



# ARCHITECTURAL / URBAN DESIGN STATEMENT

Paintworld, 1 - 2 Ballymount Road Lower, Dublin 12

October 2022

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Document prepared by

## MODULE

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Dublin 12.

October 2022

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This document is being submitted to South Dublin County Council to outline Module's approach to the delivery of the design of this proposed mixed use development at Paintworld, 1 – 2 Ballymount Road Lower, Dublin 12.

Our Design approach is as follows:

- a) Review of notes from pre-planning consultation with SDCC.
- b) Site visits.
- c) Discussions with the client with regards to their needs.
- d) Examination of other similar sites and associated planning response of same.
- e) Details of site's constraints (SWOT Analysis).
- f) Vision statement as to what could be achieved.
- g) Proposed sketch layouts.
- h) Creation of a preliminary plan.
- i) Development of Planning Application drawings.

### Purpose of Urban Design Statement

The purpose of the urban design statement is to support planning applications, demonstrating how a proposal contributes to the creation of place, responds to its context, contributes towards the development of a legible and permeable urban form which is focused on public and sustainable transport and strengthens existing communities and neighbourhoods. An urban design-led approach to the development management process ensures that higher standards of design and layouts are fully integrated into proposed developments.

This urban design statement considers twelve themes which have informed the design process and which have influenced the final proposed layout of the development.

The 12 criteria established in the *Urban Design Manual: A Best Practice Guide* (see table 1) will be considered throughout this document, where applicable and relevant. This approach will demonstrate how the proposal has been considered at a range of different scalar levels, where an urban design-led approach has formed an integral part of the design process.

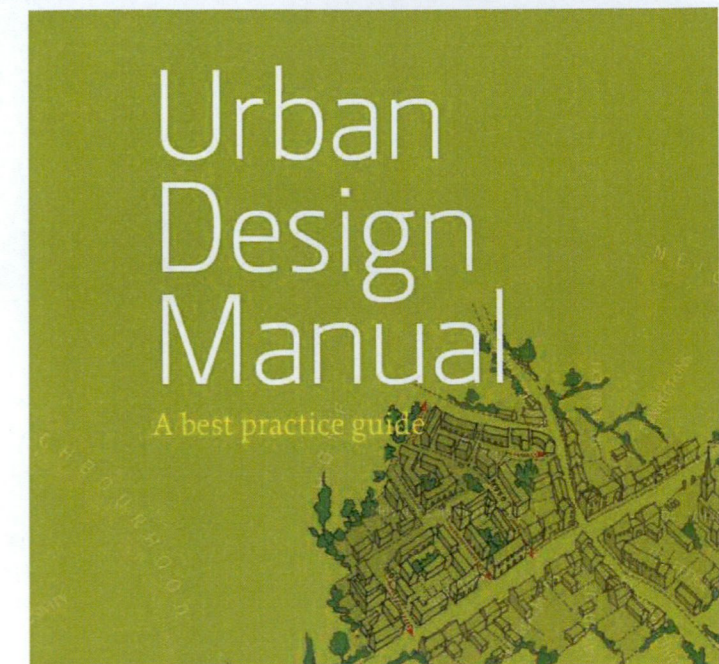


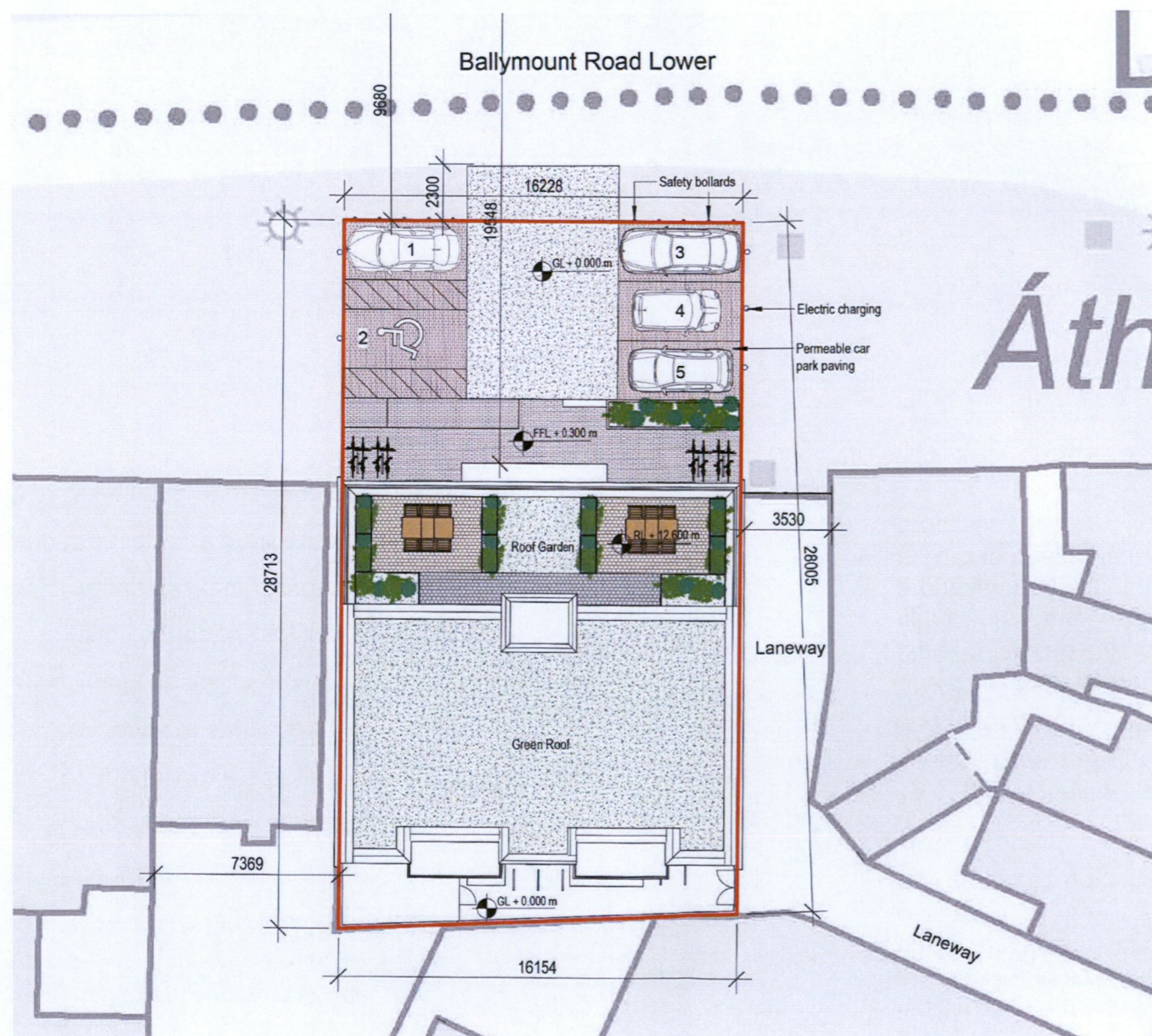
TABLE 1: URBAN DESIGN MANUAL: A BEST PRACTICE GUIDE (2009)

#### THE 12 CRITERIA

1. CONTEXT
2. CONNECTIONS
3. INCLUSIVITY
4. VARIETY
5. EFFICIENCY
6. DISTINCTIVENESS
7. LAYOUT
8. PUBLIC REALM
9. ADAPTABILITY
10. PRIVACY AND AMENITY
11. PARKING
12. DETAILED DESIGN

Proposed Development

The proposed development will consist of the demolition of existing commercial building on site and the construction of 2 no. commercial units and Plantroom on Ground floor and 10 no. residential apartments comprising 1 no. Studio apartment, 4 no. 1-Bed apartments and 5 no. 2-bed apartments all with private balconies over 4 floors. A communal roof garden is located on the fourth floor; bin stores for the commercial and residential units is located at the rear of the building, 6 no. car parking spaces is provided for the development. 8 no. bicycle spaces is provided at the front for commercial units and 10 no. bicycle spaces at the rear for the residential units. Site access is from Ballymount road lower.

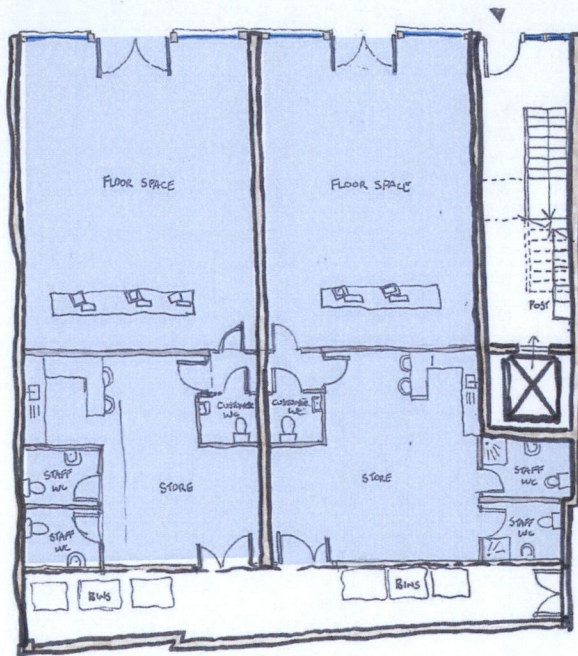


MIXED USED DEVELOPMENT, BALLYMOUNT ROAD LOWER	
NO. OF UNITS	8
BUILDING HEIGHT	5 STOREYS
TOTAL SITE AREA (HECTARES)	0.0459
PLOT RATIO	2.2
DENSITY (UNITS PER HECTARE)	218
SITE COVERAGE	54%
TOTAL PARKING SPACES	5
TOTAL BICYCLE SPACES	18

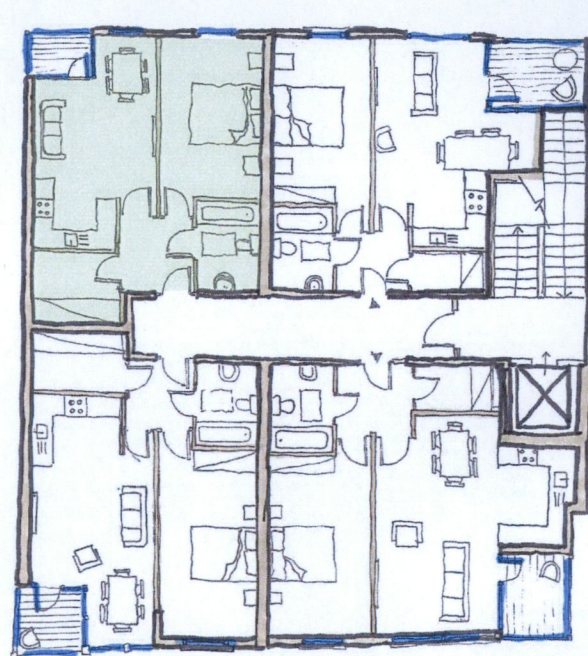
Fig 1: Proposed Site Layout Plan

### Design Evolution

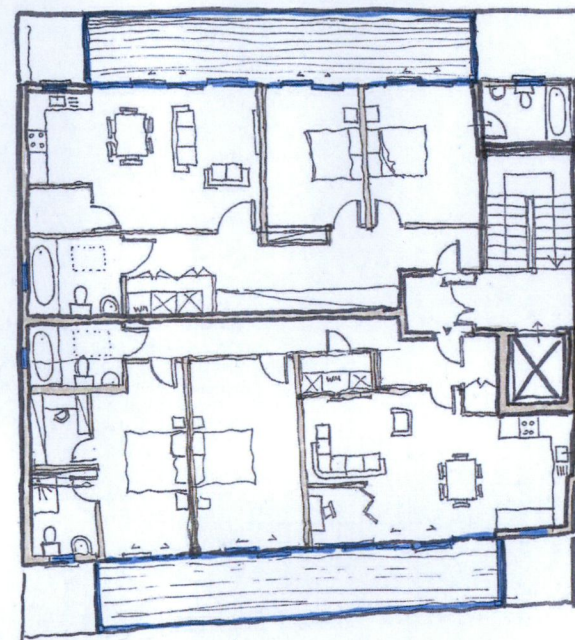
The initial design presented at pre-planning meeting with South Dublin County Council is for a 5-Storey mixed use development comprising retail on the ground floor and 4 floors of residential accommodation. The units breakdown comprise 8 no. 1-bedroom apartments and 3 no. 2-bedroom apartments making for a total of 11 no. residential apartments. The units mix achieved was 73% 1-bed apartments and 27% 2-bed apartments.



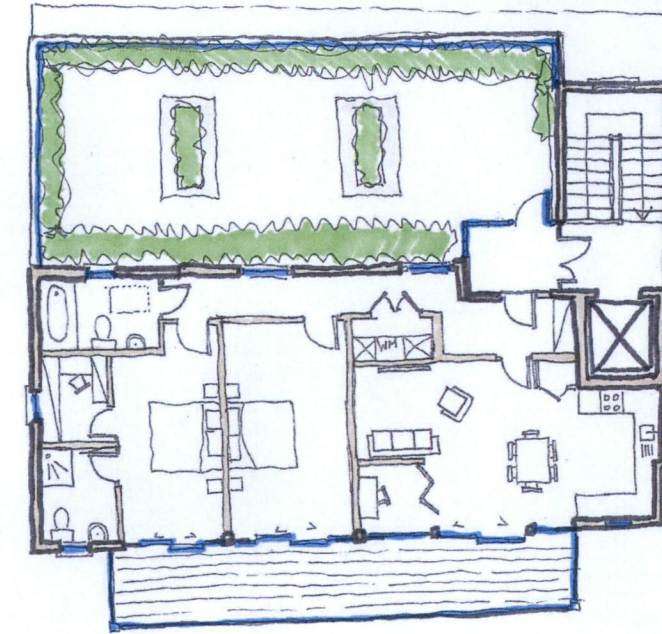
Ground Floor Plan



First & Second Floor Plans



Third Floor Plan



Fourth Floor Plan



### Pre-Planning Floor Plans

#### UNITS BREAKDOWN

1 BED APTS - 8 NO.  
2 BED APTS - 3 NO.  
TOTAL - 11 NO.

Fig 2: Initial Design Sketch Floor Plans

Design Evolution

At detail design of the development for planning application, the building height of 5 storeys presented at pre-planning was maintained while the unit mix was revised in line with Sustainable Urban Housing: Design Standards for New Apartments. The units mix submitted at withdrawn planning application include 1 no. Studio apartment, 4 no. 1-bedroom apartments and 5 no. 2-bedroom apartments for a total of 10 no. apartments. With this new planning submission the unit mix is revised to include 2 no. 1-bedroom apartments, 3 no. 2-bedroom apartments and 3 no. 3-bedroom apartments. The current mix is for 25% 1-bedroom apartments, 37.5% 2-bedroom apartments and 37.5% 3-bedroom apartments



Ground Floor Plan  
Proposed Floor Plans

First & Second Floor Plans

Third Floor Plan

Fourth Floor Plan

UNITS BREAKDOWN

- 1 BED APTS - 2 NO.
- 2 BED APTS - 3 NO.
- 3 BED APTS - 3 NO.
- TOTAL - 8 NO

BUILDING LEGEND

- 1 BED APT.
- 2 BED APT.
- 3 BED APT.
- HALL
- RETAIL UNIT
- CORRIDOR
- ROOF TERRACE
- PLANTROOM
- STAIR

Fig 3: Proposed Floor Plans

How well a development responds to its context is a pivotal marker for assessing the likely success of a scheme. The creation of a unique environment that capitalises on existing assets and responds to its setting, enhances economic viability and deliverability. The policy, site and historical contexts of the site will be considered in turn before evaluating the urban structure and form of the wider area.

## Policy Context

### South Dublin County Council Development Plan 2016-2022

Located within the administrative area of South Dublin County Council, the County Development Plan 2016-2022 is the principle planning policy document that informs future development, setting out the zoning objectives and development management standards for future development proposals.

### Policy CS2: Naas Road/Ballymount Regeneration Lands

Deliver a development framework for the regeneration of the Naas Roads lands in conjunction with Dublin City Council which underpins the strategic aims of the National Planning Framework and Regional Spatial and Economic Strategy.

#### CS2 Objective 1:

To prepare a Local Area Plan or other appropriate mechanism for the zoned Regeneration (REGEN) lands at Naas Road/Ballymount to include the Local Centre zoning (LC) at Walkinstown. The LAP or equivalent will provide a framework for the sequential and phased development of the lands, integrating sustainable transport, land use and blue and green infrastructure. The spatial planning of the area will be informed by the Naas Road Framework until such time as a Statutory Plan is in place.

#### CS1 Objective 2:

To facilitate a co-ordinated approach and vision to any future sustainable development of the Naas Road Framework area in consultation with Dublin City Council, and all relevant stakeholders including the local community, and ensure that the needs of the existing and new community will be met, and the provision of necessary community and physical infrastructure is delivered in tandem with any new development.



Fig 4: South Dublin Policy Plan

## City Edge Project Strategic Framework

The City Edge Project is a joint initiative between South Dublin County Council (SDCC) and Dublin City Council (DCC) to create a new liveable, sustainable and climate resilient urban quarter at the western edge of Dublin City. Though this project site lies just outside of the regeneration site extents, due to its close proximity to the City Edge Project recommendations contained in the strategic framework summary booklet is incorporated in the design of this development. Such strategic objectives include:

- **Liveable City:** Follow compact growth & 15-minute city principle. The project site is located in close proximity to quality bus corridor and red luas line as well as having a number of public openspaces located within 10 minutes walk of the development.
- **Economy:** Create a resilient and diverse employment offer with scope for up to 65,000 - 75,000 jobs. This proposal facilitates this objective by including retail activities on the ground floor that will generate employment opportunities.
- **Housing:** Accommodate a range and variety of new homes for up to 75,000 - 85,000 people. This proposal aims to create a variety of housing types by including for 1-bed, 2-bed and 3-bed apartment units.
- **Natural Infrastructure:** Target 50% green cover. This proposal enhances natural infrastructure by introducing a green SuDs roof and permeable paving.
- **Movement:** Focus development on the provision of active and public transport. The proposed development is on a quality bus corridor with the red luas line in close proximity making for a transport oriented development.
- **Character:** Knit into existing neighbourhoods and create a series of character areas that enhance Dublin. The proposed looks to enhance the character of the neighbourhood with choice of building material finishes and provision of retail on ground floor. This will integrate the development into the immediate environs.
- **Community:** Integrated urban services and resources. The development looks to integrate into the community by its location and provision of a variety of housing types that cater for various needs of the community.
- **Sustainability:** Fast-track to zero carbon and zero waste. The proposed development helps address sustainability by its inclusion of SuDs measures, location along a quality bus corridor, proximity to the red luas line, provision for the four classes of waste including general waste, dry mixed recyclables, organic waste and glass.
- **Delivery:** Create a deliverable and credible framework. The location of the proposed development within an area with established infrastructure and utilities means that it can be delivered in a timely and coherent manner in line with the City Edge Vision.



Fig 5: City Edge Project Strategic Framework Plan



City Edge Project Strategic Framework



Fig 6: A New Quarter – Spatial Configuration



Fig 7: Achieving 50% Green Cover

City Edge Project Strategic Framework

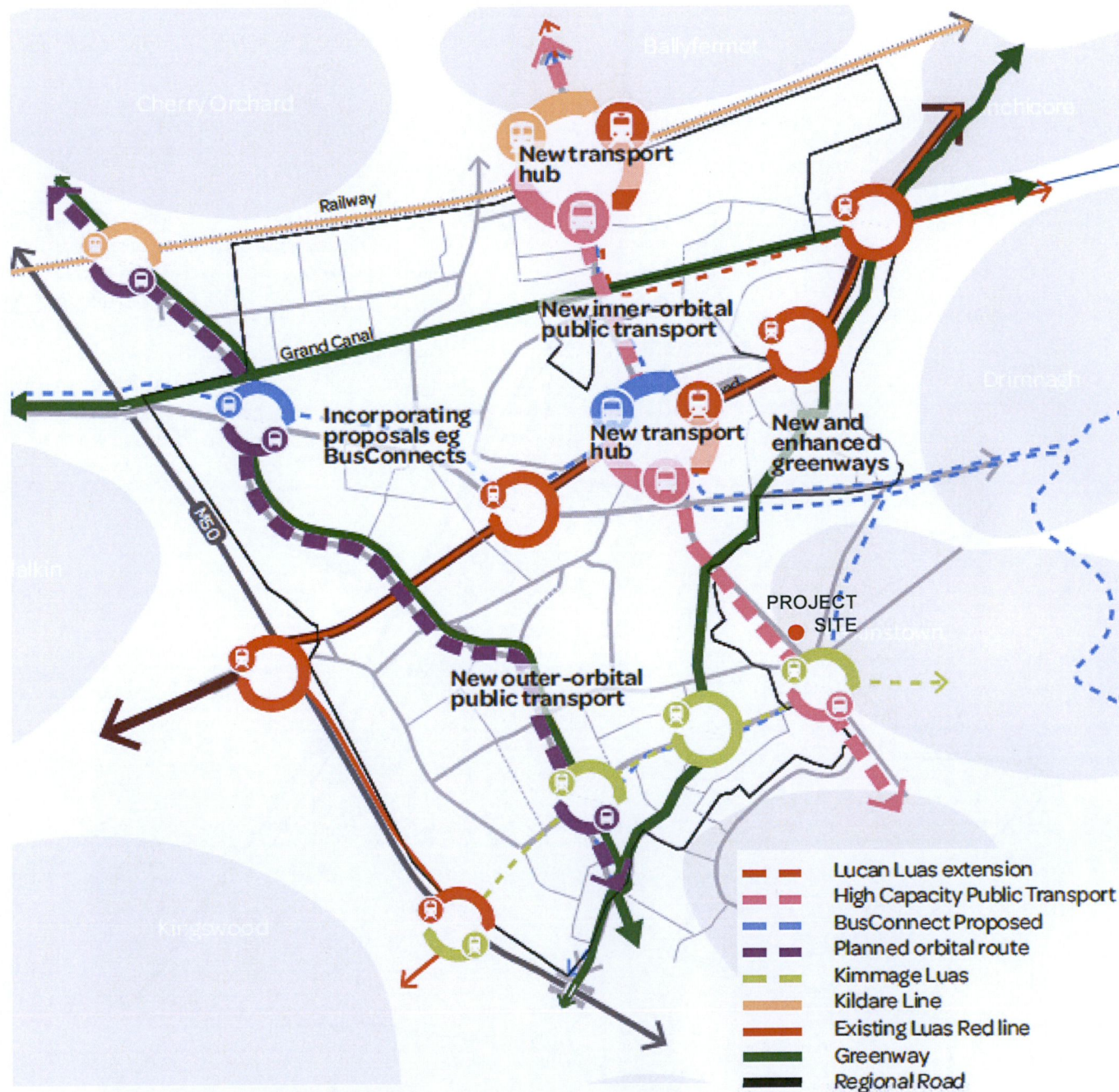


Fig 8: Public Transport



Fig 9: Indicative Active Walking & Cycling Routes

Land Use Zoning

Under the current South Dublin Development Plan, the subject site is zoned 'Objective 'LC'', which seeks: "To protect, improve and provide for the future development of Local Centres".

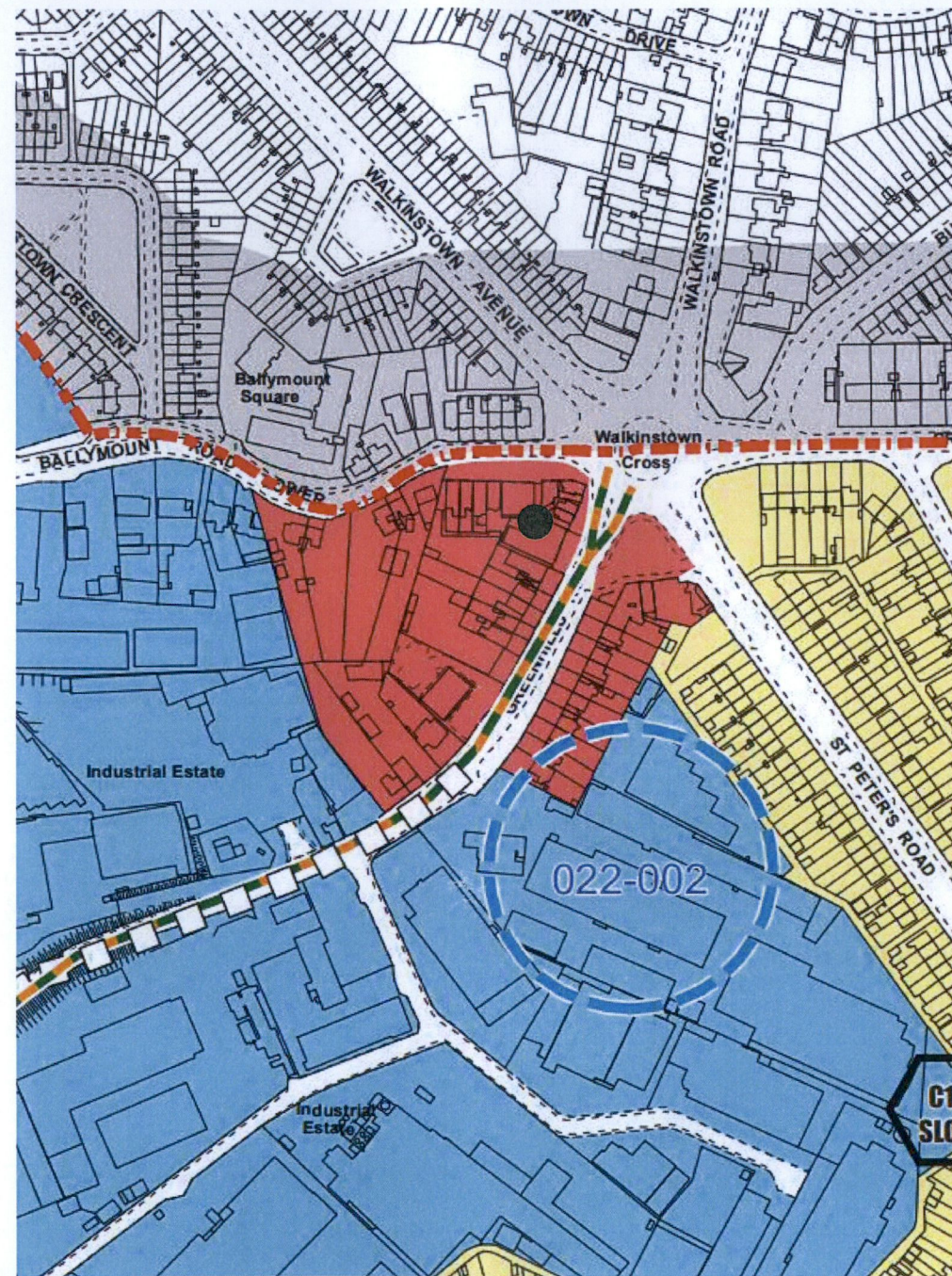
Zoning Objective "LC" Local Centre

Objective: Protect, provide for and/or improve local centre facilities.

Vision: Provide a mix of local community and commercial facilities for the existing and developing communities of the County. The aim is to ensure local centres contain a range of community, recreational and retail facilities, including medical/ dental surgeries and childcare facilities, at a scale to cater for both existing residential development and zoned undeveloped lands, as appropriate, at locations which minimise the need for use of the private car and encourage pedestrians, cyclists and the use of public transport. The development will strengthen local retail provision in accordance with the County Retail Strategy.

USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted In Principle		
Betting Office	Childcare Facilities	Community Facility
Cultural Facility	Education	Fast Food Outlet/Take Away
Funeral Home/Mortuary	Guest House	Health Centre
Health Practitioner	Home-Based Economic Activity	Office Ancillary to Permitted Use
Office ≤ 100sqm	Office > 100sqm and < 1,000sqm <sup>10</sup>	Open Space
Place of Worship	Public House	Public Transport Station
Recreational Facility/Sports Club	Residential	Residential Care Home/ Retirement Home
Residential Institution	Restaurant/Café	Retail - Local < 150 sqm nfa
Retail - Convenience ≤ 500 sqm nfa	Retail - Supermarket ≤ 2,500 sqm nfa <sup>26</sup>	Sheltered Accommodation
Taxi Office	Telecommunications Structures	Traveller Community Accommodation
Utility Installations	Veterinary Clinic	
Not Permitted		
Abattoir	Aerodrome/Airfield	Agribusiness
Agricultural Buildings	Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance
Agri-Tourism	Air Transport Infrastructure	Boarding Kennels
Builders Provider/Yard	Burial Grounds	Car Hire Holding Area
Caravan Park - Holiday	Caravan Park - Residential	Cargo Yards
Carpark - Non-Ancillary	Civic Waste Facility	Concrete/Asphalt
Conference Centre	Dancehall/Nightclub	Exhibition Centre
Extractive Industry/Quarrying	Farm Shop	Food, Drink and Flower Preparation/Processing
Fuel Depot/Fuel Storage	General Aviation	Golf Course
Heavy Vehicle Park	High Technology Manufacturing	Hospital
Industry - General	Industry - Light	Industry - High Impact
Logistics	Office ≥ 1,000sqm	Park and Ride Facilities
Plant Storage	Retail - Comparison >500sqm nfa	Retail - Superstore > 2,500 sqm nfa
Retail - Hypermarket > 5,000 sqm nfa	Retail - Factory Outlet Centre	Retail Warehouse



'VL' Land Use Zoning Designation (subject site outlined in black)

Fig 10: Use Classes of Land-Use Zoning

- Objective RES To protect and/or improve residential amenity
- Objective RES-N To provide for new residential communities in accordance with approved area plans
- Objective SDZ To provide for strategic development in accordance with approved planning schemes
- Objective REGEN To facilitate enterprise and/or residential-led regeneration
- Objective TC To protect, improve and provide for the future development of Town Centres
- Objective MRC To protect, improve and provide for the future development of a Major Retail Centre
- Objective DC To protect, improve and provide for the future development of District Centres
- Objective VC To protect, improve and provide for the future development of Village Centres
- Objective LC To protect, improve and provide for the future development of Local Centres
- Objective RW To provide for and consolidate retail warehousing
- Objective EE To provide for enterprise and employment related uses

Urban Place Designation	Function	Location
Major Town Centres (MC)	Main town centres of the County which offer a range of services and facilities to a large hinterland.	Swords, Blanchardstown and Balbriggan
Town and District Centres (TC)	These town and district centres offer a range of services, facilities and retail for their immediate hinterland.	Balrothery, Skerries, Rush, Lusk, Donabate, Malahide, Portmarnock, Grange Road (Baldoyle), Baldoyle, Sutton Cross, Howth, Charlestown, Clonsilla, Porterstown, Blanchardstown Village and Castleknock.
Village Centres (RV)	These villages vary in function but generally meet the day-to-day needs of the locality and usually offer a mix of commercial and community activity within the village core. Other enterprise, residential, retail, commercial, and community facilities may be provided.	Ballyboghil, Ballymadun, Balscadden, Coolquay, Garristown, Kinsaley, Naul, Oldtown, Rivermeade & Rowlestown.
Local Centres (LC)	These are usually small retail areas that serve a residential area within walking distance of these centres. Other services such as childcare and medical facilities may also be available with a limited amount of office space.	See Retail Strategy for locations, Chapter 6

## Historical Context

**Walkinstown** (Irish: Baile Bhailcín) is a suburb of Dublin, situated on the Southside of the city, approximately 6 kilometres south-west of Dublin city centre. The suburb borders Crumlin to the east, Drimnagh to the north, Greenhills to the south and Ballymount, Bluebell and Clondalkin to the west. Its postal code is Dublin 12.

The name of the area is a corruption of Wilkinstown - named after Wilkins, a tenant farmer who lived in the area in the 15th century. Walkinstown as a suburb is a 20th-century creation. The area was a dairy farm until house building began in the 1930s. Building ended in the area in the 1970s when most of the available land was built upon. The 1950s saw the building of the local Catholic church as well as primary and second schools for boys and girls.

The character of the wider area is defined as a 19<sup>th</sup> Century residential suburb. Building typologies are comprised of detached, semi-detached and terraced properties.

The distinction between Ballymount and Walkinstown is not so well defined. Given that Ballymount has a less clear identity, many consider it to form part of Walkinstown. The area itself is primarily given over to light industry with much less residential housing than its nearest neighbour, Walkinstown. Most residential housing which exists directly borders on the Ballymount Road which itself is often listed as Walkinstown. Residents of Ballymount do not have their own services and so rely on Walkinstown for schools, church and commercial centres.

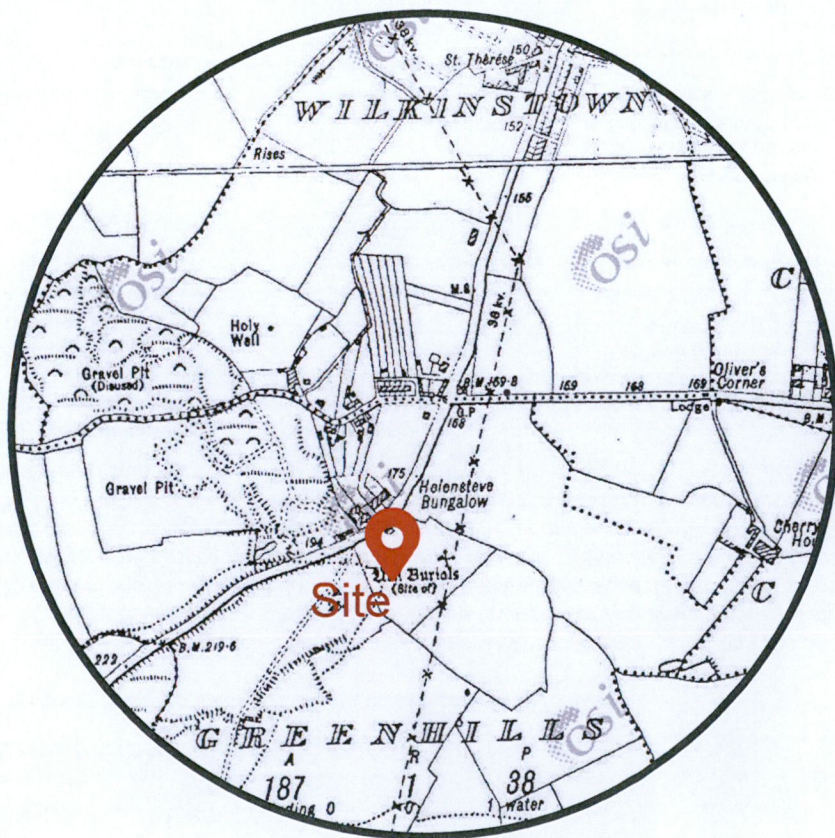


Fig 11: Ordnance Survey Map 1888-1913

Fig 12: Ordnance Survey Map 1837-1842

# 01 CONTEXT

## Site Context

The subject land is located adjacent to Walkinstown Roundabout along Ballymount Road Lower. The site is regular in shape and measures approximately 0.0459HA. It is proposed that the commercial retail development, Paintworld is demolished to make way for the new mixed use development.

The site is bounded by commercial retail 2-story developments on either sides to the east and west. Opposite the site to the north are single storey residential developments. It is bounded to the south by a commercial bank development.

The wider surrounding lands mostly contain residential developments.



Fig 13: Site Location

## SWOT Analysis

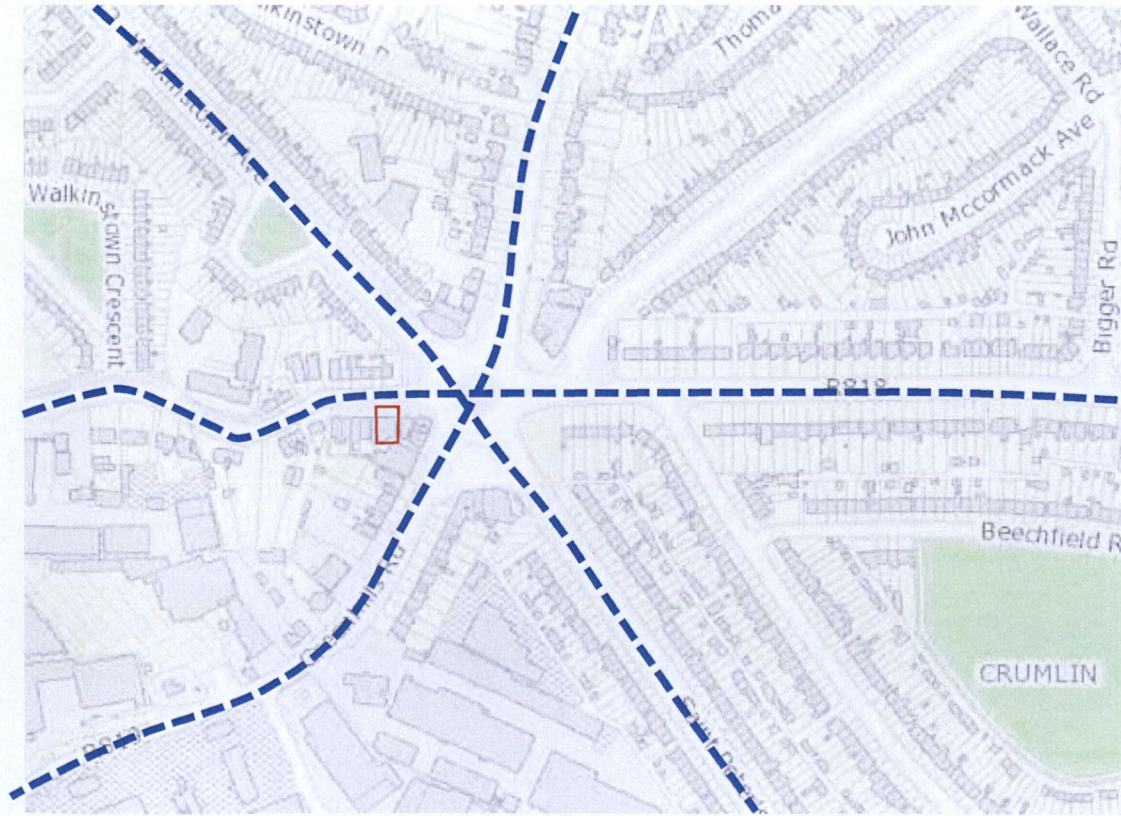
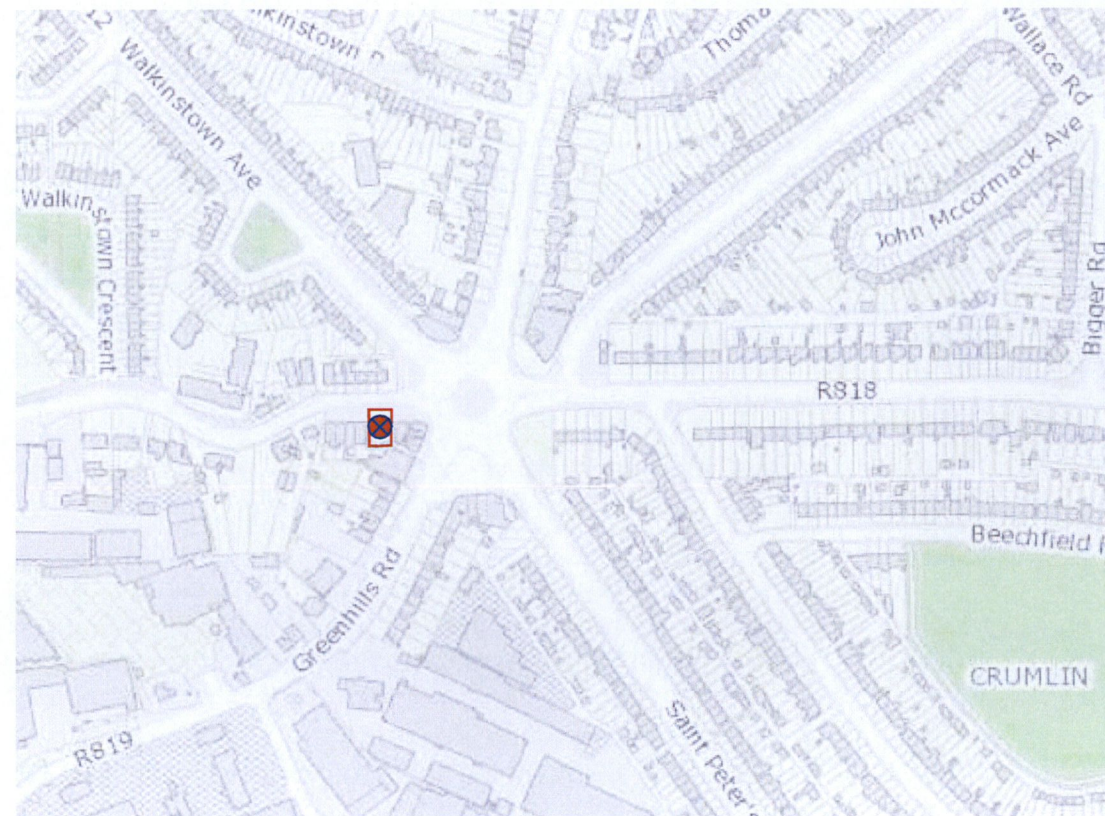
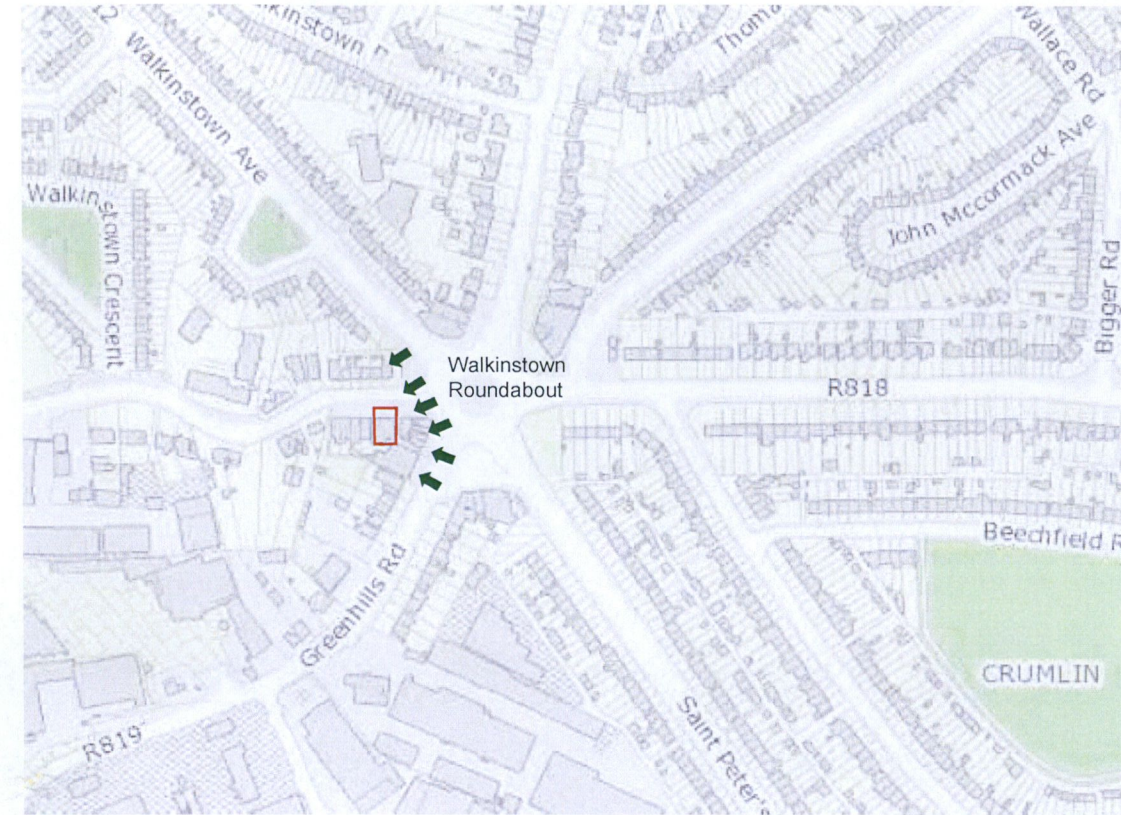
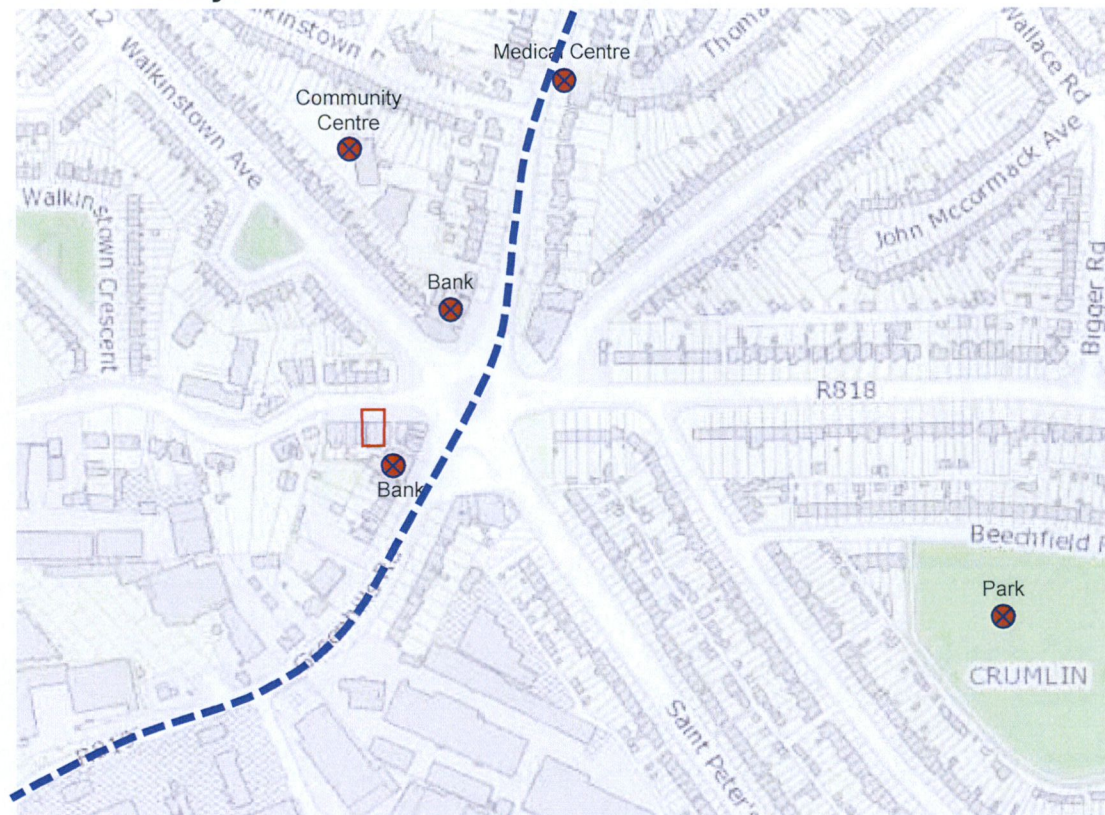


Fig 14: SWOT Analysis

# 01 CONTEXT



Existing Views to Site

Desire View Lines



Fig 15: Existing Site Views

## 02 CONNECTIONS

The aim of good urban design is to ensure that a proposed development is fully integrated into the existing fabric of a space and is connected to the wider contextual area. Walking, cycling and public transport are fundamental for sustainable development and as such demonstrating how a site can link into these existing movement networks is an essential indicator for measuring the likely success of the scheme.

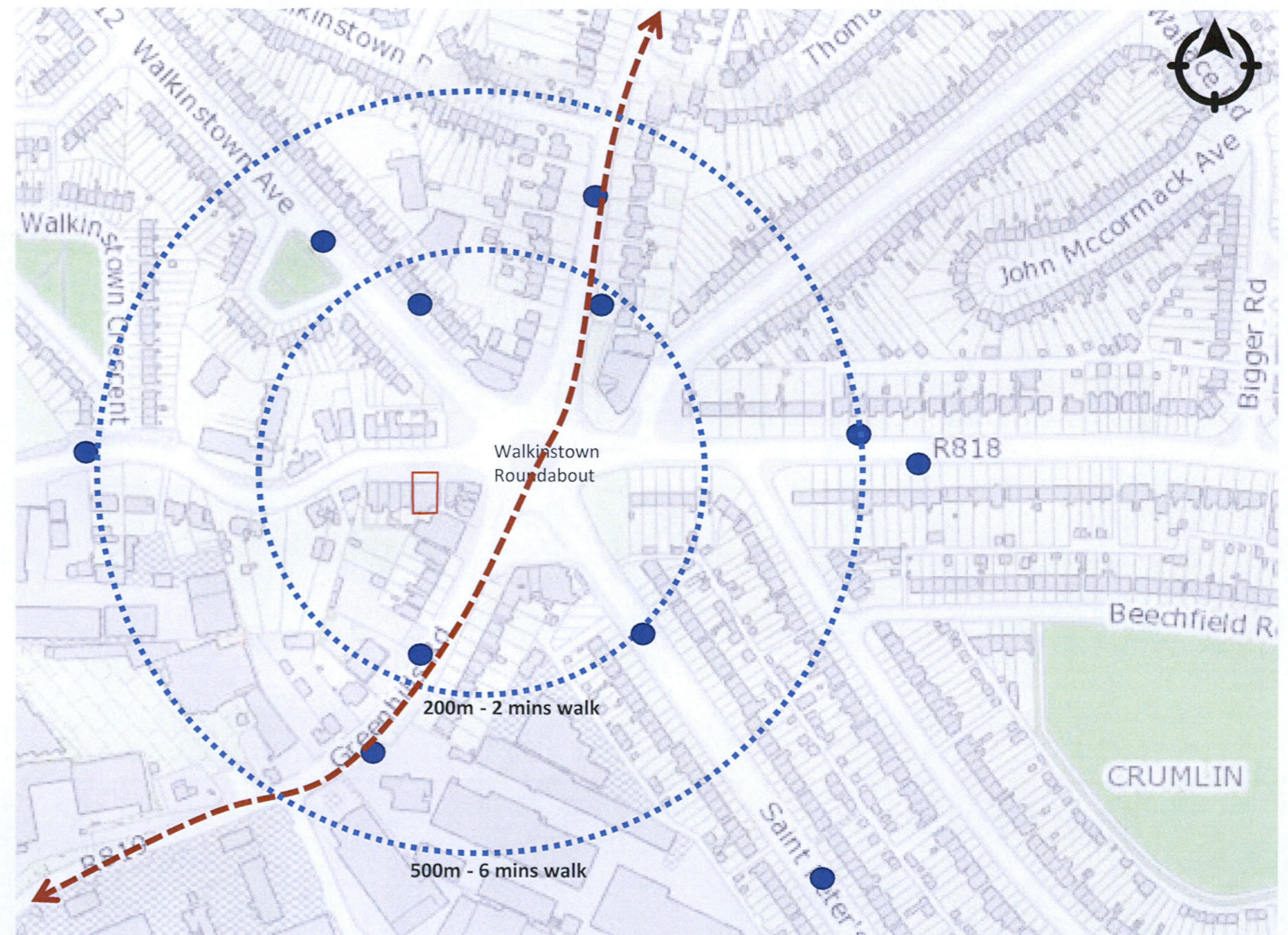
### Connecting the Site

The proposed development site has great accessibility to all forms of transport with excellent transport links. The site is adjacent to the Walkinstown Roundabout. It is also adjacent to the Greenhills to Dublin City Centre Quality Bus Corridor (QBC) with four main bus stops located within 200m of the site along Walkinstown Avenue and Greenhills Road.

The bus routes available are: 56A, 27, 77A and 9.

Vehicular access to the site is via Ballymount Road Lower. Vehicle parking is located directly off the road to the front on Ballymount Road Lower.

The proposed site is approximately 6 minutes walk to the Walkinstown Community Centre.



- Bus Stop
- ↔ Quality Bus Corridor

Fig 16: Bus Connections

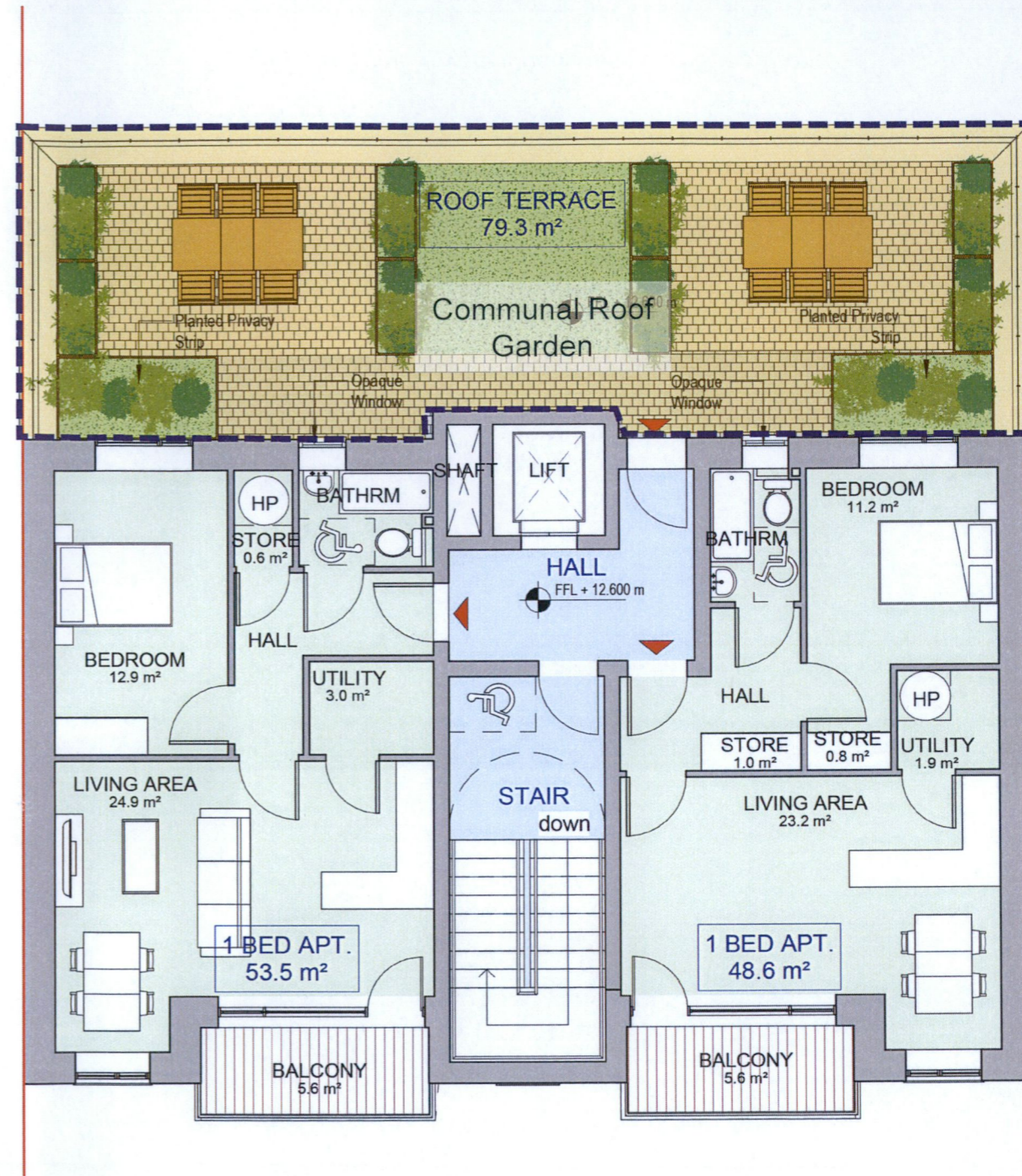


# 03 INCLUSIVITY

The new apartments meet the aspirations of a range of people and households. Apartments are a mix of One, Two and Three bedroom apartments to provide a mix of dwelling types.

A communal roof garden is located on the fourth floor with access directly off the stair core and lift for use by all residents.

MIXED USED DEVELOPMENT, BALLYMOUNT ROAD LOWER		
1 BEDROOM APARTMENT	2	25%
2 BEDROOM APARTMENT	3	37.5%
3 BEDROOM APARTMENT	3	37.5%
TOTAL	8	100%



 Communal Roof Garden

Fig 17: Communal Roof Garden Plan

Open spaces provide amenity areas for the community. The communal roof garden located on the fourth floor of development will form a focal point of recreation for the residents of the development.

SDCC Development Plan 2016-2022 Housing Policy 13 (H13) Objective 2 states: To ensure that new apartments have access to high quality and integrated semi-private open space that supports a range of active and passive uses, in accordance with the quantitative standards set out in Chapter 11 Implementation.

**Dwelling and Use Mix**

The proposal incorporates a mix of dwelling types and sizes to cater for a broad section of the community. Ground floor retail complements use in adjacent buildings.

**Orientation-Light**

All the apartments are dual aspect units oriented north to south with all the living areas facing south for maximum lighting year round.

MIXED USED DEVELOPMENT, BALLYMOUNT ROAD LOWER		
1 BEDROOM APARTMENT	2	25%
2 BEDROOM APARTMENT	3	37.5%
3 BEDROOM APARTMENT	3	37.5%
TOTAL	8	100%



Roof Garden at Fourth Floor



Retail Shop Front on Ground Floor

Fig 18: Semi Private Openspace and Shop Front

The layout provides the most efficient use of land. The provision of retail spaces on the ground floor. The density is appropriately high taking into account the strategic location of Palmerstown village and proximity to public transport links.

The scheme makes appropriate use of resources by utilising a large plot of brownfield land close to Dublin city. The site is currently the location for a car garage and furniture stores.

Buildings, gardens and public spaces are laid out to exploit the best solar orientation.

The form of the blocks create areas of open space / landscaped areas are designed to provide amenity and biodiversity, protecting buildings and spaces from the elements.

### Orientation-Light

The proposed blocks are positioned to receive maximum sunlight. Habitable rooms receive east, west and south sunlight.

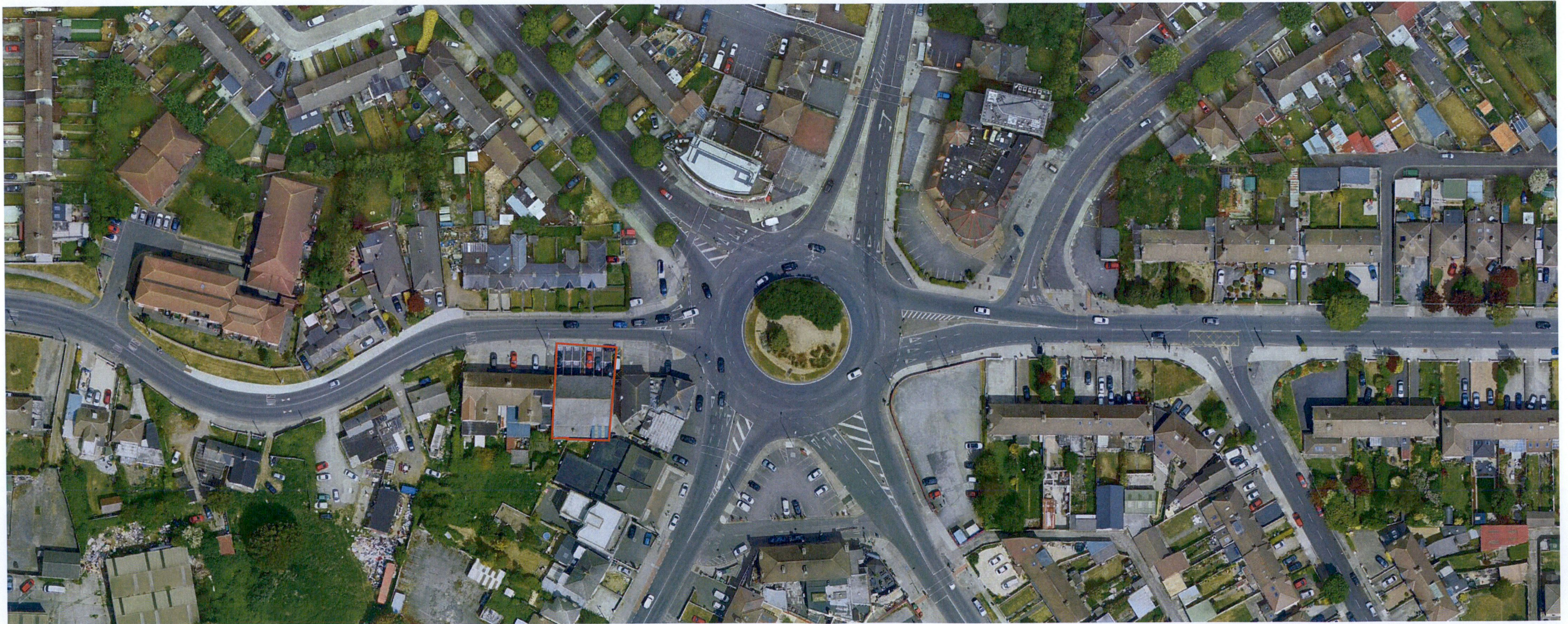


Fig 19: Site Location

The building is finished with brick, stone cladding and metal cladding with render finish to the rear elevation.

The use of red coloured brick and metal cladding makes for a contemporary façade that while complements other buildings along the street.

Ground floor commercial shops have large shop front window glazing and stone cladding making for a high quality attractive shop front.



*Proposed view along Ballymount Road Lower*



*Proposed view from Walkinstown Avenue*

**Fig 20:** Proposed Development Photomontage

# 07 LAYOUT

## Layout

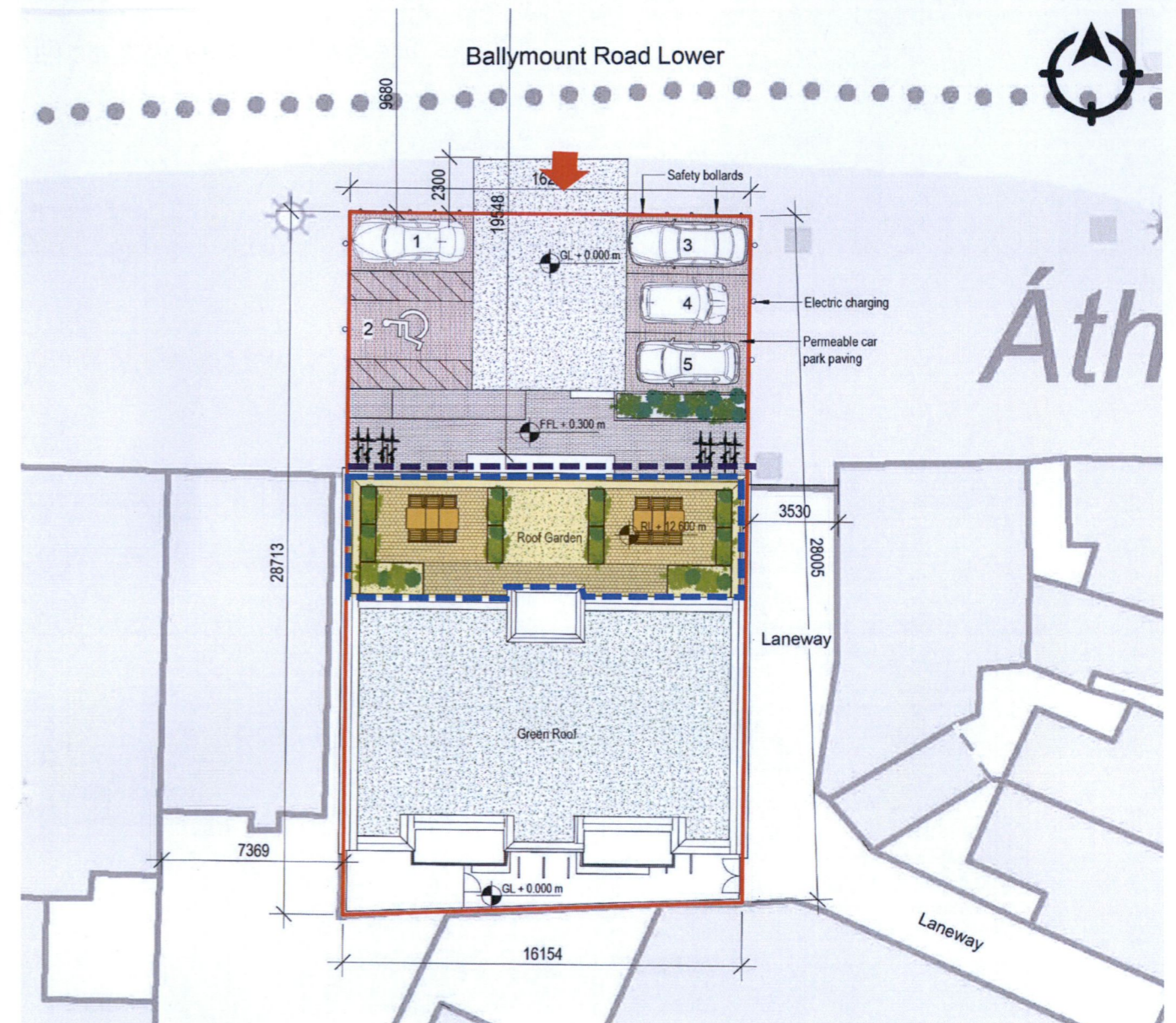
The design of the proposed mixed use development is simple, efficient and legible. The building is set out over five storeys with the ground floor dedicated to commercial retail shops that complement activities adjacent to the development. Apartments are located at the upper levels.

Vehicular and pedestrian access to the site is direct off Ballymount road lower.

All apartments have amenity space in the form of balconies.

The proposed residential schedule is set out below.

MIXED USED DEVELOPMENT, BALLYMOUNT ROAD LOWER			
APARTMENT TYPE	NO. OF BEDROOMS	NO. OF BED SPACES	PERCENTAGE UNITS
1 BEDROOM APARTMENT	1	2	25%
2 BEDROOM APARTMENT	2	4	37.5%
3 BEDROOM APARTMENT	3	6	37.5%
TOTAL	8		100%



Proposed site layout

### Legend

- Active Building Frontages
- Communal Roof Garden
- ← Site Entrance

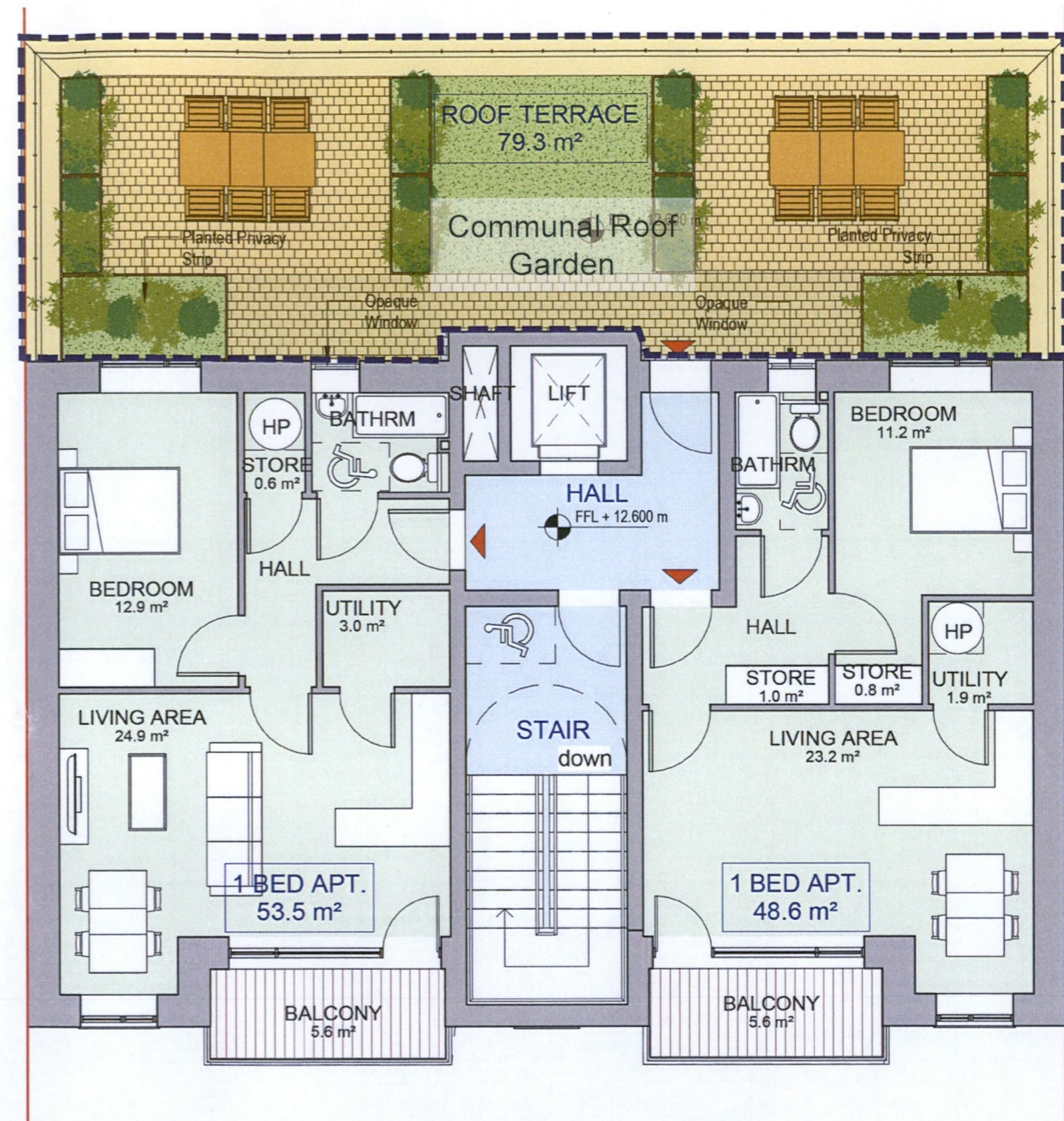
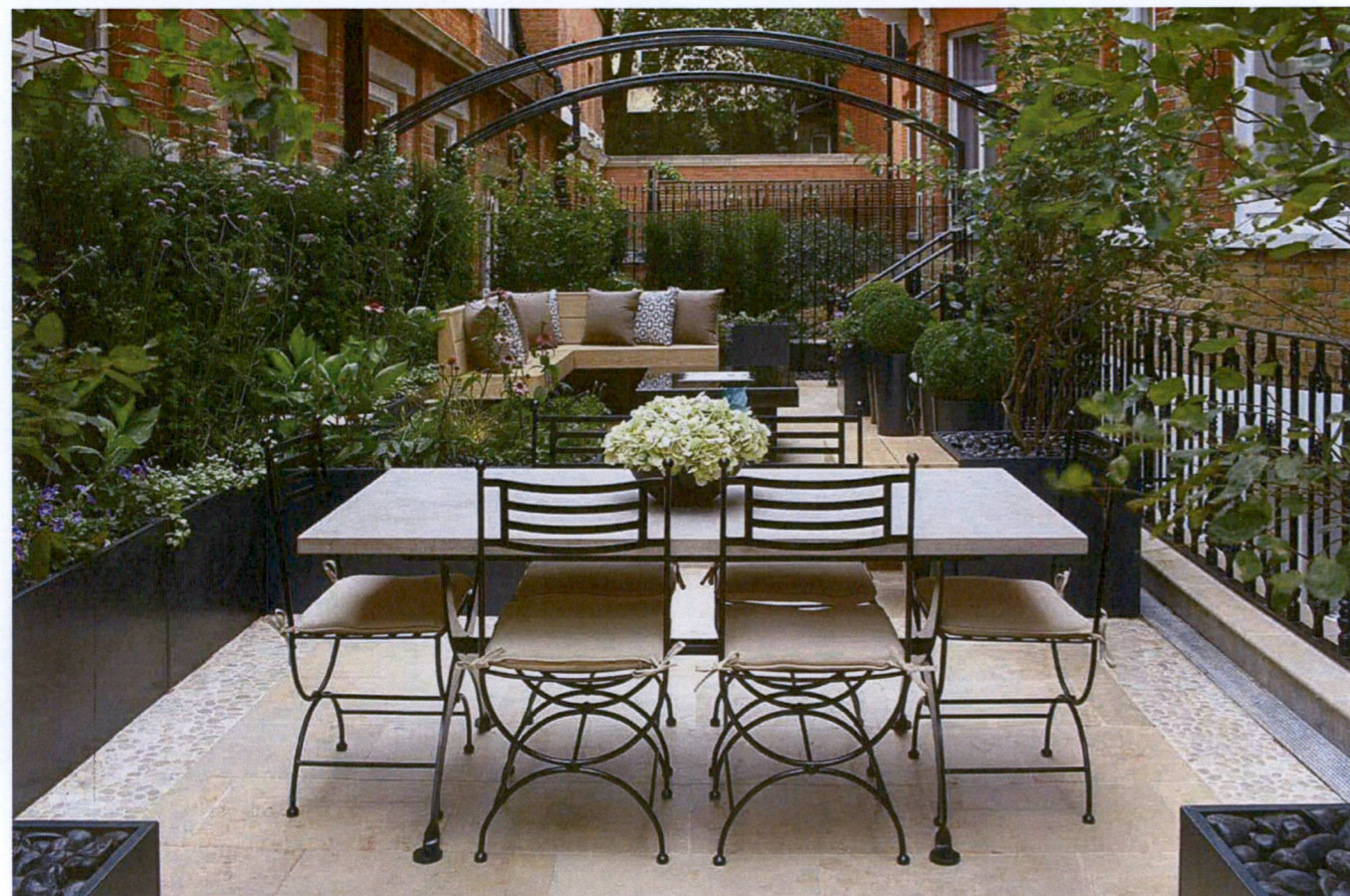
Fig 21: Site Layout Plan

Semi-Private Open Space

The Urban Design Manual: A Best Practice Guide asks “how safe, secure and enjoyable are the public areas?” of a given development. The quality of the public open spaces can be used to gauge the overall success of a scheme. High quality public spaces frequently increase the value of properties and increases the desirability of a neighbourhood.

The design aims to create a high-quality communal semi-private space for residents on the fourth floor of the development. The design of the roof garden uses natural planting in high quality planters to create a natural sense of place. Raised metal planters with ornamental planting are positioned along the full length of the glazed balustrades to create a dynamic nature garden for the residents.

The roof garden is conveniently located off the stair and lift core in order that it is accessible to all residents in the development.



Proposed Fourth Floor Roof Garden

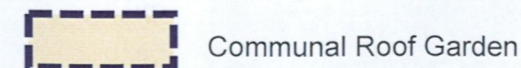


Fig 22: Semi Private Open Space

**Adaptability**

The Ground Floor is dedicated to commercial retail shops with ceiling heights of 3.0m. This high ceiling level allows for a wide range of possible future uses. The inclusion of a lift in the blocks allows for units on any level to be easily accessible for wheelchair users.

The apartments are modular in form. This allows for ease of amalgamation especially with the 1-bedroom units that may easily be joined to create a larger single unit. Homes can be extended without ruining the character of the types, layout and outdoor space.

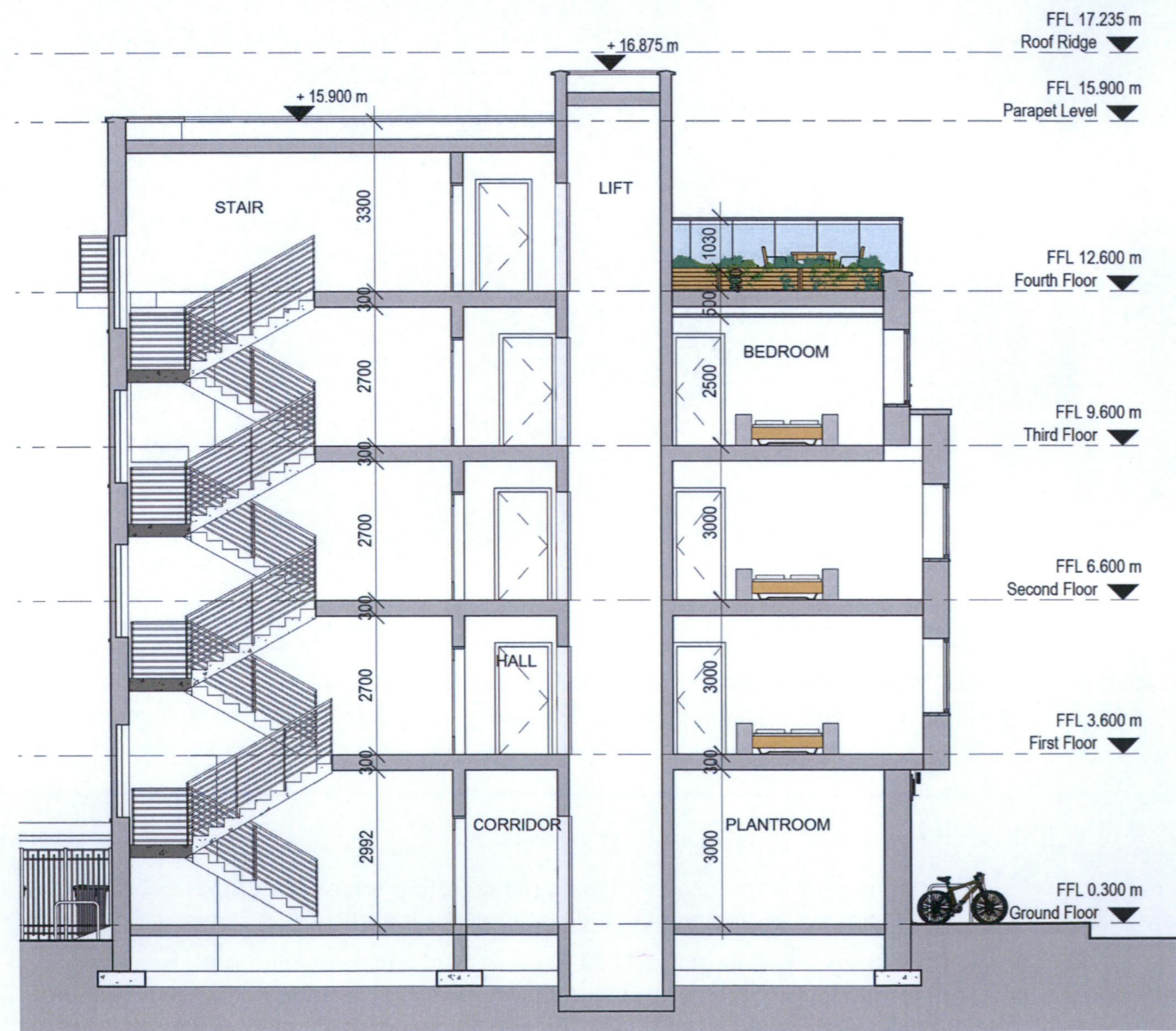


Fig 23: Building Section A-A

Homes are energy efficient and are equipped for challenges anticipated from a changing climate. All the apartments are dual aspect with living areas orientated to the south.

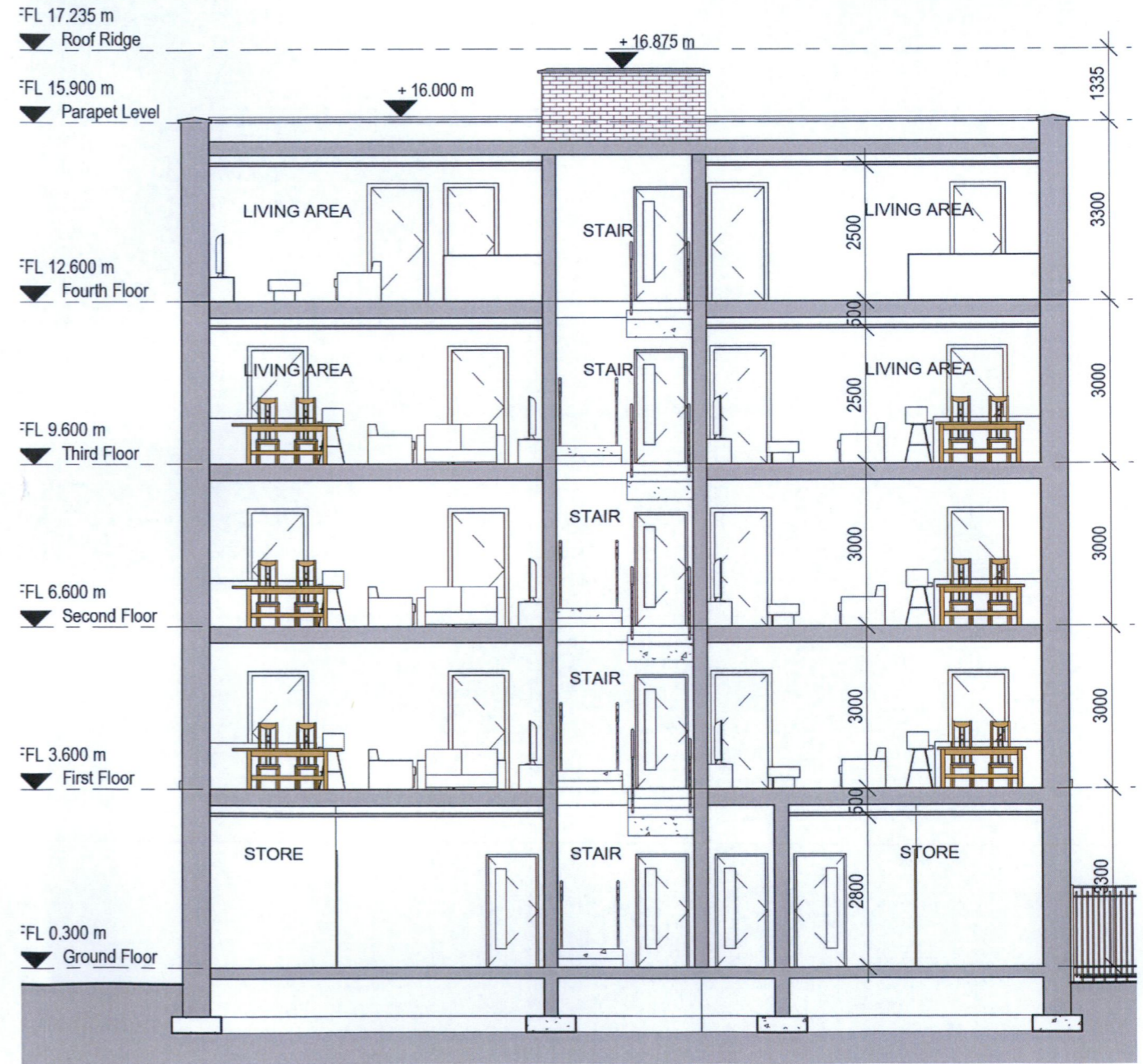


Fig 24: Building Section B-B

### Private Open Space

Apartments have been provided with private balconies in accordance with Sustainable Urban Housing: Design Standards for New Apartments.(March 2018) Balconies provided exceed the minimum requirements. The total area of amenity space provided is 65m<sup>2</sup>.

Screening panels at 1.8m are provided at adjacent balconies to ensure privacy. Homes are designed to prevent sound transmission between units by use of appropriate acoustic insulation.

### View / Aspect

The building has been designed to maximise opportunities for dual aspect units. Dual aspect units make up 100% of the units in the development. There are no north facing single aspect apartments proposed.



*Balcony Privacy Screen*



*Apartment Balcony Metal Rail Balustrade*



*Apartment Balcony Glass Balustrade*

**Fig 23:** *Balcony Balustrade and Privacy Screen*



# 11 PARKING

## Car Parking

Five no. parking spaces are provided at the building's front which includes a disabled parking bay for use by residents and customers of the ground floor retail shops. Due to the location of the building to a Quality Bus Corridor (QBS) it is envisaged that the majority of the residents will avail of public transport facilities.

## Bicycle Parking

A total of 18 no. bike parking spaces is proposed. 8 no. bike parking spaces are provided at the building's front for the retail shop use and 10 no. bike spaces is provided at the rear for the residents.

## Refuse Storage and Collection

Secure Bin storage is provided on the ground floor at the rear for both residents and ground floor retail units. Pick up is via the side laneway access.

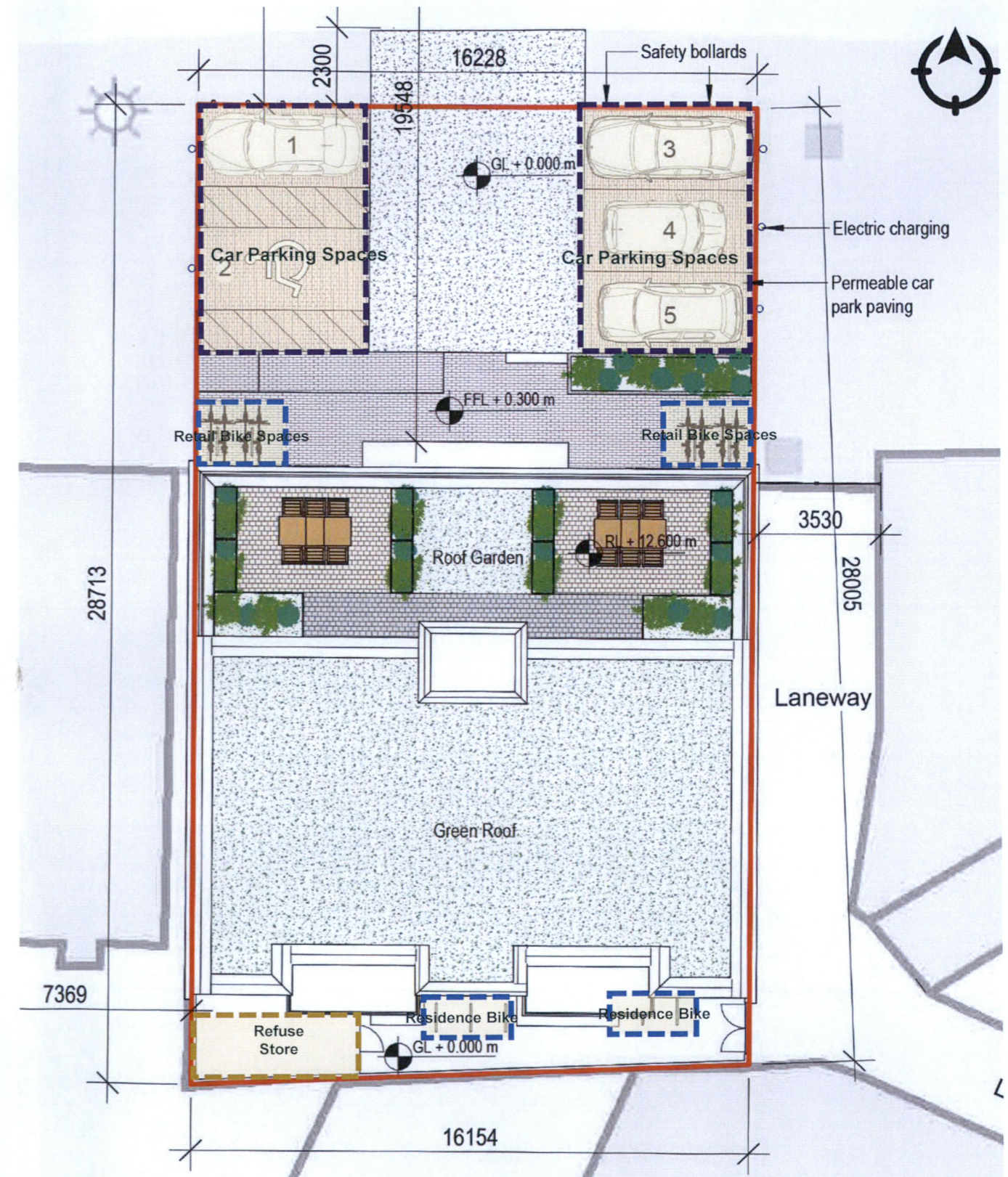


Fig 24: Proposed Car Parking, Refuse Storage and Bike Parking

### Residential Density and Mix

Higher residential densities are promoted where it is appropriate to its location and surrounding context.

This development is characterised by higher density due to its proximity to Dublin city and good transport links.

### Dwelling Mix

The dwelling mix of the application is set out in table 1. The apartments proposed are a mix of 10% Studio Apartments, 40% 1 Bed Apartments, 50% 2 Bed Apartments.

### View / Aspect

The proposals have been designed to maximise opportunities for dual aspect units (Tables 2 & 3).

Dual aspect units make up the majority of units. Units that have single aspect generally overlook the central courtyard or communal open space in the south.

### Social and Affordable Housing

Part V of the Planning and Development Act 2000 (as amended – including the Urban Regeneration and Housing Act, 2015) stipulates a 10% social housing requirement will be applied to planning permissions for housing on all lands zoned solely for residential use or for a mixture of residential and other uses. Developments of housing units of 4 or fewer or on lands area of 0.1 hectares or less are exempted from requirements of Part V of the planning and development act 2000.

The proposed development is on land 0.0459 hectares and is therefore exempted from requirements of Part V of the planning and development act 2000.

DESCRIPTION	1 BED APT.	2 BED APT.	3 BED APT.
TOTAL NO. OF UNITS	2	3	3
% TOTAL NO. OF UNITS	25%	37.5%	37.5%
TOTAL NO. OF UNITS IN DEVELOPMENT	8		
TOTAL RETAIL AREA (SQM)	155		
TOTAL AREA OF PRIVATE AMENITY SPACE (SQM)	65		
TOTAL NO. OF BEDROOMS	17		
TOTAL NO. OF BED SPACES	28		
TOTAL GROSS FLOOR AREA (SQM)	946		
TOTAL SITE AREA (HECTARE)	0.0459		
BUILDING FOOTPRINT (SQM)	249		
DEVELOPMENT SITE COVERAGE	54%		
DEVELOPMENT PLOT RATIO	2.2		
TOTAL GROSS FLOOR AREA OF DEMOLITION (SQM)	299		
TOTAL AREA OF ROOF GARDEN (SQM)	79		
TOTAL CAR PARKING SPACES PROVIDED	5		
TOTAL BIKE PARKING SPACES PROVIDED	18		
TOTAL NO. OF DUAL ASPECT UNITS	8		
% NO. OF DUAL ASPECT UNITS	100%		
TOTAL NO. OF UNITS > 10% MINIMUM GFA	4		
% NO. OF UNITS > 10% MINIMUM GFA	50%		
TOTAL NO. OF NORTHERN SINGLE ASPECT UNITS	0		

Development Breakdown Summary

### Materials Palette

A high quality palette of materials will be used for this development.

Red brick, glazed balconies and metal cladding are used on prominent façade along Ballymount Road Lower. On less conspicuous facades high quality self coloured render and metal cladding is proposed.

Materials selected are of high quality, low maintenance and durable. The selection of a variety of materials adds interest to the development. The choice of materials are those which are common in the suburban area and so creates a development rooted to its context. The materials and external design make a positive contribution to the locality.

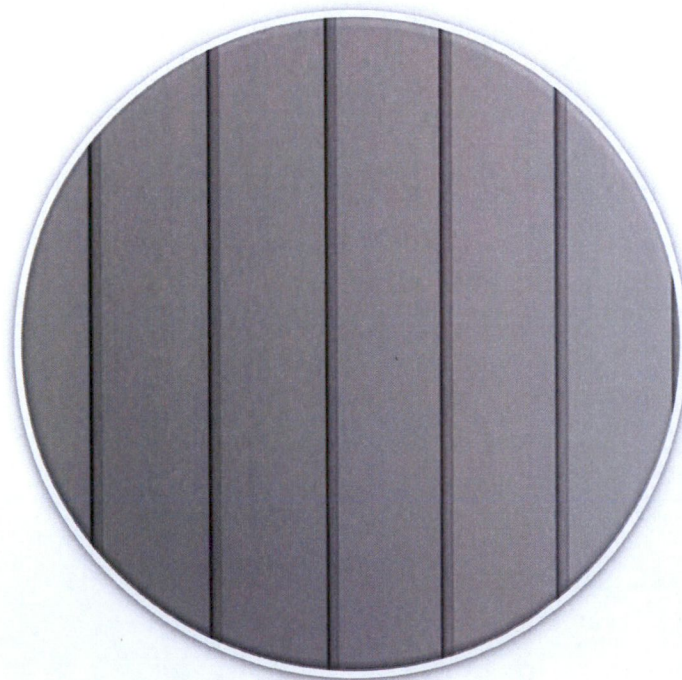
*Note: All cappings to external materials will be detailed appropriately to prevent any staining from rainwater run off.*



Stone Cladding



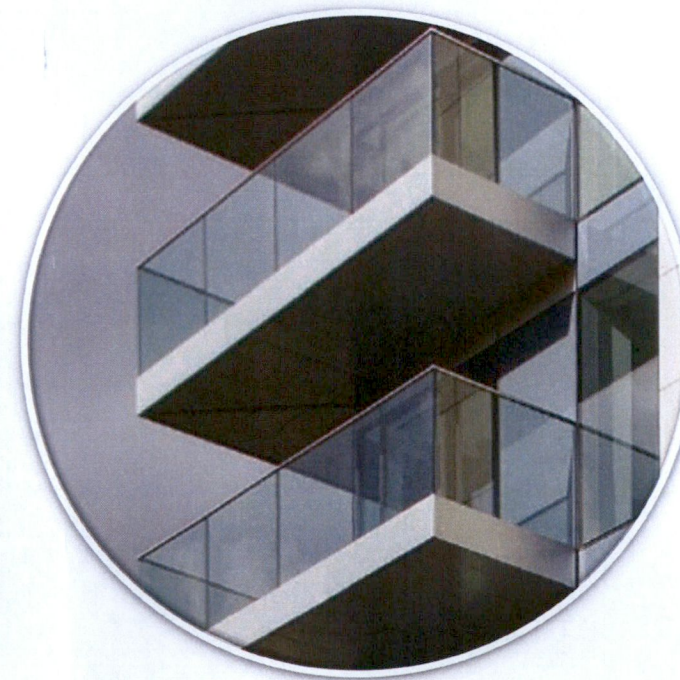
Glazed Windows & Doors



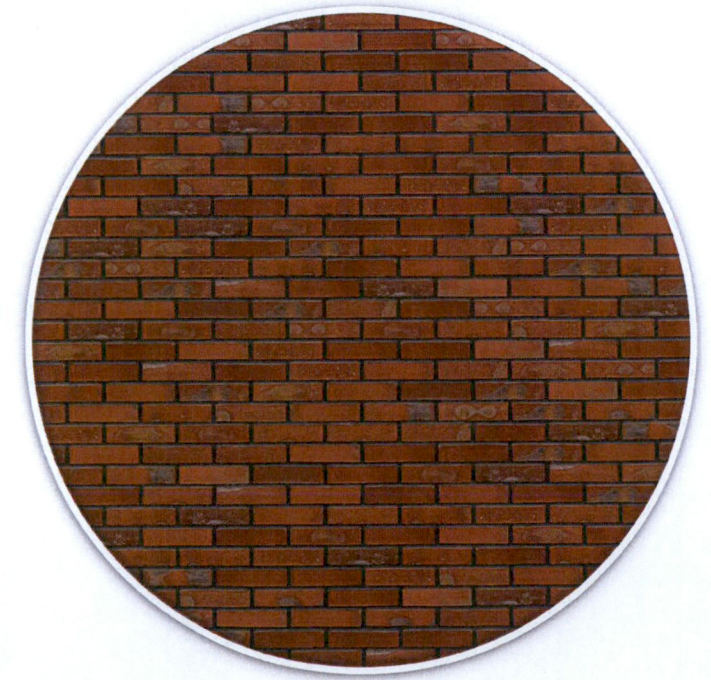
Metal cladding



Metal Rail Balustrade

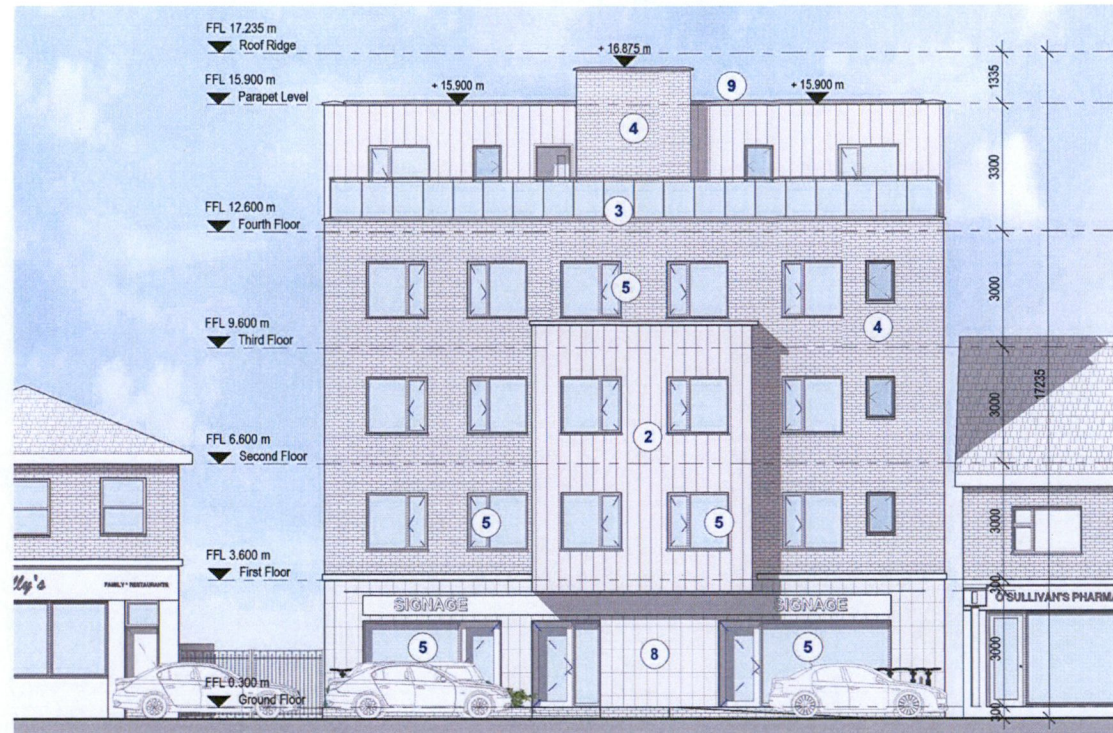


Glass Balustrade

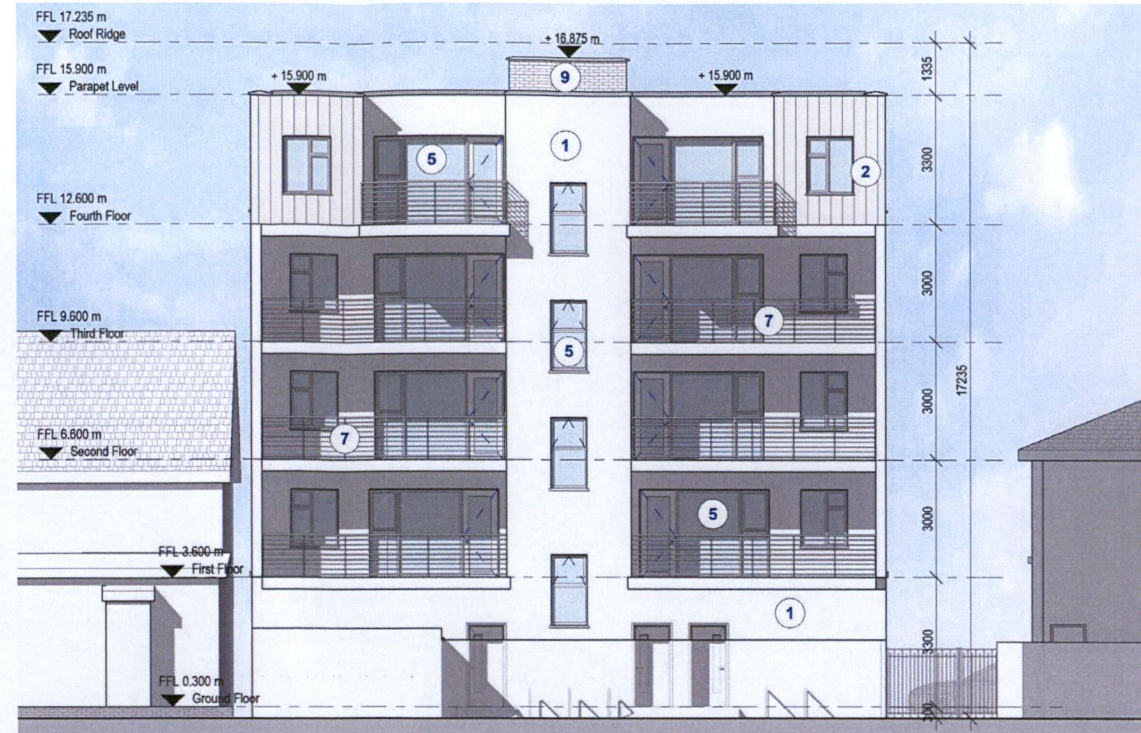


Red brick Finish

**Fig 25: Materials Palette**



Proposed Front Elevation

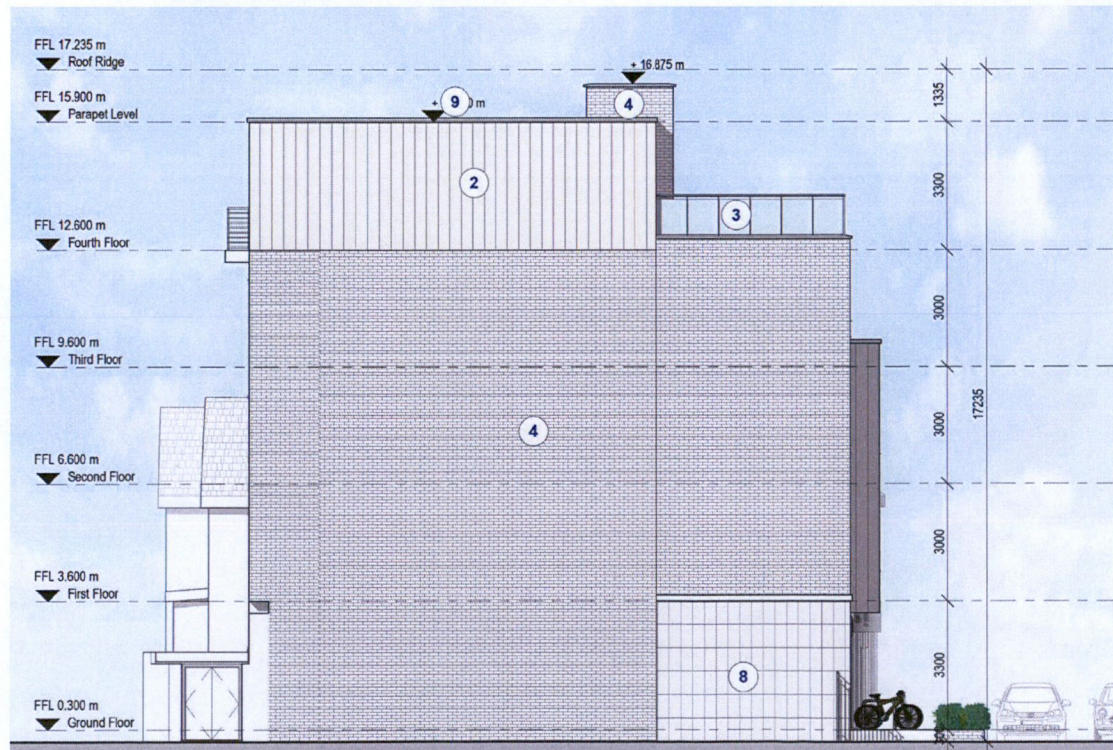


Proposed Rear Elevation

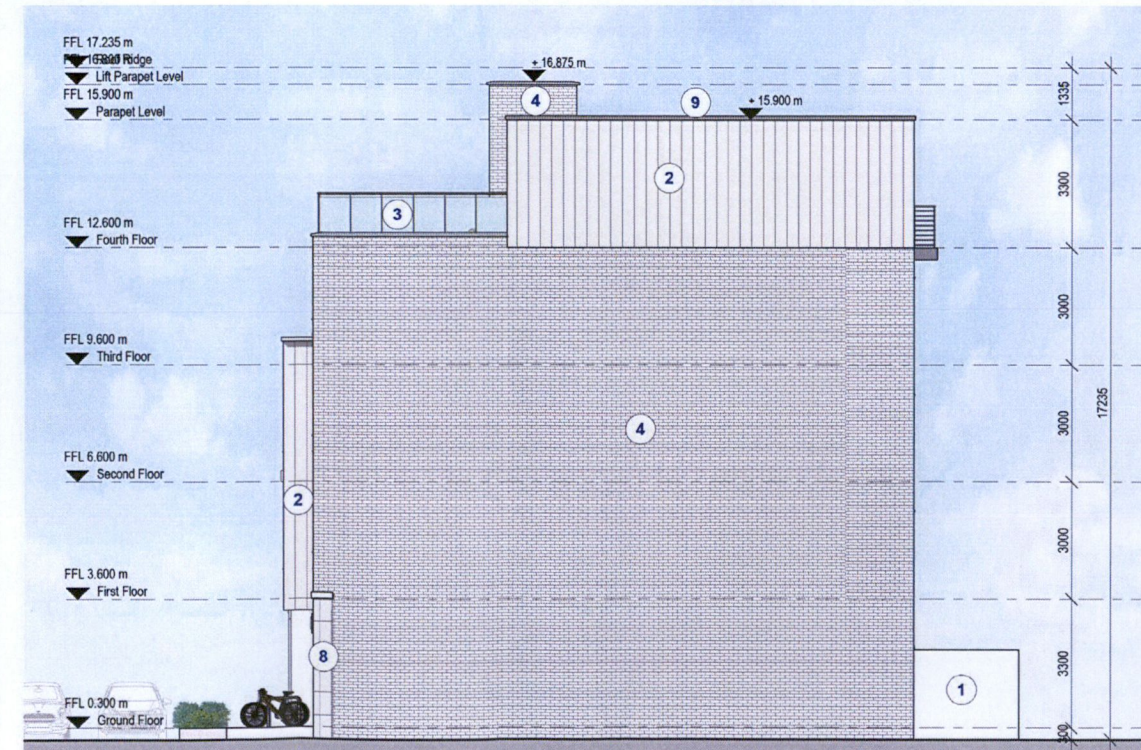
**EXTERNAL FINISHES**

- ① Render Finish
- ② Metal Cladding
- ③ Glass Balustrade
- ④ Red Brick
- ⑤ Glazed Doors and Windows
- ⑥ Glazed Privacy Screen
- ⑦ Metal Balustrade
- ⑧ Stone Finish
- ⑨ Slate Rooftile Finish

**NOTE:**  
ALL MATERIALS TO BE AGREED BY WAY OF COMPLIANCE WITH THE PLANNING AUTHORITY



Proposed East Side Elevation



Proposed West Side Elevation

Fig 26: Proposed Elevations

### Universal Design Approach

In the design of the proposal we have complied with the principles of *Universal Design*, as contained within 'Building for Everyone: A Universal Design Approach' under the following headings:

#### 1. External Environment

- Provision made for disabled parking.
- Disabled compliant footpaths and ramps.
- Tactile paving surfaces.

#### 2. Entrances and Horizontal Circulation

- Entrance lobbies sized to allow for a wheelchair turning circle.
- Corridors wide enough to accommodate wheelchair users.
- Doors and ironmongery are compliant with access requirements.

#### 3. Vertical circulation

- Lift provision.
- Handrails on both sides of circulation stairs.
- Refuge space in all stair cores.

#### 4. Internal Environment

- All public spaces well lit.
- Proposed visual colour contrast in public areas.
- Public areas are well ventilated.
- Proper signage in public spaces.

#### 5. Sanitary Facilities

- Bathroom spaces meets disabled access requirements.
- Proper lighting in sanitary facilities

#### 6. Facilities

- Electrical points are located in the zone for wheelchair users.
- Sanitary facilities are located in the zone for wheelchair users.
- Heights of window sills meets the requirements of the wheelchair user.

#### 7. Building Types

- Entrances by design are clearly identified due to the choice of material finish.
- Approach is compliant to regulations with regard to disabled access.

#### 8. Building Management

- Concierge office on site.
- Concierge office as a point of reference for information.
- Evacuation plans set by the management of the estate.
- On going review of policies.

#### 9. Planning and Policy

- Development Management.
- Parking policy implemented by management company.
- Public realm and amenities will be well maintained.

This Urban Design Statement has been prepared to support the proposed mixed use development demonstrating how it will contribute to the creation of place, how it responds to its context and how it contributes towards the development of a legible and permeable urban form.

An urban design-led approach to the development management process ensures that higher standards of design and layouts are fully integrated into proposed developments. To this end, the 12 criteria established in the *Urban Design Manual: A Best Practice Guide* were referenced throughout this document, where relevant. The public realm, open space layout, in addition to the detailed design of materials and finishes, as illustrated in this document, demonstrate how the proposed scheme has incorporated best practice urban design principles into the proposal now presented for consideration.

The principles of a Universal Design Approach contained in the booklets of Building for Everyone A Universal Design Approach was applied in the process of design of the development. The development design was done to encourage access and use of the development regardless of age, size, ability or disability.

