report and/or Natura Impact Statement.*

RESPONSE:

Please refer to the detailed reports produced by Whitehill Environmental and Wildlife Surveys.