



COADY
ARCHITECTS

KEERAUN SOCIAL HOUSING SCHEME

Architectural Design Statement

for

Planning Application Submission

September 2021

Job Ref: 2633

Table of Contents

1.0 Introduction 3

1.1 Purpose of The Report 3

1.2 Description of Proposal 3

2.0 Site Assessment..... 4

2.1 Location..... 4

2.2 Site Description & Characteristics 5

2.3 Site Constraints & Opportunities 6

2.4 Planning Background 7

2.5 Adjacent Developments 10

3.0 Development Proposal 11

3.1 Vision 11

3.2 Design Strategy & Concept 11

3.3 Design Development – Site Layout 12

3.4 Site Layout Evolution..... 13

3.5 Developed Site Layout 14

3.6 Final Site Layout Design 17

3.7 TAA Design Development 18

3.8 Proposed Density 20

3.9 Building Heights 20

3.10 Public Open Space Calculation 20

3.11 Boundary Treatments 20

4.0 Urban Design..... 21

4.1 Introduction 21

4.2 Context 21

4.3 Connections 21

4.4 Inclusivity..... 22

4.5 Variety 22

4.6 Efficiency & Density 23

4.7 Distinctiveness 23

4.8 Layout 24

4.9 Public Realm 25

4.10 Adaptability..... 25

4.11 Privacy & Amenity 25

4.12 Parking & Bicycle 26

4.13 Detailed design 27

5.0 Dwelling Design 28

5.1 Introduction 28

5.2 Dwelling Types..... 28

5.3 Dwelling Design 28

5.4 Elevation & Material Expression..... 28

5.5 Sustainability – Energy efficiency 30

5.6 Sunlight & Daylight Assessment 30

6.0 Sustainable Urban Housing Standards 31

6.1 DMURS 31

6.2 Accessibility..... 31

6.3 Housing Quality Assessment 32

Appendix A 33

Housing Quality Assessment 33



Figure 1 – View of development from Ballymoneen Road

1.0 Introduction

1.1 Purpose of The Report

This report has been prepared by COADY Architects on behalf of the applicant, Galway City Council (GCC), to describe the architectural design of the proposed development at Ballymoneen Road, Keeraun, Co. Galway.

This design statement report is prepared in support of a Part 10 application to An Bord Pleanála under the Planning and Development Regulations 2017. The proposal is for the development of 71 residential units on a greenfield site to the north-west of Galway city.

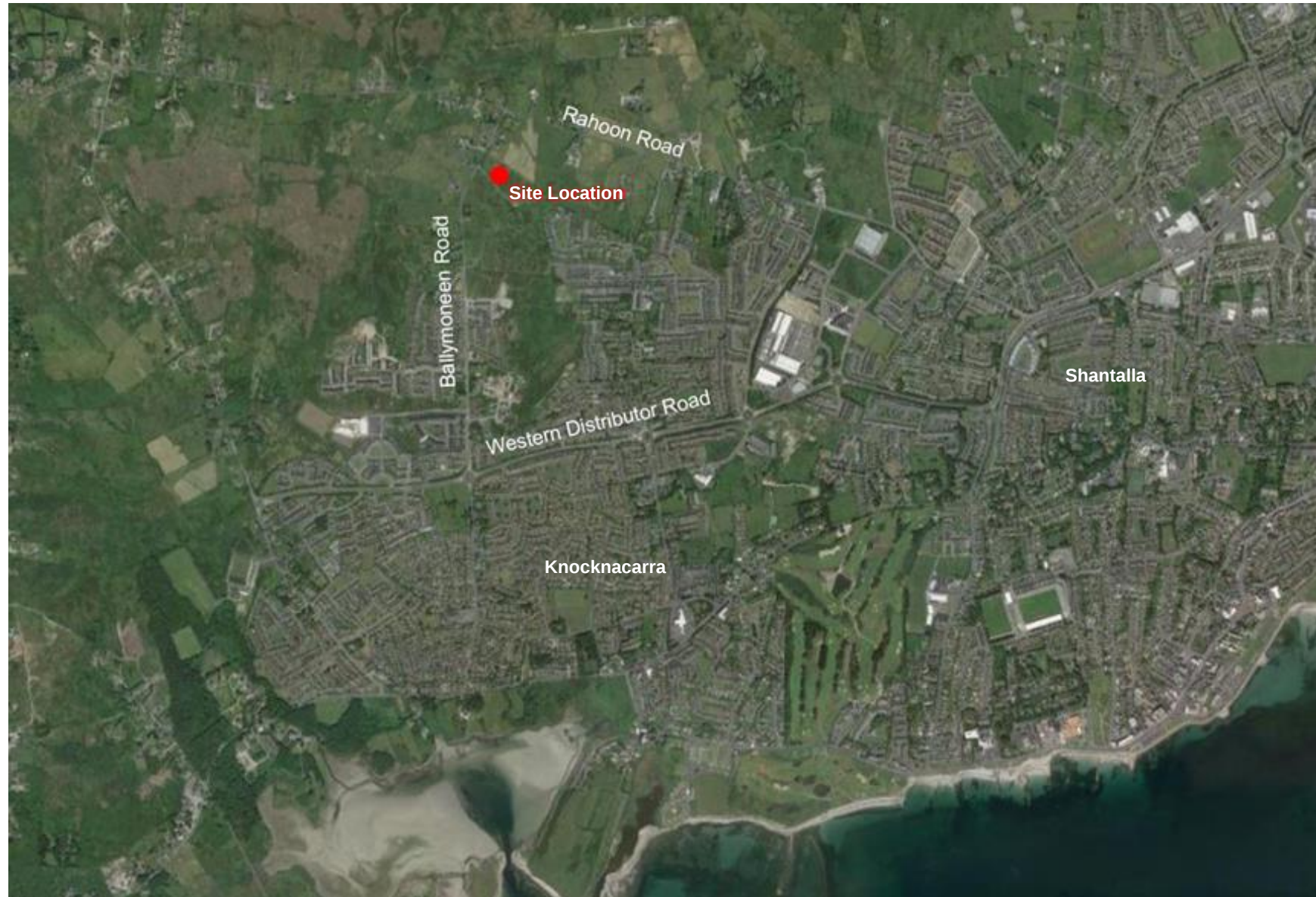
1.2 Description of Proposal.

The proposed development is for the construction of 71no residential units comprised of 63no social housing units, 28 of which are houses and 35 of which are apartments/duplexes, together with 8no. Traveller Appropriate Houses, public and communal open spaces and all associated site works and infrastructure. The proposed scheme has been developed having regard to the following policy documents:

- Quality Housing for Sustainable Communities 2007
- Urban Design Manual - A Best Practice Guide 2009
- Sustainable Residential Development in Urban areas (Cities, Towns & Villages) 2009 - Guidelines for Planning Authorities
- Sustainable Urban Housing - Design Standards for New Apartments 2020, Guidelines for Planning Authorities
- Design Manual for Urban Roads and Streets (DMURS)
- Framework Plan 1 Ballyburke, Minicloon & Keeraun (2007)
- Galway City Development Plan 2017-2023



Figure 2 – Overall development layout



2.0 Site Assessment

2.1 Location

The project site is located on the eastern side of Ballymoneen Road and is approximately 4.3km west of Galway City. The site is approximately 2.03 hectares / 5.02 acres developable area.

The site is located in the western suburbs of Galway city, and zoned residential in the current Galway City Development Plan. The suburbs of Shantalla to the east and Knocknacarra to the south have expanded steadily over the past decade and the Ballymoneen Road linking two main arteries into the city from the west, Ragoon Road and Western Distributor Road, is now a logical progression of this development.

The immediate context of the site at present remains semi-rural in nature, with a number of one-off houses being the predominant typology dispersed among agricultural land. The proposed N6 city ring road passes immediately adjacent to the site, still under planning consideration. The proposed N6 corridor has resulted in a number of houses becoming vacant and dilapidated in the immediate vicinity of the site. However, there are a number of recently completed and currently proposed developments within reach of the subject site to the south, and it is envisaged that development will in time continue along the entire extent of the Ballymoneen Road. It is proposed that the subject development will knit itself into this proposed expansion of the city suburbs.

The proposed N6 Galway City Ring Road that passes immediately to the south east of the subject site has a proposed junction onto Ballymoneen Road to the south, offering transport links across the city.

Figure 3 – Satellite Map showing site context

2.2 Site Description & Characteristics

The subject site is a greenfield site, generally falling steadily to the rear from the Ballymoneen Road to the west, with various rocky outcrops causing undulations throughout the site.

The site is bounded to the north by agricultural lands, to the east and south-east by agricultural lands, along which the future N6 Galway City Ring Road is planned, to the south by agricultural lands (subject to a live planning application for a private residential development) and to the west by the Ballymoneen Road.

Overhead ESB lines traverse the site – 38kv and 10kv. These require diversion as to facilitate the proposed development.

An existing watercourse traverses the site from north to south. The direction of flow is northwards and while it is believed the watercourse may infiltrate to ground locally in the subject and neighbouring sites, a link to nearby watercourses cannot be ruled out

There is a Development Plan objective to the East for a future greenway link.

The nature of the ground conditions apparent within the site are a mix of rocky outcrops (mostly granite), shallow topsoil and deep peat around the water-course.

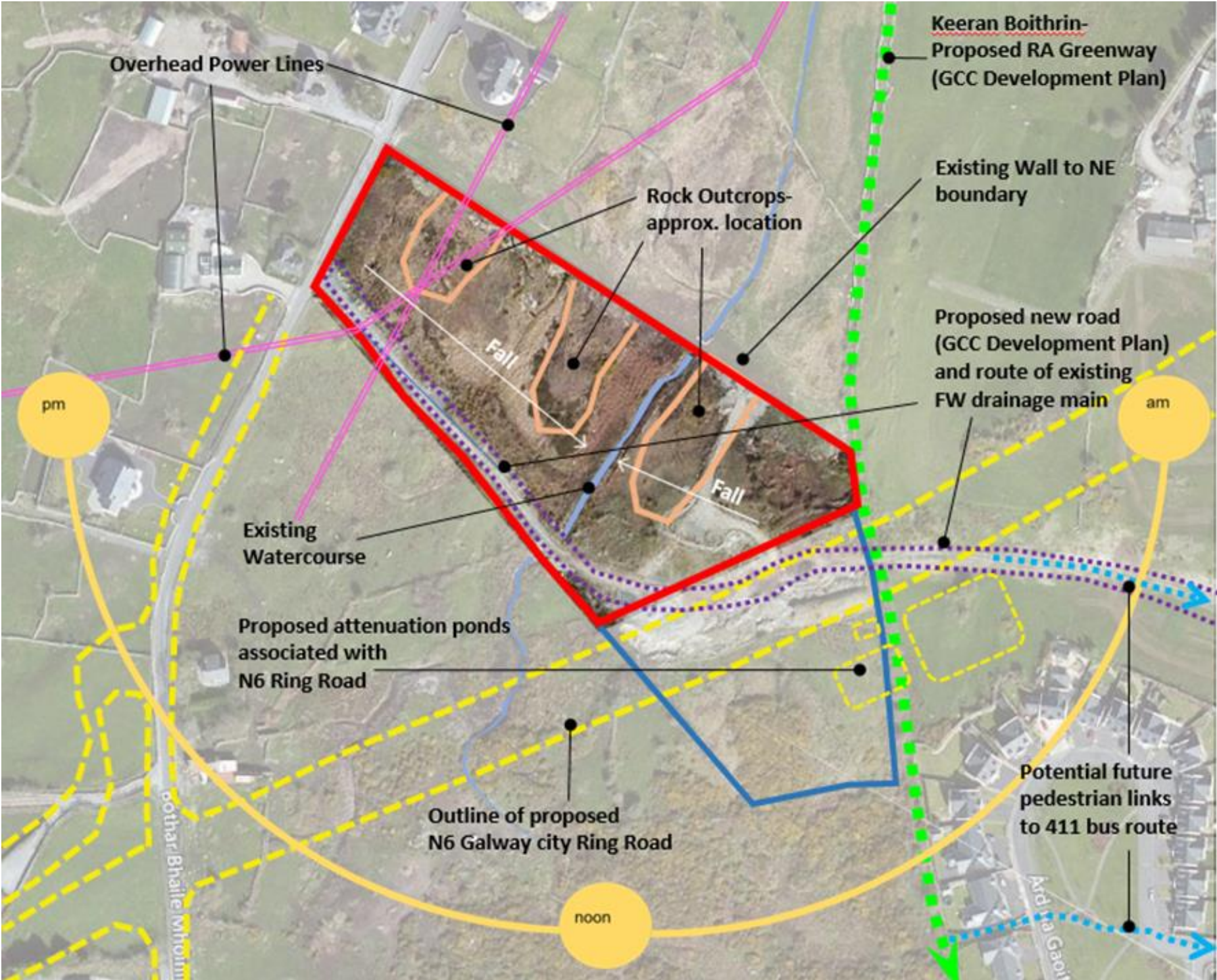


Figure 4 – Site characteristics map

2.3 Site Constraints & Opportunities

Constraints:

The Site Constraints to be considered in the design response are as follows:

Vehicular Access - The position of the main site entrance is influenced by the required site lines along Ballymoneen Road. This affectively restricts the vehicular access point to the southern portion of the Ballyoneen Road Boundary due to the nature of the existing boundaries of the lands to the north. GCC Roads Dept have indicated a requirement to provide for future road widening and provision of cycle way and footpaths, which also affects the boundary treatment and position of the built site boundary to Ballymoneen Road.

Existing SW / FW Drainage – A pair of SW / FW lines traverse the site from Ballymoneen Rd to the boundary of the N6. No buildings can be constructed upon these and a wayleave would also apply. Diversion of these public sewers are therefore required to facilitate the proposed layout.

Per the current planning application under consideration by GCC and agreement in place between GCC and the developers of the residential development to the south (PI ref. no. 20/286) provision is required for drainage connections to existing manholes within the subject site. The previously granted SHD Scheme (ref no ABP 304762-19) also requires drainage connection to existing manholes within the subject site from that site south of the future N6 road.

Overhead power lines – 38kv lines exist overhead in the portion of the site closest Ballymoneen Rd. ESB requires an exclusion zone of 15m around all existing or future poles, exclusion zone of 4m where cables are undergrounded and an exclusion zone of 15m centred on overhead cables. These overhead high voltage cables will be undergrounded where they traverse the site to facilitate the proposed layout for visual and safety reasons.

Ground conditions –The site has an undulating topography as confirmed in the topo-survey. There is a mix of very shallow topsoil over bedrock close to the surface and areas of very deep peat, as confirmed in the SI survey works. This is outlined in detail in the engineer's reports that accompany this application. This was a significant consideration in the development of the scheme layout to limit costs associated with rock breaking of this dense granite as far as possible.

Opportunities:

Development to South – there has been a planning application submitted to Galway City Council (ref no. 20/286) for a development of a private residential housing estate consisting of semi-detached housing and two apartment buildings. The design teams for both projects have worked together to ensure that the two relative small schemes can combine to form a coherent combined development

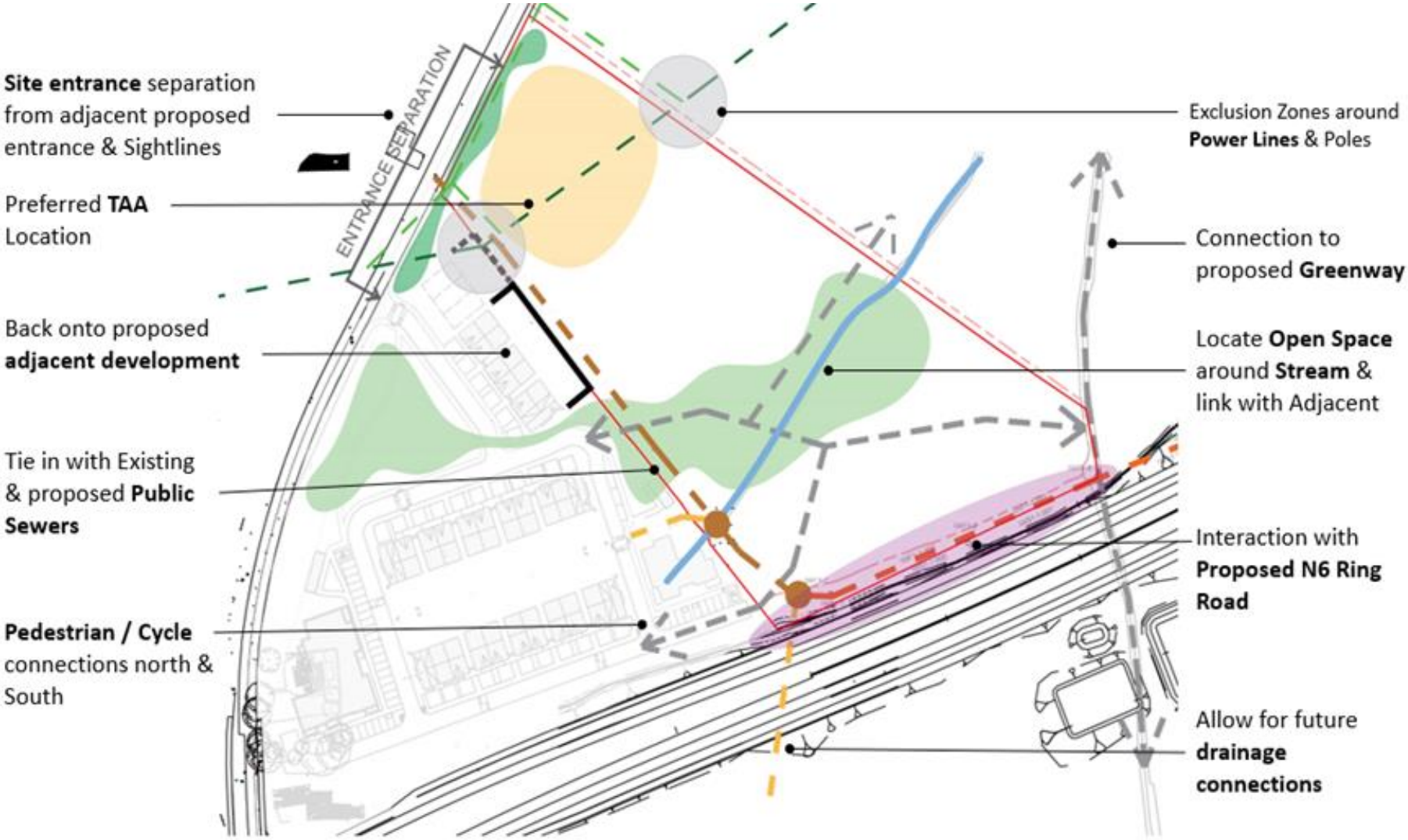


Figure 5 – Site assessments map

with potential for pedestrian and vehicular connectivity, continuity of open space through the schemes, and logical alignment of buildings.

Permeability & Linkages – it is a requirement of the Development Plan and Framework that pedestrian and vehicular linkages are provided between housing schemes or between lands zoned as Residential. Potential connection points have been provided to lands north and south of the subject site.

Additionally, it is a requirement to provide for positive connectivity to the Keeraun Boreen, which will be a future pedestrian / cycle linkage between residential lands to be developed either side. This has also been allowed for in the proposed scheme layout.

Public Amenity Space / Existing Stream – it is an aim of the Framework Plan that the existing watercourse be incorporated into a green area / public open space. Although every effort was made to adhere to this objective, further sections

of this report will outline why from a practical and health and safety viewpoint, the decision was eventually reluctantly arrived at to infill the stream where it traverses the site.

Traveller Appropriate Accommodation (TAA) – As discussed in detail in subsequent sections of this report, the considerations to accommodate specific location and layout requirements of the Traveller appropriate accommodation element of the scheme, had a significant bearing on the overall scheme design

Under the criterion set out in the document, the subject site would be considered a Peripheral and / or less Accessible Urban Location. Such locations are suggested as being suitable for limited numbers of apartments that will add to the mix of house types being provided in a given development.

The subject scheme complies comfortably with the above density standards, providing an overall density of development of 35 dwellings per hectare at a plot ratio of 0.32. There is a good variety of unit types, comprised of 2 – 4 bedroom houses, 2 & 3 bedroom duplexes, and 1 & 2 bedroom apartments to cater for the spread of social unit types required by the local authority.

Public/Communal Open Space - Quantity

Public and/or communal open space must be provided within new residential developments and should preferably be located at specific sites or locations that would facilitate the assembly of areas of satisfactory size or usability or would enhance established on-site features.

Public open space is required at a minimum rate of 15% on greenfield sites.

The communal amenity space requirement for apartments is set out in *Sustainable Urban Housing: Design Standards for New Apartments 2020* as follows: 1 bedroom apartment – 5 sq.m.; 2 bedroom apartment (3 person) – 6 sq.m.; 2 bedroom apartment (4 person) – 7 sq.m.; 3 bedroom apartment – 9 sq.m.

The development provides public/communal amenity space primarily in the form of a large community green located towards the rear of the scheme where it is overlooked by 70% of dwellings. The area of this landscaped amenity space is 0.36Ha equating to 17.56% of the total site area. There are also a number of smaller landscaped areas throughout the scheme that are ancillary to this main area.

Public Amenity Space – Quality

The GCDP requires that public amenity spaces provided by all residential developments should cater for the needs of a full demographic of likely residents of the development and be accessible by all. There is a further requirement for all developments over 10 units to provide a specific recreational facility within the communal open space. Indicative examples of recreational facilities for different sizes of developments are shown in Table 11.2 of the document.

For developments of 51-100 units, examples of suitable facilities provided are:

- Skateboard Facility
- Bowling Green
- Basketball Court

Through consultation with the local authority Parks and Recreation Department, it has been agreed that the communal open space will provide a range of informal spaces to cater for all age groups including seating areas and walking loops, informal play equipment, large kick-about area, and single hoop half basketball court.

Private Amenity Space – Quantity

The private open space requirements for dwellings is set out in section 11.3.1(c) of the GCDP as being not less than 50% of the gross floor area of the residential unit.

The private open space requirements for apartments are set out in *Sustainable Urban Housing: Design Standards for New Apartments 2020* as follows: 1 bedroom apartment – 5 sq.m.; 2 bedroom apartment (3 person) – 6 sq.m.; 2 bedroom apartment (4 person) – 7 sq.m.; 3 bedroom apartment – 9 sq.m.

The Housing Quality Assessment table included as Appendix A of this document sets out the private amenity space provided for each residential unit. In all cases greater than the minimum area has been provided.

Private Amenity Space – Quality

The quality of private amenity space for apartments is specifically set out in section 3.35 of *Sustainable Urban Housing: Design Standards for New Apartments 2020*. It requires that private amenity space at ground floor should be provided in the form of gardens or patio/terrace and at upper floors in the form of balconies. It should be bounded as appropriate for security and privacy, and orientated to optimise solar gains. It should be directly connected and accessible from the main living area of the apartment, and should have a minimum depth of 1.5m

All houses in the development have been provided with enclosed rear gardens. All ground floor apartments have also been provided with enclosed rear gardens as a specific requirement of the local housing authority for social housing units. Upper floor duplexes / apartments have been provided with terraces or balconies. These terraces / balconies have been orientated in all cases to either maximise solar gains or to afford views of the public amenity space. They have in all cases been designed as inset balconies so as to create a simple building form, and are all well in excess of the 1.5m minimum depth

Parking

Section 11.3.1(g) of the GCDP sets out various options for car parking standards that should not be exceeded in the design of residential developments as follows:

- 2 on-site spaces per dwelling and 1 grouped visitor space per 3 dwellings
- 1 on-site space per dwelling and 1 grouped visitor space per dwelling

- 1.5 grouped spaces per dwelling and 1 grouped visitor space per 3 dwellings
- 3 spaces for dwellings over 200m2 and 1 grouped visitor space per 3 dwellings
- 1 space for one bedroom residential dwellings and 1 grouped visitor per 3 dwellings

Section 4.0 of *‘Sustainable Urban Housing: Design Standards for New Apartments 2020’* provides additional guidelines on the parking provision for apartments based on various types of locations within town and cities.

For Peripheral Urban Locations, the guidelines suggest:

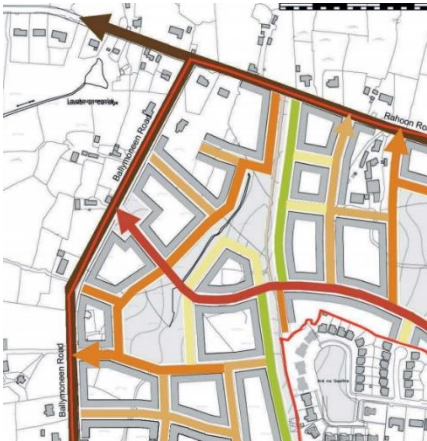
As a benchmark guideline for apartments in relatively peripheral or less accessible urban locations, one car parking space per unit, together with an element of visitor parking, such as one space for every 3-4 apartments, should generally be required.

The parking provision for the development is outlined in detail in subsequent sections of this report but in a general sense the provision is as follows:

28no. Social Houses @ 1.5 spaces / house	42no. spaces
35no. Apartments/Duplexes @ 1 space / unit	35no. spaces
8no. Traveller Houses @ 2 Spaces / house	16no. spaces
71no. Dwellings @ 1 visitor space / 3 units	23no. spaces
Total no. spaces provided	116no. Spaces

2.4.3 Framework Plan 1 - Ballyburke, Mincloon & Keeraun

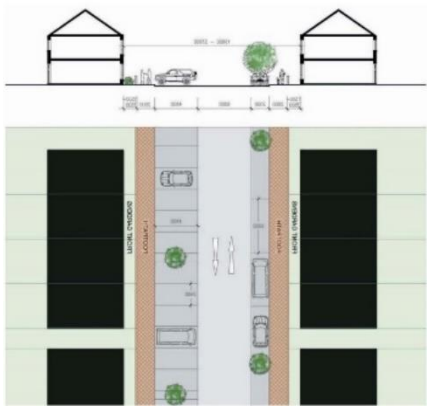
The Framework Plan 1 Ballyburke, Mincloon & Keeraun (2007) predates the current N6 Galway City Ring Road route and will be subject to update by GCC in due course. However, there are core planning principles within the framework plan that will be retained by GCC in any future plan and as such have informed the design of the proposed development.



Create a well-connected and permeable neighbourhood that links with existing surrounding development and does not impede future development and connectivity across the wider area



Link to future Keeraun Boithrin Greenway and facilitate pedestrian linkages to adjoining lands to allow cross-flow of pedestrians



Ensure that the street is a key element of the public domain to accommodate all users and create a human scale with good enclosure. On street car parking should be balanced with landscaping so as not to dominate the street.



The location of open spaces within the plan area to be cognisant of existing natural features such as the stream running north south in the eastern part of the area and provide a “linear park” between future and existing developments.



Use of Homezones with shared surfaces to change the way streets are used and to improve quality of life by making them places for people, not just for traffic

Figure 7 – Framework plan extracts

2.5 Adjacent Developments

There is significant new and proposed residential development to the south of the subject scheme that will imminently link the proposed development to its immediate suburban context, and the wider city context beyond. Potential vehicular, cycle, and pedestrian linkage points have been facilitated to both the northern and southern boundaries of the scheme in order to facilitate this connectivity.

Infrastructural Developments

The proposed route of the N6 Galway City Ring Road passes immediately to the west and on grade with the subject site, and has a proposed major junction with the Ballymoneen Road to the south. The N6 development is currently moving through the Planning Review process where an Oral Hearing has concluded and a decision is provisionally due in October.

As mentioned in the previous section, the GCC Framework Plan 1 - Ballyburke, Mincloon & Keeraun includes an objective to develop the Keeraun Boitrin as a cycle Greenway to provide cycle and pedestrian linkages from the Ragoon Road to the north through to the established Galway City suburbs to the south and on into Galway city. The proposed development facilitates this objective by providing a potential connection point to the greenway in the north east corner of the site and a generous cycle/pedestrian pathway immediately inside the N6 boundary connecting with the main estate road of the proposed residential development to the south.

Adjacent Residential Development (Pl. ref: 20/286) lies to the immediate south and shares the southern boundary of the subject site. It is in essence an extension of the SHD scheme previously granted permission across the N6 Route corridor. The development proposes 58no private dwelling units comprised of 28no houses and 30no. apartments. The scheme is currently at RFI stage. Consultations have been ongoing between the design team of the subject site and the adjacent applicant representatives to agree civil connections between the two developments.

Adjacent SHD Development (Pl. ref. 304762-19) is a large private residential development located further south and across the N6 corridor from the subject site. It has recently been granted permission by An Bord Pleanala under the Strategic Housing Development planning system. The development will consist of 238 units comprised of houses, duplexes, and apartments together with community facilities. Although there is no potential physical link with this site, being separated by the N6 corridor, wayleave agreements are in place between

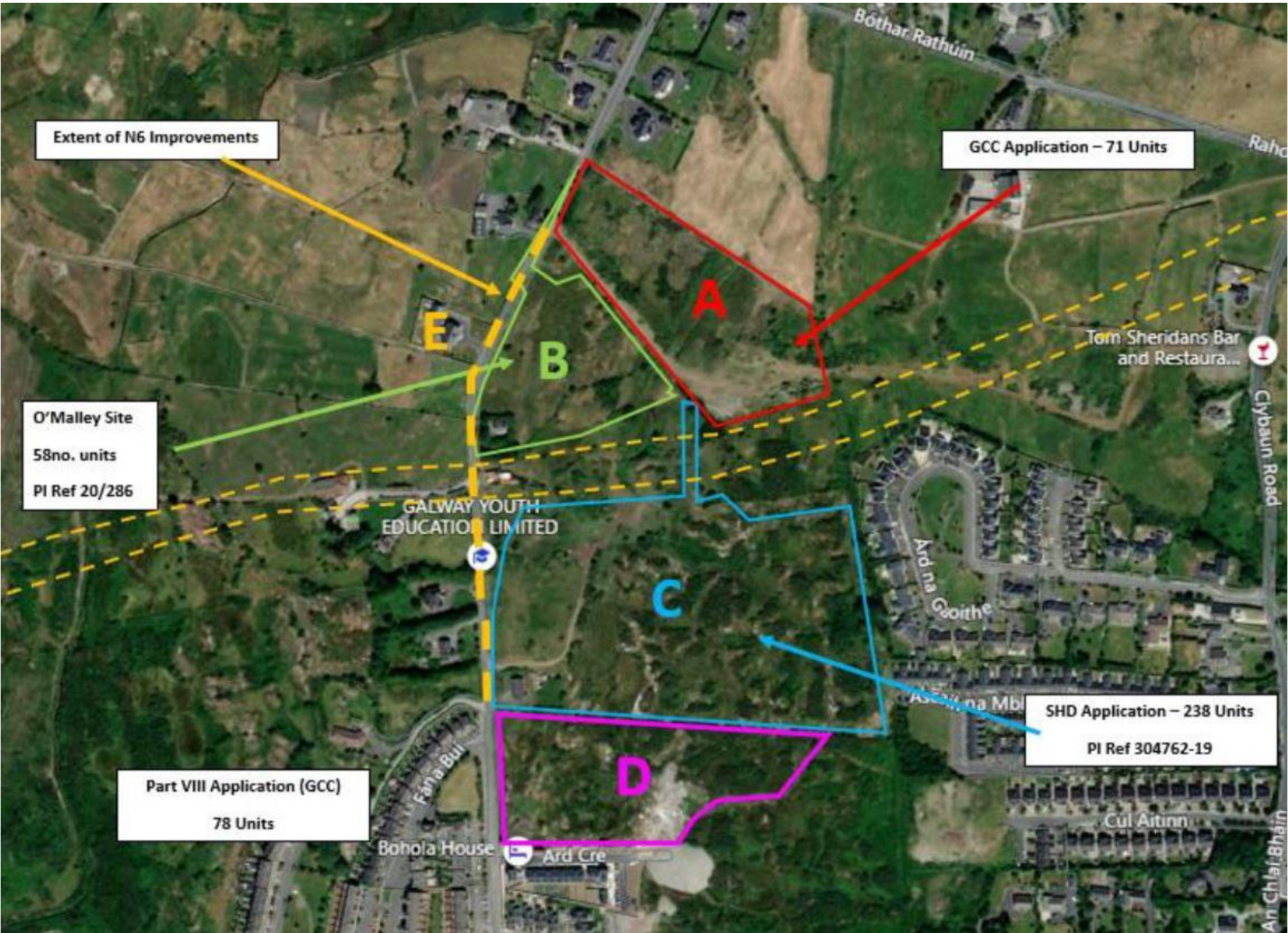


Figure 8 – Adjacent developments map

GCC and the applicant to connect the development to public sewers located on the subject site.

Ard Cre Scheme (Part 8) – Further south is the Ard Cre social housing scheme recently constructed having been granted permission under the Part 8 planning process. This development comprises of 78no. social housing units in 2 and 3 storey buildings on a greenfield site.

3.0 Development Proposal

3.1 Vision

The objective of the new development at Keeraun, is to provide a social housing scheme comprising a mix of standard residential units and culturally appropriate Traveller Specific Accommodation.

The completed project aims to deliver high-quality residential accommodation with positive engagement with the existing sub-urban / rural context, in a highly sustainable, efficient and cost-effective design with low maintenance requirements, set within a high quality landscaped public realm and public amenity spaces.

The project will create physical linkages to proposed and existing adjacent residential communities through facilitating pedestrian, cycle and vehicular connection points, taking account of the future N6 Galway City Ring Road which will pass along the south-eastern boundary.

The scheme proposed has undergone rigorous appraisal as part of the design development process, while taking into account the parameters of the existing Development Plan, draft Local Area Plan, national guidelines and other statutory requirements.

The scheme has been reviewed at length by the GCC Local Area Planners who's comments and been incorporated in the evolution of the project as outlined in subsequent sections 3.4, 3.5 and 3.6.

Residential Amenity standards of the scheme have been assessed and approved by the DHLGH Architectural Advisor, with some minor layout suggestions incorporated into the final design solution.

The scheme is also informed by a lengthy consultation process with the local Traveller group. The specific cultural requirements of these proposed occupants have been balanced with best practice urban planning approaches to arrive at a culturally appropriate residential development that sits within its sub-urban setting.

3.2 Design Strategy & Concept

The design strategy for the development is as follows:

- Connectivity
Provide vehicular/pedestrian connections through the adjacent proposed development to south to proposed and existing residential context and public amenities beyond

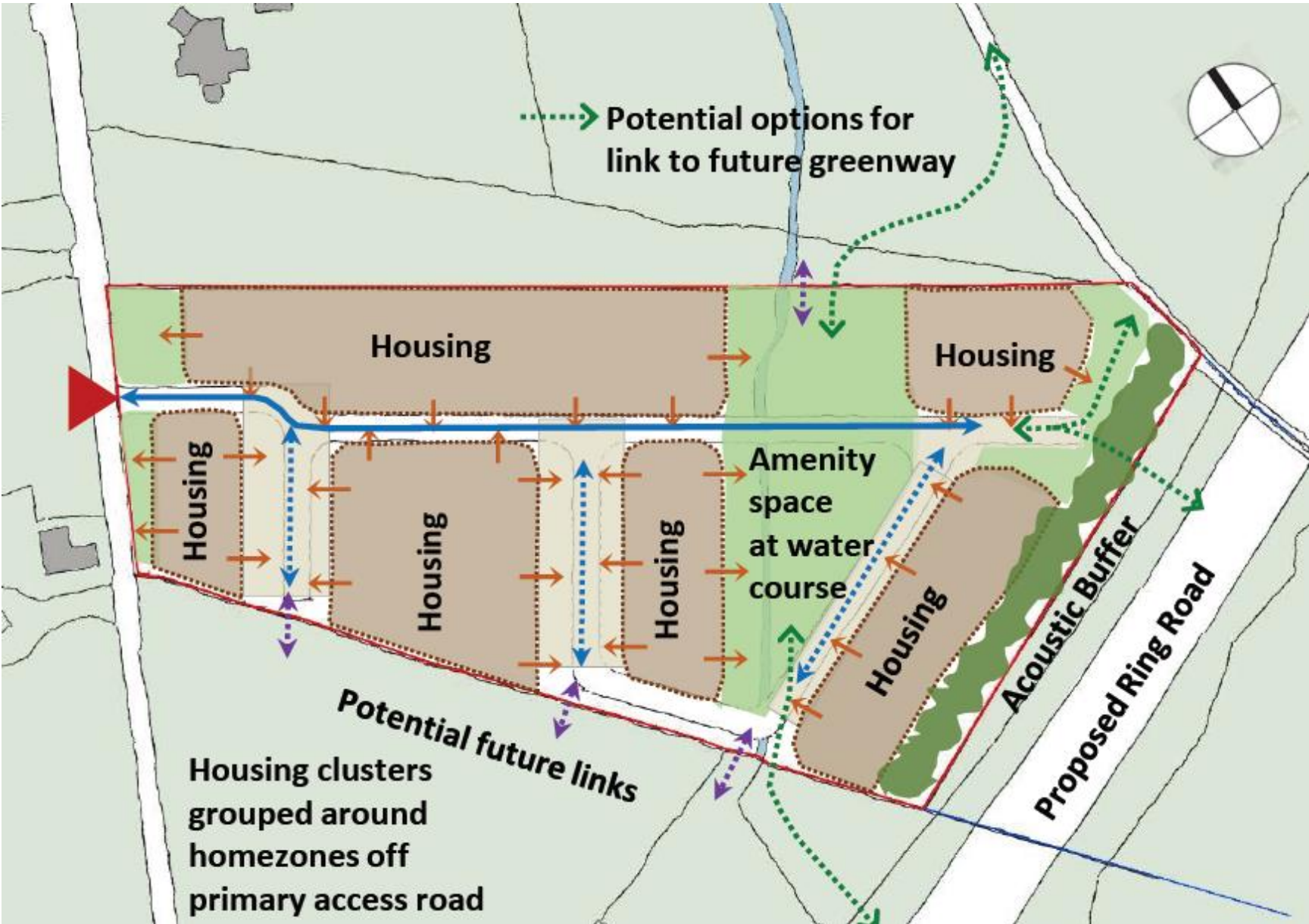


Figure 9 – Preliminary concept design sketch

Allow for future connectivity to existing farmland to the north to facilitate a continued permeable pattern of development along the Ballymoneen Road.

Provide opportunity for new north-south pedestrian and cycle routeway through the site, allowing proposed developments to the south connect with the proposed Keeraun Boitrin Greenway to the north

Provide a safe coherent layout of pedestrian routes through the scheme along logical desire lines, with clearly designated crossing points

- Public Amenity & Landscape
Provide a functional, landscaped public amenity space as a central feature of the development to enhance existing natural site features, and

allow for continuity of public amenity spaces through adjacent developments

Provide a landscape strategy and planting scheme that integrates with local context and provides for ecological biodiversity.

- Infrastructure
Allow for and be cognisant of upgrades to local infrastructure such as Ballymoneen Road upgrade works and proposed N6 City Ring Road to ensure that the development will not compromise or be compromised by future infrastructure

Urban Planning

Provide an active landscaped road frontage onto Ballymoneen road in keeping with the existing scale, proportions, and characteristics of existing and proposed developments contiguous to the site

Create simple, tree lined streetscapes within the development activated by building frontages where landscape rather than vehicles are dominant.

Create a sense of defensible space and enclosure by providing strong streetscapes that enclose and overlook communal open spaces

Building Design

Provide dual aspect housing typologies at corner plots to achieve continuity of streetscapes

Provide a variety of building heights, to respond to existing site conditions and create a varied ridge line

Provide focal buildings of increased height at key nodal points of the scheme such as at the site entrance and the central knuckle of the scheme where north-south and east-west circulation routes converge

Avoid protruding balconies in favour of integrated design solutions that simplify the building form. Consider orientation so as to utilise views or solar gains

Context

Consider existing site topography in layout design to allow buildings sit comfortably on the significantly undulating site

Have regard for proposed future development, backing housing onto the northern and southern boundaries of the site so as to facilitate future back-to-back arrangement across the party boundaries

Be cognisant of existing natural and manmade constraints associated with the site such as power lines, public drainage, bedrock, watercourse, allowing these features to inform a logical and efficient development layout.

End User

Consider specific social and cultural sensitivities of proposed occupants of the development, allowing these influences to inform the development design, so as to achieve a development inclusive of all

- The parameters governing the design of Traveller Appropriate Accommodation (TAA) was explored through consultation with local Traveller representatives. This allowed a better understanding of the specific typology, which is further outlined in subsequent sections. In essence this element of the scheme became a sub-element of the overall development whereby a cluster of 8no. individual houses were arranged around a cul-de-sac to the front of the site. This informed and significantly altered the arrangement of the remainder of the scheme.
- Through meeting with GCC Planners certain planning objectives

second terrace of dual aspect duplexes was proposed to the west of the public amenity space where it could address both the amenity space to the east and a “homezone” to the west

- The design of the primary street was developed to create a strong active urban edge along its southern side to offset the black façade required to provide private amenity space to the Traveller houses to the north.
- The road layout and associated parking was expanded upon and resolved to ensure parking spaces could be provided in close proximity to the residential units they served.

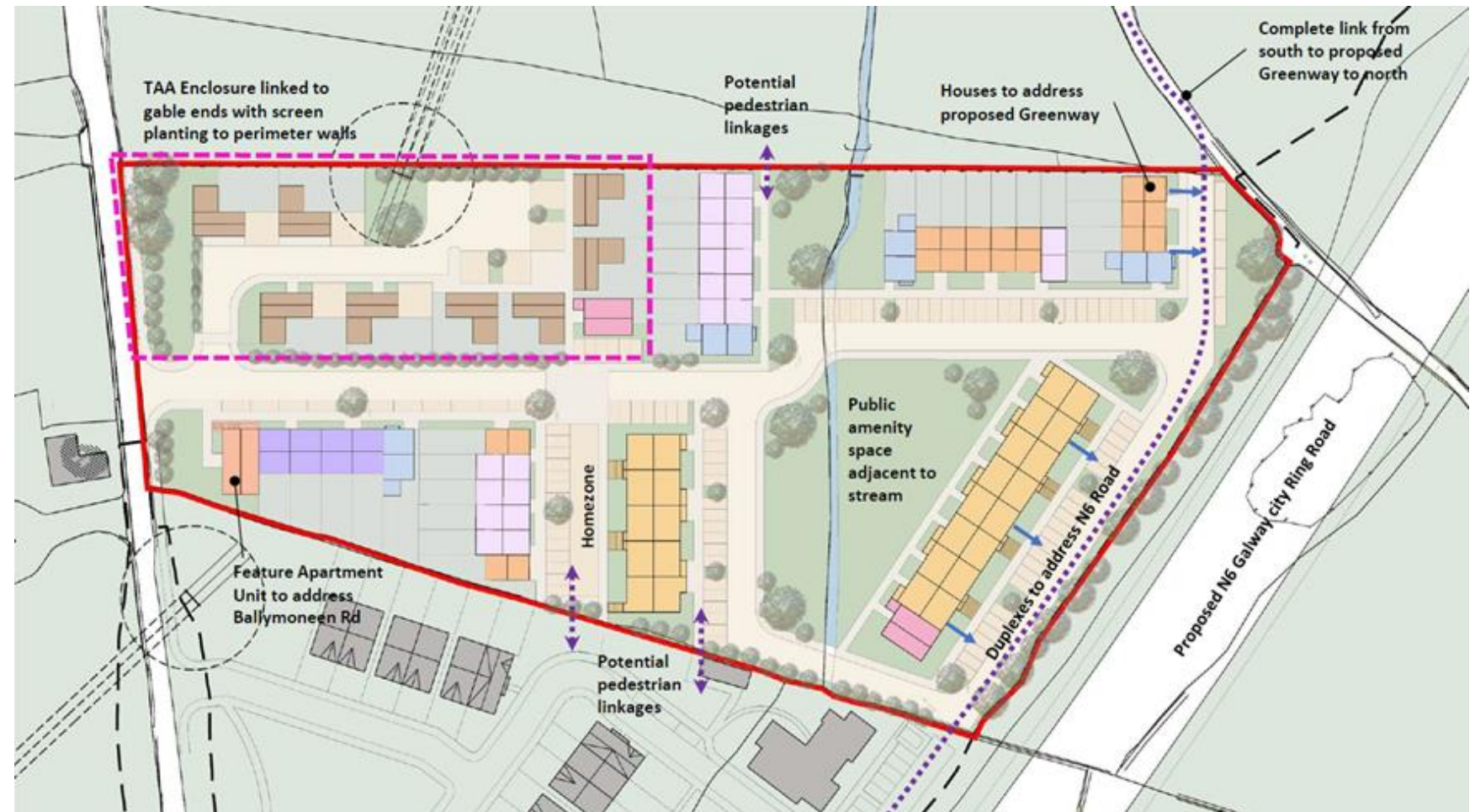


Figure 10 – Original site layout sketch

surrounding local infrastructure upgrade works informed design development. As regards Ballymoneen road there was a requirement to allow a 7m setback from the road edge to facilitate future road realignment and provision of footpath and cycleway. Regarding the N6 City Ring Road, it was communicated that there was a planning objective to create an active streetscape onto this road rather than backing houses onto it. To satisfy this objective and retain the public amenity space adjacent to the existing stream, the design response was to locate a streetscape of dual aspect duplex units along the eastern boundary. A

- Vehicular and pedestrian connection points to the proposed development to the south and vacant land to the north were developed
- The north-south cycleway to link the proposed development to the south to the proposed Greenway to the north was developed along an estate road that linked to the proposed estate road to the south
- The orientation of terraces along the north and south boundaries were considered so as to ensure either a side on or back-to-back arrangement with adjacent developments.

3.3 Design Development – Site Layout

The site layout design developed from the initial concept design layout indicated in Figure 14 to a more detailed level following discussions with GCC and other stakeholders.

The key area of development were:

3.4 Site Layout Evolution

The main point addressed in the scheme refinement was a housing department requirement for all ground floor units irrespective of whether they were houses or apartments to be provided with defensible and enclosed individually owned private open space. Upon review, it was decided to explore the provision of private gardens to each ground floor unit such that houses and ground floor apartments would receive similarly scaled and detailed private open space.

Two further layout options were explored, both of which relocated the duplex/apartment blocks to back onto the southern boundary where they could be provided with traditional south facing rear garden enclosures.

Revised layout Option 1 left the remainder of the scheme largely as per previously proposed. Option 2 explored a more extensive revision to the scheme whereby a terrace of single aspect units were introduced to the south and east of TAA Site to provide a double loaded streetscape along the main access road. This option however was dismissed as it introduced a significant number of single aspect units with north facing private amenity space. This arrangement was seen as contrary to proper site planning and socially exclusive as it completely separated the TAA Cluster from the remainder of the scheme.

It will be noted from the diagrams opposite that the revised orientation of the terraces to the rear of the scheme significantly encroached on the existing stream. The justification for infilling the existing natural watercourse is as follows:

It was noted from inspection of aerial photography that the stream has already been infilled through the site to the north. The stream to the south will also be infilled to facilitate the development proposed under pl. ref 20/286. Therefore the retention of the short extent of the original watercourse that traverses the subject site would be relatively insignificant from an ecological perspective when viewed in the wider context of the site.

Due to significant site undulations of dense granite bedrock throughout the site, it was discovered that existing site levels adjacent the stream needed to be raised to avoid the exorbitant cost of rock breaking elsewhere on the site. From a health and safety perspective the sides of the stream would therefore have had to be retained and fenced resulting in a reduction of available amenity space, which could better be used as a central informal kickabout space within the community green. It was also concluded that for the same reason, the stream offered little as regards visual amenity. The loss of habitat will be mitigated as outlined in the ecological reports that accompany the application.

Infilling of the stream is discussed further in the engineering report and drawings that accompany this application

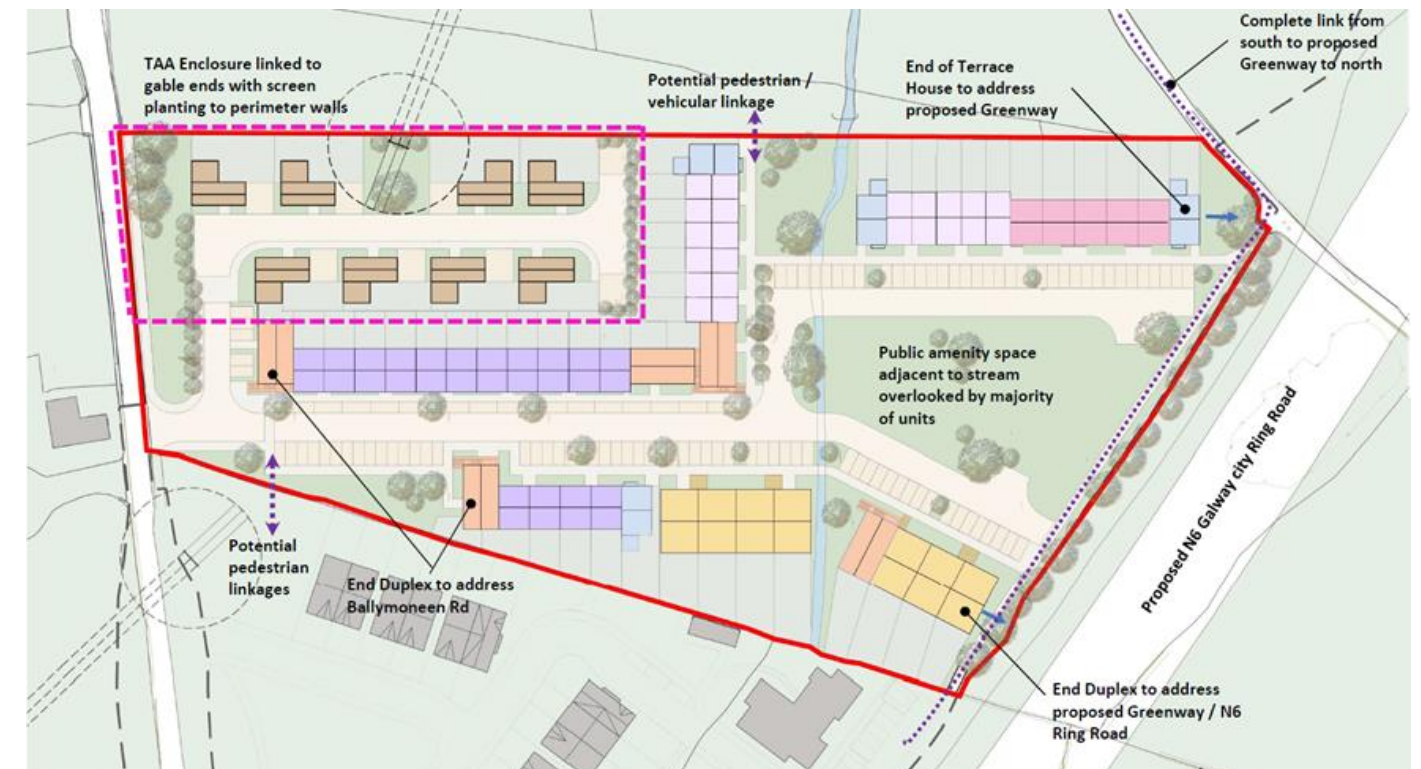
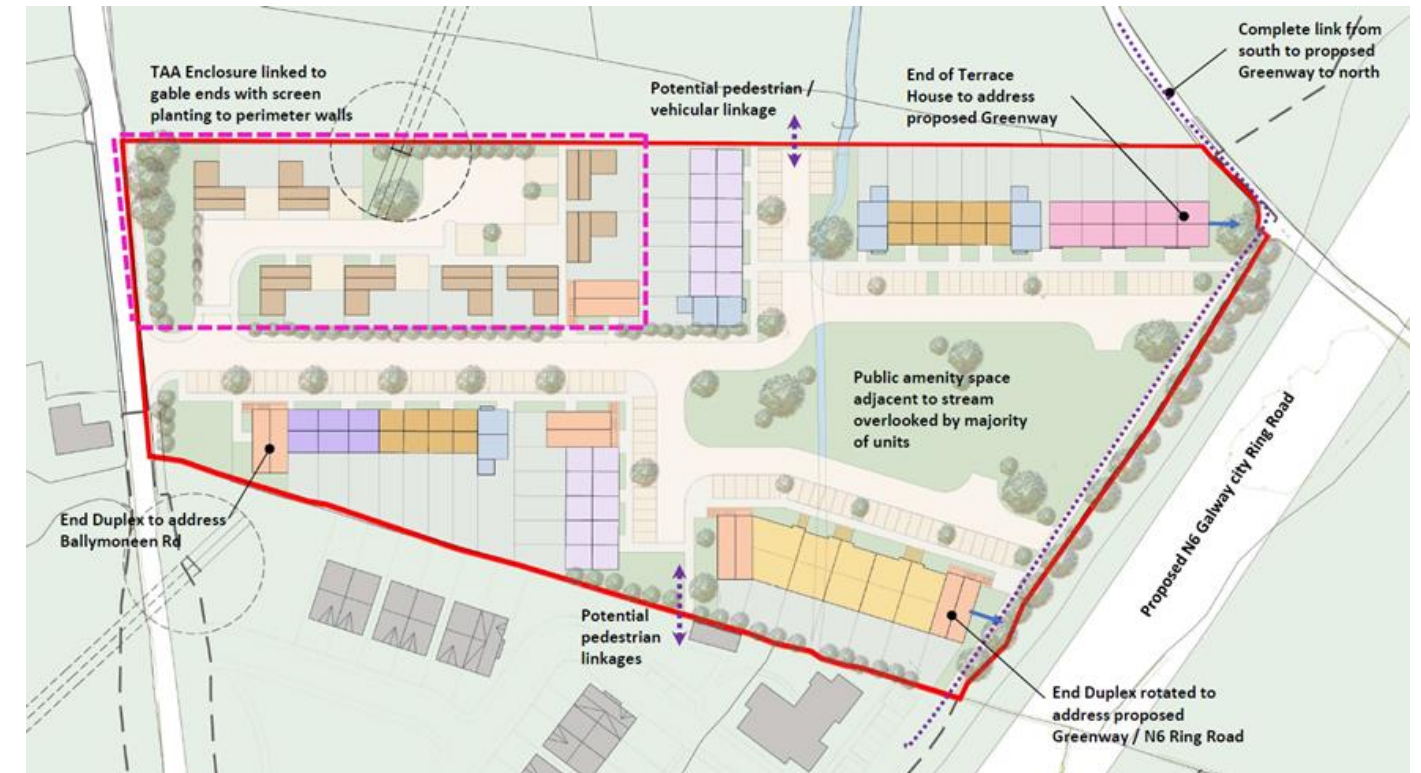


Figure 11 – Site development sketches, Options 1 & 2

3.5 Developed Site Layout

Informed by discussions with GCC planners, the layout was further developed and refined to incorporate the following amendments:

Planning Consultation 01

1. Connectivity

- Vehicular and pedestrian connections north and south were further refined

2. Site Planning

- Boundary Treatment along main access road was developed
- Unit types were refined to add dual aspect units to corner plots
- Greenway route linkage was developed with house types considered to give passive surveillance
- Proximity of buildings to rear boundaries extended in places
- Front curtilage of residential units refined to include bin stores, privacy strip, gossip walls
- Boundary treatments were developed for site perimeter and internal plot division

3. Roads / Car Parking

- Parking provision refined and tested to meet development plan standards, with some on-curtilage parking introduced. Accessible parking spaces defined.
- Turning bays introduced for fire tender access, bin trucks, etc. Auto-tracking analysis carried out on junctions and in TAA cluster and road alignment altered as required to ensure circulation routes for larger vehicles

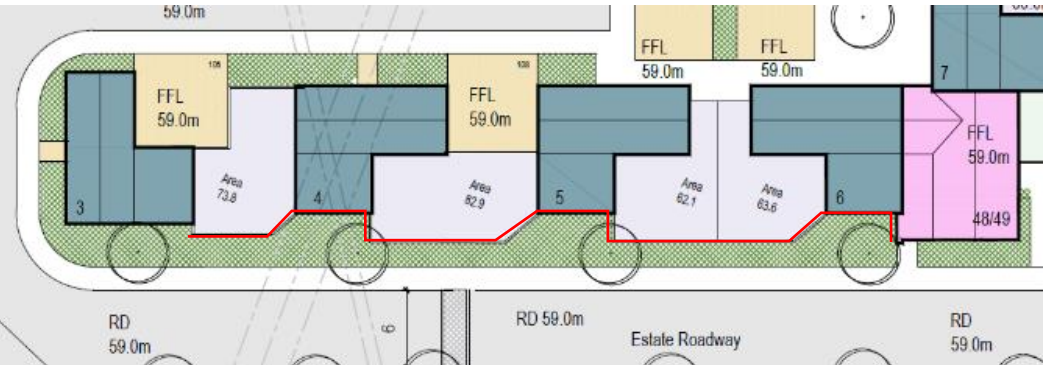


Figure 11 – Developed site layout with TAA boundary development



Planning Consultation 02

This refined scheme was formally submitted to GCC Planning Department for further comment, and a formal pre-planning consultation was held on 4th March with GCC Planning, Roads, Drainage, and Parks and Recreations personnel in attendance.

There were a number of refinements to the scheme that arose from that consultation that has informed the final layout now proposed. To follow is an outline of the refinements incorporated into the final scheme design:

1. Connectivity to Proposed Greenway

- Provision of 3.6m wide shared surface cycle and pedestrian path through the north-eastern corner of the site.
- Path separated from the end-of terrace unit by a landscaped privacy strip and from the N6 by boundary railing and landscaping.
- The end-of-terrace unit is orientated such that the front door addresses the greenway link, with fenestration on gable end for passive surveillance and articulation of the facade
- A removable fence is provided for the full width of the boundary to the future greenway to allow for maximum connectivity



Dual Fronted Type C Landscaped Open Space 3.6m shared cycle & pedestrian path Dense Planting to N6 boundary

Figure 12 – Greenway connectivity

2. Articulation of Ballymoreen Road Elevations

- All accommodation set behind a landscaped zone along Ballymoreen Rd to reflect the rural nature of the site. It consists of site excavated pink granite boulders set in grassed drumlins with trees and planting for partial screening.
- 3-storey Unit Type F redesigned to have living areas on the upper floors with balconies which overlook the site entrance
- The central TAA house directly addresses Ballymoreen Rd. with the gable end of northmost house incorporated into site boundary and articulated by first floor gable end window

3. Units 47-49 Development Management Compliance

- Units 47 - 49 replaced with a new typology – Type H (two-storey)
- Unit bookends TAA enclosing wall by addressing estate road with active frontage
- Unit adjoins and aligns with TAA housing eliminating previous overshadowing and distance to boundary issues
- Separation distance to buildings to east in excess of 22m to allow first floor windows without loss of privacy
- Ground floor unit provided with Dev Plan compliant private amenity space to east (shown Yellow on diagram)
- Upper floor living space & balcony south facing with views to main public amenity space
- Parking provided for upper floor unit
- Type H finished in same material language as type F around the nodal point at the centre of the site
- Access to upper unit via external stairs with no overlooking to adjacent properties. External Stairs tucked in such that it is subtle in the streetscape.
- Ground Floor Unit provided as an Accessible Unit with its own accessible parking

Type H adjoined to TAA Houses to avoid overshadowing / overlooking Single language buildings create nodal point

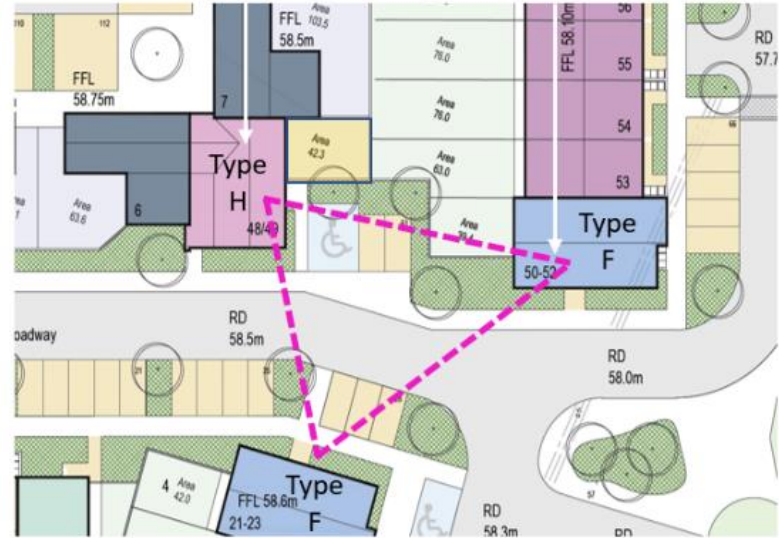


Figure 14 – Units 47-49 Development Management Compliance



Figure 13 – Articulation of Ballymoreen Road elevations

4. Interaction with southern boundary of unit 29/30

- Units to western side of Southern Link road have been realigned
- Units 29 / 30 (now numbered as 30/31) have an improved relationship with boundary and adjacent development
- Realignment of block has allowed parking provision to be rationalised for better adjacency to units
- New Accessible parking space introduced adjacent to units it serves
- Turning Bay is rationalised to better integrate with parking layout and rationalise streetscape
- Boundary Treatment revised to allow for future connectivity to adjacent scheme to south



Figure 15 – Interaction with southern boundary of unit 29/30

5. Areas of Temporary / Removable boundaries to facilitate future connectivity

- Northern boundary – Existing stone faced wall to be partially demolished where indicated to allow future connectivity if adjacent site gets developed
- Southern Boundary – Temporary 1.8m high steel post and wire mesh fencing to be provided where indicated to be removed when adjacent site to south is completed subject to agreement with adjacent land owner
- Eastern Boundary (N6) – 1.8m High metal railing to continue the boundary treatment proposed for site to south per pl ref no 20/286.
- Eastern Boundary will have extensive tree and hedgerow planting internally to visually and acoustically screen the public amenity space from the N6
- Greenway Connectivity – Temporary 1.8m High steel post and wire mesh fencing where indicated to be removed as developments to north and south are completed subject to adjacent landowner agreement

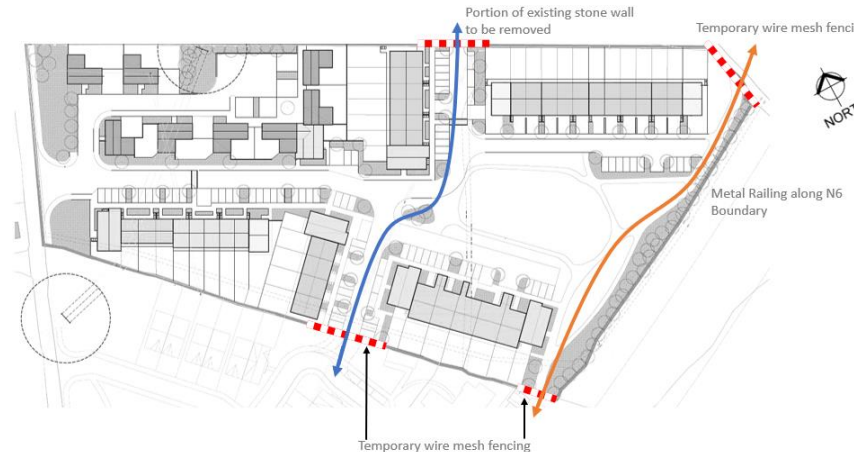


Figure 16 – Areas of Temporary / Removable boundaries

6. Parking – Car Spaces

- Parking for Social Housing provided in accordance with GCC Development Plan Standards Section 11.3.1(g)
- Parking for Duplex / Apartments provided in accordance with “Sustainable Urban Housing: Design Standards for New Apartments; Guidelines for Planning Authorities” Section 4.22 Peripheral and/or Less Accessible Urban Locations
- Parking for TAA Housing will be provided in accordance with specific client brief at 2 large designated spaces per dwelling to accommodate large van + touring caravan
- 5no Accessible spaces provided, 4 of which are shared spaces associated with on street grouped parking and 1 of which is directly assigned to the accessible ground floor 2 Bedroom Apartment (Type H)
- Layout provides Parking spaces evenly distributed throughout the site, in close proximity to the dwelling units they serve, and all overlooked by a significant number of dwelling units.



Figure 17 – Parking (car spaces)

7. Parking – Cycle Spaces

- Resident Cycle Parking for all apartments and duplexes is provided in accordance with “Sustainable Urban Housing: Design Standards for New Apartments; Guidelines for Planning Authorities” Section 4.17
- Visitor cycle Parking is provided in accordance with GCC Dev Plan, Section 11.3.1(h)
- 45no. Spaces for upper floor units will be provided in shared storage rooms on the ground floor of 5no. Type F Units
- The remainder of Spaces for ground floor units will be provided in individual rear gardens
- Visitor spaces will be provided in the form of shared bike racks distributed throughout the scheme



Figure 18 – Parking (bicycle spaces)

8. Typology Design – House Type F

- Type F redesigned both in terms of layout and form to better assimilate into overall scheme
- External stairs relocated to the rear where in all cases they will be partially concealed and sheltered between adjacent buildings
- Balconies integrated into building form and located on external corner so as to be dual aspect and provide a feature corner to the building
- Elevation treatment reconsidered to limit use of brick to accentuate feature corner only

3.6 Final Site Layout Design

The above revisions and refinements have resulted in a final development of 71no. residential units comprising 28no. Social Houses, 35no. Social Duplex/Apartment Units, and 8no. Traveller Specific Houses.

A generous and well landscaped public amenity space is provided towards the eastern side of the development, overlooked by 70% of the residential units. The area of purpose designed functional public amenity space provided, excluding incidental landscaped areas, is 0.36Ha or 17.6% of the total site area.

The developed site plan achieves the following:

- An integrated but respectfully separated cluster of 8no. Traveller specific dwellings within a coherent overall layout
- an efficient layout of housing clusters with an even distribution of types across the site
- good quality streetscapes and building frontage with extensive passive surveillance of all public open spaces
- good quality public amenity space to cater for a variety of user types of all abilities
- an efficient road network and good pedestrian and cycle permeability north and south to allow for an integrated overall development of the wider area
- fully integrated foul and storm water strategies in compliance with best practice guidelines

Dual aspect balcony providing feature corner to entrance

Brick cladding used to emphasis corner

External Stairs secluded & sheltered between buildings

Bike store integrated into ground floor of unit



Figure 19 – Typology Design – House Type F

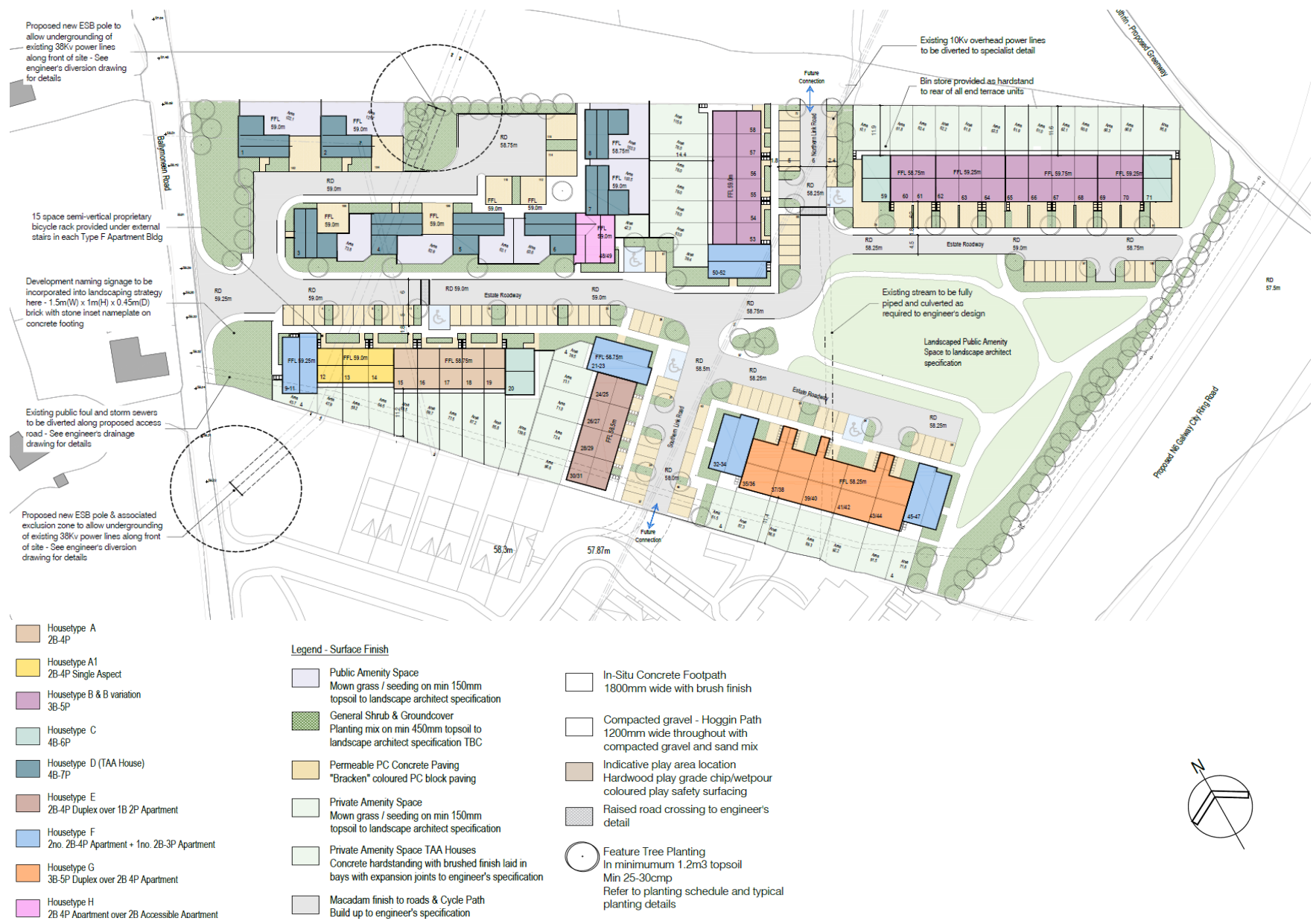


Figure 20 – Final site layout

3.7 TAA Design Development

The currently proposed Traveller appropriate accommodation element of the scheme is the result of a lengthy design process informed by reference to local area objectives, local and national planning policy, and extensive consultation between GCC Housing personnel and Traveller representatives. Through the consultation process and interrogation of precedent Traveller accommodation developments, a series of fundamental design parameters emerged. These informed the location, layout, and design of the Traveller houses resulting in an overall development comprised of a cluster of 8no. Traveller specific detached houses closely related to but respectfully separated from a more typical arrangement of 1-3 bed social houses, apartments, and duplexes.

Through Traveller consultation, it was communicated that there was a strong preference for the Traveller houses to be grouped in a single cluster so as to retain an existing sense of community among the group and lessen the impact of relocating to an unfamiliar setting. It was accepted by the design team that to disperse the houses throughout the development as originally proposed would dilute this community spirit and risked leaving the intended Traveller occupants feeling isolated and vulnerable.

It was also agreed to locate the cluster of Traveller houses immediately adjacent to Ballymoneen Road peripheral to the remainder of the development, where a sense of the traditional nomadic Traveller culture could be somewhat retained. To respect the privacy of the Traveller community, it was agreed that the Traveller access road would be a minor subsidiary road immediately adjacent to the main estate entrance, exclusively serving the Traveller cluster, and that a typical back-to-back arrangement between Traveller and social houses would be minimised so as to avoid overlooking of public or private Traveller amenity space.

Facilitating this occupant specific brief on a relatively narrow site necessitated that the Traveller cluster will back onto the main estate road. A 2.4m high enclosing wall is required to avoid overlooking of the private amenity space, while the Traveller houses have been designed as single aspect at first floor so that only bathroom and circulation windows are located to the rear. These design interventions have ensured privacy for the Traveller residents.

To reduce the visual impact of this boundary wall, the design approach adopted was to treat this boundary as a natural field boundary, clad in dry stone random rubble native stone on its public face. The wall is set back from the footpath edge by a minimum of 2.4m to allow a reasonable depth of planting along its base, and is further cranked at intervals along its length to allow for occasional deep, dense pockets of planting comprised of a semi-mature tree species amid dense ground cover, creepers, and leafy foliage.



Figure 21 – TAA Site sketch

An active streetscape along the estate road is provided by a continuous streetscape of terraced houses along its southern edge fronted by perpendicular shared parking interspersed with pocket planting. The visual effect over time will be of a tree lined avenue opening onto an expansive community green towards the rear of the site.

Regarding the layout of the Traveller cluster, a simple cul-de-sac arrangement has been developed with houses grouped around a centrally located public amenity / vehicular circulation area adjacent to the northern site boundary. This area will be predominantly hard surfaced with perimeter planting and a small landscaped seating area. The layout is somewhat dictated by the requirement to divert existing high voltage power lines that traverse this part of the site. A number of diversion options were considered in consultation with ESB networks. The most efficient solution arrived at was to locate a new triple pole with stay wires immediately inside the northern site boundary, allowing the power lines to be diverted underground around the front of the site. This required a 15m exclusion zone where no built form could exist around the proposed poles, which has been logically utilised as public amenity space/vehicular circulation for the Traveller houses.

The extent of hard surfacing in this area is dictated by the practicality of manoeuvring space required by large vehicles, as requested by the intended occupants. Likewise, the parking provision for this cluster is an on-curtilage parking space for a large van and touring caravan.

As regards house design an efficient four-bedroom plan has been developed to a specific brief developed through consultation with the intended user group. A large open plan living space is provided to accommodate potentially large family units and facilitate large family gatherings. The living space is dual aspect to create a feeling of permeability and connection with the outdoor environment. A ground floor bedroom with adjacent shower room has been provided both for adaptability and to cater for elderly relatives that are commonly cared for by younger generations.

It is hoped that these subtle design strategies will achieve two similar but distinct residential typologies within one coherent and integrated suburban development.



3.8 Proposed Density

The density is calculated on the basis of the ‘net’ site area having regard to Appendix A of the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas.

The gross site area includes all of the area of the red line on the site layout plan.

The net site area excludes the strip of land along Ballymoneen Road required for diversion of existing public drainage

Gross Site Area:	2.058 hectares (total area of red line)
Net Site Area:	2.05 hectares (excluding areas for drainage diversion)
Proposed no. of Units:	71
Total Building Area	6592.32sqm
Density	34.6 units per hectare
Plot Ratio	0.32

3.9 Building Heights

As discussed in section 2.4 of this report, the recommended density for the outer suburbs is 0.46:1 or 35-50 dwellings per hectare.

The site layout, housing typologies and building height strategy of this development seeks to deliver on this objective, while providing an appropriate and balanced response to the existing site context, creating an expansive extent of useable amenity space, and providing car parking that can comfortably cater for the numbers of residents proposed

The duplex and apartment typologies proposed help increase the overall density. Duplexes are generally 3 stories in height, and there is also a number of Triplex apartment units, generally located at nodal points within the development such as at the development entrance and at the knuckle point at the centre of the scheme where east-west main access road converges with north-south link roads. This gives a focal point to the scheme while staying in proportion with the general two storey building height

Houses backing onto boundaries are generally two storey in height so as not to impact on proposed or potential adjacent developments. The exception to this is

to the south east of the scheme where the 3 storey duplexes will assimilate with the apartment block proposed on the southern site under pl ref. 20/286.

3.10 Public Open Space Calculation

The development provides public/communal amenity space primarily in the form of a large community green located towards the rear of the scheme where it is overlooked by 70% of dwellings. The area of this landscaped amenity space is 0.36Ha equating to 17.56% of the total site area.

There are also a number of smaller landscaped areas throughout the scheme that are ancillary to this main area. These have not been included in the public amenity space calculation as they are intended as landscaped relief areas to soften the visual impact of the scheme rather than actual residential amenity space

The diagram below shows the extent of “green” space that has been included in the calculation:



Figure 23 – Open space provision



Figure 24 – Ballymoneen Road boundary verge treatment

3.11 Boundary Treatments

There are differing boundary proposals to the site which respond to adjacent site conditions:

- An existing stone faced wall boundary will be retained along the entire northern boundary
- New private garden boundary walls in timber/concrete panels and concrete post fence 1.8m high
- New 2m blockwork wall with plaster finish and precast concrete cappings where garden walls interface with adjacent public space.
- New 2m fairfaced blockwork walls to the rear boundary of back-to-back houses (increased to 3m between TAA houses & gardens to the east) .
- 2m High steel post and wire mesh removable boundary where it is proposed to connect to adjacent developments
- 1.8m high metal railing along eastern N6 boundary
- 2.4m high random rubble dry stone faced block wall along main access road to rear of TAA cluster

Along the Ballymoneen Road edge, there is a local roads requirement to provide an 8m setback from the current road edge to facilitate upgrade works including road widening, cycleway, and footpath to the existing road as part of the N6 Galway City Ring Road Development. This will result in a significant verge depth adjacent the existing road edge, which has potential to become littered or temporarily inhabited. To alleviate this concern the approach is to create an inaccessible landscape of densely planted drumlins interspersed with granite boulders that will be excavated from the site during construction. This will enhance the rural character of the site, while providing appropriate privacy screening to the Traveller community. It is also easily removable if and when the road upgrade works commence.

A full depiction of all wall types is provided on COADY Architects Drwg. No. 0516. All perimeter boundaries will be screen planted per landscape drawing 21-009_LP-01-I

4.0 Urban Design

4.1 Introduction

This section describes the design rationale for the proposed development under each of the twelve criteria listed in the *Urban Design Manual - A Best Practice Guide 2009*, to demonstrate the urban design of the proposed development.

4.2 Context

01 Context - How does the development respond to its surroundings?

The proposed development has been carefully considered within the context of Ballymoneen Road and the wider Keeraun area. The site is located in the western suburbs of Galway city, and zoned residential in the current GCDP. The suburbs of Shantalla to the east and Knocknacarra to the south are both well-established suburbs of Galway City. The Ballymoneen Road links two main arteries into the city from the west, Ragoon Road and Western Distributor Road. The city suburbs have expanded constantly in this direction over the past number of years, with Ballymoneen Road seeing its share of development.

The immediate context of the site at present remains semi-rural in nature, with a number of one-off houses being the predominant typology dispersed among agricultural land. The proposed N6 city ring road passes immediately adjacent to the site, still under planning consideration. The corridor for the proposed roadway has resulted in a number of houses becoming vacant and dilapidated in the area. However, there are a number of recently completed and currently proposed developments within reach of the subject site to the south, and it is envisaged that development will in time continue along the entire extent of the Ballymoneen Road.

The development aims through its scale and general design principles to assimilate itself with this future pattern of development, being a relatively low density scheme set behind an extensive landscaped buffer along the existing Ballymoneen Road. This landscaped area serves a dual purpose of currently retaining a rural feel to the front of the site, while also affording the opportunity to upgrade the Ballymoneen Road to allow for future development. There is also an abundance of useable and landscaped areas throughout the site that will provide for a high level of residential amenity for proposed residents. It is felt that the scale and density of the scheme is appropriate for this edge of town context.

4.3 Connections

02 Connections - How well connected is the new neighbourhood?

The diagrammatic map below is intended to show how the subject development will knit itself into its proposed suburban context.

Vehicular Connections

Current vehicular access to the site is via the Ballymoneen Road to the west of the site. This rural road will be subject to extensive upgrade works as far as the southern boundary of the subject site as part of the N6 Galway City Ring Road. Access onto the proposed N6 will be via a new junction located to the south west of the subject site, offering vehicular linkage across the city and beyond. The main

vehicular route into Galway city is via either the Ragoon Road to the north of the Western Distributor Road to the south.

Cycle/Pedestrian Connections

Connection routes for cyclists and pedestrians to adjacent residential context and local amenities beyond are highlighted as a dashed red line on the diagram map below.

The upgrade works to the Ballymoneen Road associated with the junction onto the proposed N6 will provide the main linkage route to the wider Galway suburbs to the south. The present proposal is to link the subject scheme through the proposed development to the south and onto the existing Ballymoneen Road at the junction.



Figure 25 – Proposed context and connectivity map

The junction design of includes a pedestrian/cycle crossing point so as to facilitate pedestrian connectivity.

There is also a GCC aspiration to upgrade the Ballymoreen Road to provide a footpath and cycle lane along the entire length of this road. It has been agreed with GCC Roads department to set back the front boundary of the subject site to facilitate these upgrades works. It will be noted from figure 25 that this setback has also been provided by all permitted developments along Ballymoreen Road to the south.

A GCC objective is to develop a Greenway along an existing disused and overgrown bothrin that runs north-south to the immediate east of the subject site. This objective has been somewhat compromised by the proposed N6, but from pre-planning discussions with GCC planning department, it remains an objective to link this bothrin through any local proposed developments. To facilitate this, the proposed development provides a continuous shared pedestrian and cycle pathway along its eastern boundary linking with the estate road of the proposed development to the south.

A further two possible connection points north and south are proposed midway through the scheme so as to create a truly permeable development layout that can fully connect to its immediate context both north and south.

4.4 Inclusivity

03 Inclusivity - How easily can people use and access the development?

The range of units proposed includes 1, 2 and 3 bedroom houses, apartments, and duplexes, all catering to a selection of people and households.

All dwellings are compliant with Part M of the Building Regulations, Access and Use, and feature flush thresholds to front entrances and rear patio doors. All homes have visitable bathrooms.

As well as visitable units, the nature of the scheme also requires an extent of units that can be adapted to the specific ability needs of a variety of potential occupants. To allow for this inclusivity, a number of single level 1 and 2 bedroom ground floor apartments are provided. These are of a size and layout that can be easily adaptable to specific occupant needs, some of which have immediately adjacent accessible parking spaces that can be designated if required. It is not proposed to fit out any units to accessible standards in terms of sanitary facilities, grab rails, etc as it is a client preference to adapt units to specific needs rather than provide generic accessible layouts and equipment.

The site layout has been developed in line with the Urban Design Manual and based on universal design guidelines. Footpath gradients are generally gently sloped and are no greater than 1:20 where existing site gradients are steeper.

Paving surfaces comprise of concrete and macadam, some of which is coloured for aesthetic reasons.

A public open space arrangement is proposed that allows for flexibility in recreational activity, for social interaction and active play as well as spaces that are quiet and calming. All spaces are accessible and inclusive for all ages and abilities.

The primary public open space, provided at the heart of the development, will be a central feature for the community. It will be overlooked by 70% of the dwellings proposed. This is complimented by pockets of landscaped areas that will serve to soften the development and create a pleasant residential environment.

Houses are carefully sited to provide passive supervision to all open spaces. On corner sites, houses have been designed as dual aspect, providing active streetscape on both public faces. Every dwelling unit in the development is within reach of a public open space. Raised crossings are provided along desire routes

through the development to slow vehicular traffic and ensure pedestrians have a safe, logical route through the scheme.

The proposed Keeraun Boithrin Greenway, the N6 upgrade works, the Ballymoreen Road upgrade works, and proposed connection routes through adjacent proposed residential developments will promote an accessible, interlinked, inclusive residential community.

4.5 Variety

04 Variety – How does the development promote a good mix of activities?

The network of open spaces is designed to link up with proposed surrounding movement / open space networks, creating opportunity for integration with future development and permeability through the site.

The main open space towards the rear of the site will follow as much as possible the existing topography of the site, using the natural slope for tiered informal



Figure 26 – Example of an inclusive and varied streetscape

seating and informal play. The area will be zoned to provide a range of amenities for all age profiles,

- a large central grass area will provide an informal kick-about space, not defined by fixed play equipment so as to facilitate any number of group games
- there is a formal single hoop half-court basketball area proposed to the east with a perimeter tiered hangout space for teenage kids,
- a screen planted seating area to the west of the main kick-about space provides space for adults to congregate for informal chat or to supervise kids at play,
- an informal play area for younger kids, centrally located where they can be supervised from the seating area.

A series of pathways wind through the entire open space and link to the north and south boundaries. These are intended to provide for both cycle and pedestrian linkage through the site and on to the Keeraun Boithrin proposed as a future Greenway in the GCC Development Plan. These paths can also be used for skateboarding, rollerblading, etc by teenagers and provide part of a wider network of walking or cycling trails through the residential suburbs for practical or recreational movement.

Within the Traveller site, there is a separate extent of open space around which the houses are clustered. This space has been developed through consultation with the Traveller community and is more utilitarian in nature. It is predominantly a hard surfaced space suitable for turning large vehicles, carrying on certain maintenance tasks etc. It can also be used as a hard surfaced play area for kids. A small seating area is proposed adjacent to this space for informal community gatherings or parent supervision.

The typologies and mix of housing which include: 1 and 2 bed apartments, 2 and 3 bed duplexes, and 2, 3 & 4 bed terraced housing, provide a varied mix of housing types and sizes. This framework of housing types facilitates residents establishing long-term roots in the community, while providing flexibility to move between housing units depending on their needs at various times of their lives.

4.6 Efficiency & Density

05 Efficiency – How does the development make appropriate use of resources, including land

The site is located in a transitional zone of Galway city between the established medium-density residential suburban estates to the south and the semi-rural one-off houses to the north-west. The site context is further complicated by significant proposed infrastructure works and a number of residential developments in the immediate vicinity of the site. For this reason, the density proposed for the site

aims to strike a balance between the existing and proposed future suburban context.

The design strategy is to provide an efficient scheme with appropriate open space for a quality environment, considerate of the existing landscape, with a density of no less than 35 dwellings per hectare in compliance with National guidelines for sustainable development. This has been achieved by the dwelling mix and scale, taking cognisance of the proposed dwelling types of proposed adjacent developments. Some increased building heights at appropriate locations within the scheme, and an efficient duplex and triplex house type among the housing mix has allowed in excess of the minimum open space required while achieving a sustainable density of development. This range of house types and sizes is also in line with the social housing need of Galway city at this location.

A high level of residential amenity within the density is insured by the generous amount of functional and well landscaped public amenity space provided at the centre of the scheme, as well as a generous expanse of enclosed private amenity space afforded to all dwelling types. All ground floor units have been provided with traditional enclosed rear gardens as requested by the housing authority, with upper floor duplexes and apartments having expansive terraces or integrated

balconies that are orientated to take advantage of solar gains and views of the public amenity space.

4.7 Distinctiveness

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

In terms of layout the Keeraun development provides a sense of place by way of well defined streetscapes that overlook a logical and efficient road network and enclose an expansive centrally located community green.

There are in essence three distinct elements to the site layout.

1. The Traveller appropriate accommodation is provided as cluster of 8no. individual dwellings accessed off a subsidiary of the main estate access road and enclose their own private amenity space purpose designed to the unique requirements of the proposed residents. The house types are distinct in terms of scale and layout from the remainder of the social housing but assimilate themselves with the overall development by way of their simplicity of form and



Figure 27 – View along the tree lined main estate road

materiality. It is envisaged that the central amenity space of this part of the scheme will be a hive of activity used by the Traveller community as a shared utilities yard, a community gathering space, and a playground for the younger generation.

2. The main estate road has its own distinct character as a tree lined boulevard that transitions from the semi-rural nature of the Ballymore Road to the more enclosed suburban nature of the rear of the development. A strong, active streetscape is achieved by the terraced row of houses and perpendicular shared parking to the south of the access road. The shared perpendicular parking on this side is interspersed with pocket planting beds each of which include a feature tree species. To the northern side, the stone faced enclosing wall of the TAA is fronted by a generous depth landscaped strip of shrubs and tree species. The intended effect over time is an access road dominated by vegetation with a backdrop of suburban housing.

3. The third element of the site is the more typical suburban enclave of housing to the rear of the site, dominated by the large expanse of community green. This area is envisaged as a recreational amenity for all residents of the development where all age groups can congregate. There will be a sense of enclosure provided by the perimeter housing on three sides and by the densely planted buffer zone along the N6 boundary. The northern leg of the access road will be raised to the level of the green and surfaced in a coloured macadam for accessibility and to visually draw the amenity space right up to parking line on this edge. The parking is provided as on-curtilage parking along this access road, which also changes the character of the streetscape.

The simple forms and material palette of the buildings will create a series of strong but calm streetscapes with a distinctly suburban character. In all cases these streetscapes are softened by feature tree planting or privacy strips of low level planting along the footpath edge. The shared parking along the road edge is interspersed with planting beds to create a rhythm of vegetation and parking to avoid the street being vehicular dominated.

4.8 Layout

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

The road network through the scheme is laid out in a logical manner with a central spine road that forks into a northern and southern leg at the rear wrapping the central amenity space. A secondary spur runs off each of these legs to the northern and southern boundary that affords the opportunity of linking to a north-south vehicular route through adjacent developments.

The streets are designed as attractive places with quality landscape treatments throughout. The primary street is tree lined with shared on street carparking. The road carriageway width is 6m of black tarmac to allow for perpendicular parking, with raised concrete kerbs



Figure 28 – Landscape proposal showing variety of uses and planting

Cycle routes through the scheme is provided by means of a shared surface with vehicular traffic. This is considered acceptable for the scale of development and design speed of traffic through the site. A designated cycle path is provided through the open space that will link the proposed southern development to the proposed Greenway to the north.

Traffic speed is controlled by the design of the layout of the roads, with short lengths limited by turns or changes in direction. Where straight runs of roadway exist, raised crossings have been provided that link to form pedestrian routes through the scheme along logical desire lines.

Pedestrian movements are catered for by 1.8m wide footpaths that in general run along the road edge to create a continuous safe route through the development. The pedestrian route links to the Ballymore Road at the site entrance to the west. It has been coordinated with the site layout of the proposed development to the south to provide two possible connection points, and it has been developed with possible future developments to the north in mind where there is again two possible connection points subject to coordination of future layout design. Easily removable boundary treatments have been provided at each possible future

connection point. Further informal winding pathways are provided through the public amenity space.

The secondary street to the north of the public amenity space is narrowed to 5m at its junction with the main estate road, where it is raised to the level of the public amenity space. The length of roadway will be surfaced in a coloured macadam and will have designated on-curtilage rather than shared on street parking. This is intended to allow this quiet extremity of roadway be used as a pedestrian dominated area.

The layout provides for activity on streets by creating active street frontage on corner sites, with side entrances, and feature windows on exposed gables. Good passive supervision has been provided to open spaces to enhance security and reduce the potential for anti-social behaviour.

4.9 Public Realm

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

All public and communal open spaces are well overlooked and adjacent to active thoroughfares, providing passive supervision to discourage undesirable and anti-social behaviour. The main public amenity space towards the rear of the development is overlooked by 70% of the dwellings in the scheme. The open space towards the front of the site is overlooked by 6 of the 8 Traveller houses.

The central amenity space has been designed as a visual appealing and functional area to be used by residents of all ages and abilities, with natural and designated play equipment using the existing contours of the land, and a generous considered planting plan for visual amenity. The amenity space is enclosed and overlooked on three sides by dwellings and the fourth side is secured by dense buffer planting in front of a 1.8m high metal railing to prevent egress onto the proposed N6.

The simple forms and material palette of the buildings will create a series of strong but calm streetscapes with a distinctly suburban character. In all cases these streescapes are softened by feature tree planting or privacy strips of low level planting along the footpath edge. The shared parking along the road edge is interspersed with planting beds to create a rhythm of vegetation and parking to avoid the street being vehicular dominated.

4.10 Adaptability

09 Adaptability – How will the buildings cope with change?

The mix of houses and dwelling types provides for a wide variety of needs, that may evolve over people’s lifetime, making it easier to move, upsize or downsize, within the community.



Figure 29 – View towards the central nodal point of the scheme from amenity space showing an inclusive pleasant public realm

Dwellings will be constructed of traditional construction, well insulated with internal layouts that can be easily adapted in the future. There is potential for future expansion into the roof spaces of certain dwellings or into the rear gardens which have been generously sized in some cases. These modifications would be subject to further and separate planning consideration.

The design of the dwellings has been developed so that they are comfortable, cost effective to build, and economical to manage and maintain.

Older people or persons with moderate disabilities, who wish to remain independent in their own home, should be able to do so without the need for costly and disruptive remodelling of dwellings. Ground floor apartments can be adapted to facilitate residents with additional mobility needs, if required. Walls adjacent to baths and WCs will be of enough strength to allow the fixing of such equipment as additional grab rails, etc, should these be required at a later date.

4.11 Privacy & Amenity

10 Privacy and Amenity – How does the scheme provide a decent standard of amenity?

All dwellings are served by an exclusive area of private amenity space. The area of private amenity space provided in all houses, duplexes and apartments will meet or exceed the requirement of the GCDP 2017-2023 and ‘Sustainable Urban Housing – Design Standards for New Apartments’, 2020, as appropriate. The area of private amenity space for each dwelling is set out in the Housing Quality Assessment document accompanying this application.

A privacy planting strip is provided along the footpath edge where required to protect privacy of ground floor windows and add colour and planted amenity to the street. All ground floor units have a secure external area to the rear for recreational activity such as gardening and play and for facilitating day to day household activities.

Private balconies in upper duplexes / apartments are generally oriented south, east or west, and overlook landscaped streets, public or communal open spaces. Access will be directly from living spaces.

The overall area of communal amenity space provided is 0.36Ha, which equates to 17.56% of the total site area. Welling excess of the GCDP requirement of 15%. Paths through the communal open space will be paved or compacted gravel. Soft planting and low-level railing will define the edges.

The area of storage provided in all units is in accordance with the requirements of “Quality Housing for Sustainable Communities”, table 5.1, whereas apartments and duplexes comply with “Sustainable Urban Housing: Design Standards for New Apartments”, Appendix 1.

4.12 Parking & Bicycle

11 Parking – How will the parking be secure and attractive?

Parking – Car Spaces

Parking for Social Housing provided in accordance with GCC Development Plan Standards Section 11.3.1(g)

Parking for Duplex / Apartments provided in accordance with “Sustainable Urban Housing: Design Standards for New Apartments; Guidelines for Planning Authorities” Section 4.22 Peripheral and/or Less Accessible Urban Locations

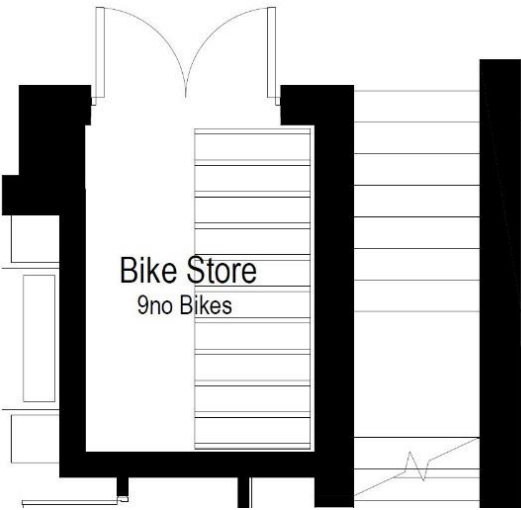
Parking for TAA Housing will be provided in accordance with specific client brief at 2 large designated spaces per dwelling to accommodate large van + touring caravan

5no Accessible spaces are provided, 4 of which are shared spaces associated with on street grouped parking and 1 of which is intended to be directly assigned if required to the adaptable ground floor 2 Bedroom Apartment (Type H) at the nodal point of the scheme. This unit has been designed as an oversized unit to accommodate reduced mobility needs if required by a resident with the accessible parking space immediately adjacent.

The layout provides Parking spaces evenly distributed throughout the site, in close proximity to the dwelling units they serve, and all overlooked by a significant number of dwelling units.

Parking – Cycle Spaces

Resident Cycle Parking for all apartments and duplexes is provided in accordance with “Sustainable Urban Housing: Design Standards for New Apartments; Guidelines for Planning Authorities” Section 4.17



Visitor cycle Parking is provided in accordance with GCC Dev Plan, Section 11.3.1(h)

45no. Spaces for upper floor units will be provided in shared storage rooms on the ground floor of 5no. Type F Units

The remainder of Spaces for ground floor units will be provided in individual rear gardens

Visitor spaces will be provided in the form of shared bike racks distributed throughout the scheme at accessible locations, immediately adjacent to public paths, where they are extensively overlooked by a number of dwellings. From a visual perspective, it is not intended to provide covered bicycle storage for visitors at this location.

It should be noted that the quantity and nature of both car and bicycle parking provision has been agreed with GCC planning department as part of the pre-planning process.

4.13 Detailed design

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

The proposed dwellings are predominately two and three storeys in height, built of traditional construction. The elevation treatment and materiality are mixed to create a distinct character area for the development with variety within the streetscape and housing blocks. Dwelling types are sited to relate appropriately to each other in terms of scale, access and to respond to the existing context of the surrounding areas.

The vast majority of dwellings are dual aspect, with light penetrating the plan from both sides to a maximum effective depth of c.4.5 - 5.5m, delivering good daylight penetration into all living spaces and bedrooms.

All buildings will be finished to a high standard, with materials suitable for the context / location of the development. Walls will be finished in selected brickwork and self-coloured render to public areas including exposed gables, with traditional tiled pitched roofs. The streetscape and communal open spaces will provide variations on the brickwork and render combinations where appropriate. The colour palette chosen will be sympathetic to the existing residential properties adjacent to the development.

Bin stores to mid-terrace housing are located to the front of the dwellings for ease of access. Bin stores are not provided to end of terrace houses where there is direct access to the rear garden. Care has been taken to integrate bin storage into the defensible areas of each terraced dwelling. These will be built from brick as a long lasting, low maintenance enclosure that integrates with the dwelling.

The duplex and apartment dwellings will also be provided with individual bins, as required by GCC to avoid possible facility management complications. Ground floor end units will have hard stands for bins provided in their rear gardens. Mid terrace ground floor apartments and upper floor duplexes will have bin stores tucked alongside the external stairs serving the upper floor units.

Internalised common areas have been avoided through the scheme with upper floor units accessed via Part M compliant external stairs in all cases. This avoids potential development management issues of anti-social behaviour and littering of unsupervised enclosed common areas. The arrangement also provides a greater sense of home ownership with all residents having independent own-door access to their dwelling. The external stairs have been carefully considered to minimise their impact on the public realm through integration into the overall building form and avoiding locating them on prominent streetscape corners.



Figure 31 – Aerial view showing how buildings and landscape integrate to enhance overall character

In terms of overall layout and landscape design, existing site constraints played a significant role in arriving at the current design solution. Constraints encountered on the site include:

- Existing public sewers
- Overhead high voltage power lines
- Undulating ground conditions with underlying dense granite bedrock
- Existing Stream

Significant design effort was expended on minimising the cost and residential implications of these existing features, providing a development that would work with the existing site topography.

The Traveller accommodation element of the scheme also provided user specific constraints, but also opportunities that informed the layout of the scheme. As outlined in detail in a previous section of this report, the proposed design is heavily influenced by a robust consultation process with intended residents. The landscape proposal has also reacted to specific requirements arising from design

decisions related to the Traveller site, such as the proposed treatment of the Ballymoreen Road verge and the main estate road verge.

The existing landscape features and topography have also influenced the landscape design regarding the location of the main open space. Locating the open space as proposed coincides with a significant rock outcrop where the natural feature will be used as informal tiered seating allowing existing topography to inform the design. This also informed the location of the three storey duplex units along the lower level southern boundary.

The open space itself is generous in size and carefully considered to facilitate a range of activities and provide amenity for all age groups and abilities. The layout of the streets and building frontage reinforce the landscape strategy with all dwellings easily accessible from and overlooking the public realm, with the planting design brought right up to the front curtilage to integrate building and landscape.

5.0 Dwelling Design

5.1 Introduction

Space standards for all the dwellings are in accordance with, and often exceed, the requirements set out in the 'Quality Housing for Sustainable Communities 2009' 'Sustainable Residential Developments in Urban Areas 2009' and 'Sustainable Urban Housing – Design Standards for New Apartments 2020' and the relevant sections of the GCDP 2017-2023.

5.2 Dwelling Types

In general the mix of units can be summarised as follows:

1 Bedroom Units	4	6%
2 Bedroom Units	34	48%
3 Bedroom Units	22	31%
4 Bedroom Units	3	4%
4 Bedroom TAA Units	8	11%
TOTAL UNITS ON SITE		71

5.3 Dwelling Design

All dwellings are designed to be comfortable, adaptable to changing needs, cost effective to build and economical to manage and maintain. The layouts facilitate future adaptability, and are accessible for older people, the very young and people with disabilities.

The aim is to ensure that dwellings can meet the changing needs of occupants over their lifetimes, including needs associated with moderate mobility difficulties and the normal frailty associated with old age. Older people or persons with moderate disabilities, who wish to remain independent in their own home, should be able to do so without the need for costly and disruptive remodelling of dwellings.

The houses have the potential to be extended at ground level into the rear garden and to facilitate attic conversion. These modifications may be subject to further and separate planning and building regulation consideration.

The area of storage provided in all units is in accordance with the requirements of "Quality Housing for Sustainable Communities", table 5.1, whereas apartments and duplexes comply with "Sustainable Urban Housing: Design Standards for New Apartments", Appendix 1.

Use of natural daylight and sunlight has been optimised, windows sized to allow good daylight penetration. Large ground floor windows to the front and rear combined, where possible, with a wide and generous internal door linking front to rear, ensures the advantages of effective through ventilation of dual aspect design is delivered.

Practical aspects of access and use have been considered in detail, with particular reference to part M of the Building Regulations. Storage spaces are distributed throughout the circulation areas, living spaces and bedrooms, with kitchen cupboard spaces and worktops being provided to meet (or exceed where possible) the requirements set out in table 5.2 of the 'Quality Housing for Sustainable Communities' document.

5.4 Elevation & Material Expression

A consistent, contemporary architectural expression is carried throughout the scheme to bring a uniformity and identity while maintaining a simplicity to the elevations.

Coloured render is the predominate material of the facades. With feature panels of brick to give relief and interest to the composed streetscapes. Rear and side elevations not adjacent to public areas have a rendered finish for economy. Dwellings located on corner plots are designed with dual frontage to address both

Type Name	Dwelling Type	Aggregate Living Area (sqm)	DoHPLG Target Floor Area (sqm)	Aggregate Bedroom Area (sqm)	DoHPLG Target Floor Area (sqm)	Aggregate Storage Area (sqm)	DoHPLG Target Floor Area (sqm)
Type A	2 Bed, 4 Person House	30.2	30.0	25.4	25.0	4.2	4.0
Type A1	2 Bed, 4 Person House	30.1	30.0	26.3	25.0	4.5	4.0
Type B	3 Bed, 5 Person House	34.0	34.0	32.0	32.0	5.1	5.0
Type C	4 Bed, 6 Person House	37.1	37.0	39.3	*39.0	7.3	6.0
Type D	4 Bed, 7 Person House (TAA)	40.1	40.0	44.7	43.0	6.5	6.0
Type E1	1 Bed, 2 Person Apartment	23.1	23.0	11.4	11.4	3.0	3.0
Type E2	2 Bed, 4 Person Duplex	30.3	30.0	27.3	25.0	6.4	4.0
Type F1	2 Bed, 4 Person Apartment	30.0	30.0	24.5	24.4	7.4	6.0
Type F2	2 Bed, 3 Person Apartment	28.1	28.0	21.8	20.1	5.1	5.0
Type F3	2 Bed, 4 Person Apartment	30.1	30.0	24.9	24.4	6.2	6.0
Type G1	2 Bed, 4 Person Apartment	30.0	30.0	25.2	24.4	6.1	6.0
Type G2	3 Bed, 6 Person Duplex	37.1	37.0	36.8	36.0	6.5	6.0
Type H1	2 Bed 4 Person (accessible)	33.4	30.0	27.3	24.4	6.1	6.0
Type H2	2 Bed, 4 Person	30.1	30.0	24.9	24.4	6.2	6.0

*Aggregate Bedroom Area based on 7.1 + 7.1 + 11.4 + 13.0 = 38.6sqm

Figure 32 – Housing quality assessment, internal layout standards

streets, with brick elements introduced to both facades. Brick is also used to break up the composition of the larger three storey duplex and apartment buildings allowing them better integrate themselves with the scale of the two storey housing blocks.

Windows will be framed with simple opening sections in a low maintenance finish with a simple contemporary expression.

The roofs of the houses and duplex units are concrete tiles to ensure long life and good weathering with low maintenance. The roofs accommodate the provision of solar panels on the front or rear, depending on the optimum orientation. Gutters will run along the eaves line to the rear and front, with downpipes considered in the overall façade composition to ensure a coordinated streetscape.

Every effort has been made to avoid projections in the building form so as to achieve a calm and well composed streetscape. Floor plans have been carefully considered with internal room area standards exceeded in places to avoid the need for ground floor lean-to's. Upper floor balconies or terraces providing private amenity to the duplex or apartments have been integrated into the overall building form. This not only adds to the overall composition of streetscapes but also improves cost efficiency by reducing need for structural steel.



Figure 33 – Elevation & material expression

5.5 Sustainability – Energy efficiency

The strategy to deliver sustainable, energy efficient design and low cost of use in response to climate change include:

- All units have been designed to have a compact and efficient form. Use of apartments, duplex units, terrace and end of terrace houses reduces exposed envelope and reduces heat loss.
- The external envelope to all units is highly insulated to reduce heat loss.
- Windows are sized appropriately to balance heat loss and potential solar gain.
- The detail design will consider the most efficient and appropriate heating system, including gas boilers and heat pumps. Provision for solar panels on each roof has been included for.
- Materials with long life and low embodied energy are preferred to reduce impact on the environment.
- The energy performance of each house will comply with the requirements of the building regulations, achieving NZEB with a BER of A3 or better.
- The detailed design will consider water saving measures including water saving devices..
- Storm water is attenuated on site before discharge at limited flow rate to the public sewer management as described in the civil engineering report.
- Although it is necessary to remove an extent of existing vegetation throughout the site to facilitate development, the impact of this work has been carefully screened, and will be mitigated by introduction of new habitats through the proposed planting scheme included as part of this application.

5.6 Sunlight & Daylight Assessment

The proposed development is a low-medium density scheme of two and three storey dwellings that fully adhere to the separation distances outlined in the GCDP 2017-2023. The vast majority of dwellings in the scheme are dual aspect, and window sizes have been sized to optimise natural daylighting, well in excess of minimum standards.

Distances from first floor windows to site boundaries have been maintained at a minimum of 11m in all cases to avoid overlooking. In the isolated locations where the 11m is not provided, the dwellings have been designed so that only utility or circulation spaces are located on the façade at first floor level. These windows will be provided with opaque glass for daylighting purposes.

Living spaces of apartments and duplexes are either dual aspect or avoid a northern orientation so as to ensure good daylighting. Associated private amenity spaces face either south, west or east, or orientate themselves to provide views over the public amenity space. Balconies have been considered to avoid overshadowing of habitable rooms on floor below.



Figure 34 – Overlooking study of rear gardens

6.0 Sustainable Urban Housing Standards

6.1 DMURS

The proposed development has been designed to be compliant with the recommendations set out in the Design Manual for Urban Roads and Streets (DMURS). DMURS seeks to put well-designed streets at the heart of sustainable communities, and it provides the practical measures to achieve:

- Highly connected streets which allow people to walk and cycle to key destinations in a direct and easy-to-find manner.
- A safe and comfortable street environment for pedestrians and cyclists of all ages.
- Streets that contribute to the creation of attractive and lively communities.
- Streets that calm traffic via a range of design measures that make drivers more aware of their environment.

DMURS advocates a balanced approach and sets out four core principles to guide a more place-based/integrated approach to road and street design.

Design Principle 1, Connected networks:

The proposed development has been designed to provide strong pedestrian and cycle routes along desire lines and public amenity spaces, and to provide connectivity to adjoining developments/lands. This is to make it more attractive to walk and cycle than to use the car to connect to the neighbourhood within the development and the surrounding neighbourhood.

Design Principle 2, Multi-Functional streets:

The development includes a mix of houses, duplexes, and apartments, which will cater for a range of potential residents and family sizes. This will enliven activity on the street and engagement between residents of different ages. It is intended that quiet cul-de-sacs towards the rear of the scheme can provide an active street space for play.

Design Principle 3, Pedestrian focus:

Streets in the development are short in length with tight radius turns, naturally slowing traffic ensuring greater pedestrian safety and use. Terraces of houses, with added height of duplex/apartments, provide strong enclosure of the streetscape. Tree planting also improves enclosure and breaks the long vista of the street, slowing movement and enhancing the character of the street environment. Street width is kept to a minimum with dropped kerbs near junctions to enable ease of crossing at slow points. Raised crossings are provided at isolated locations where the straight roadway length requires, which will slow traffic and provide dominance to crossing pedestrians.

Design Principle 4, Multidisciplinary approach:

The design has evolved with the contribution of the whole design team and with audits by the consultant civil engineers to ensure the proposed scheme is compliant with these principles.

A stage 1 Road Safety Audit was undertaken by RPS Consulting Ltd. and accompanies this application. Minor suggested amendments to the circulation routes through the scheme have been incorporated into the proposed layout.

6.2 Accessibility

The overall site layout has been developed in line with Urban Design Manual and universal design guidelines. Footpath gradients are gently sloped at no greater than 1:20, and the proposed paving surface is concrete.

Off curtilage car parking has been provided for duplexes/apartments with designated visitor and universal access spaces. Dished kerbs with tactile paving to footpaths are proposed at road crossings and adjoining universal access car park spaces.

A range of house types, duplex units and apartments have been proposed in terms of both design and size. All houses are designed to be compliant with Part M of the Building Regulations, feature flush thresholds to front entrances and rear patio doors and all have visitable bathrooms. The external stairs serving upper floor units will comply with stepped approach requirements of Part M.



Figure 35 – Site connectivity

There are no fully accessible units provided in the scheme but there are a number of single storey ground floor apartments that are suited to adaptability for reduced mobility users. These will be adapted to specific requirements of the intended user as and when required.

Accessible car parking spaces have been provided in accordance with minimum standards, dispersed throughout the scheme so as to be adjacent to the units they serve.

Site Signage and wayfinding will be designed with text size, format and colour contrast to provide enhanced accessibility. Lighting will be designed to enhance the environment for all users.

6.3 Housing Quality Assessment

The houses comply with the requirements of the design guidance of the *Quality Housing for Sustainable Communities*, published by the Department of Housing in 2007. An audit of compliance with the spatial requirements of the design guide is included in **Appendix A**.

The duplexes/apartments also comply with the requirements of the design guidance of the *Sustainable Urban Housing: Design Standards for New Apartments*, published by the Department of Housing in 2020. An audit of compliance with the spatial requirements of the design guide is included in **Appendix A**.

Type Name	Type	Occupancy	Storeys	Gross Internal Floor Area (sq.m.)	Nett Internal Floor Area (sqm)	DoHPLG Standard (sqm)	Nett Area Increase (%)
Type A	House	2 Bed, 4 Person	2	85.3	85.3	80.00	7%
Type A1	House	2 Bed, 4 Person	2	84.5	84.5	80.00	6%
Type B	House	3 Bed, 5 Person	2	102.7	102.7	92.00	12%
Type C	House	4 Bed, 6 Person	2	115.4	115.4	105.00	10%
Type D	House	4 Bed, 7 Person (TAA)	2	121.4	121.4	110.00	10%
Type E1	Apartment	1 Bed, 2 Person	1	49.1	49.1	45.00	9%
Type E2	Duplex	2 Bed, 4 Person	2	90.5	91.6	80.00	15%
Type F1	Apartment	2 Bed, 4 Person	1	81.4	80.3	73.00	10%
Type F2	Apartment	2 Bed, 3 Person	1	71.6	70.0	63.00	11%
Type F3	Apartment	2 Bed, 4 Person	1	87.8	78.0	73.00	7%
Type G1	Apartment	2 Bed, 4 Person	1	78.6	78.6	73.00	8%
Type G2	Duplex	3 Bed, 6 Person	2	116.2	110.4	100.00	10%
Type H1	Apartment	2 Bed, 4 Person (accessible)	1	83.9	83.9	73.00	15%
Type H2	Apartment	2 Bed, 4 Person	1	76.5	76.5	73.00	5%
Notes							
4bed 6Person House does not exist in DoHPLG Standards document. The target floor area has been extrapolated from the 4bed 7pers house area by reducing the area by 5sqm to allow for the reduction of 1 bedspace							
Gross internal floor area is the total area on all floors measured to the inside face of the external wall							
Nett Internal floor area is the actual useable unit area and excludes circulation area from floor(s) below							
The percentage increase above DoHPLG is calculated above nett useable floor area of the unit							
House and duplex areas are informed by reference to "Quality Housing for Sustainable Communities", table 5.1, whereas apartments comply with "Sustainable Urban Housing: Design Standards for New Apartments", Appendix 1							

Figure 36 – Housing quality assessment – overall unit area compliance

Appendix A

Housing Quality Assessment

Schedule of Accommodation - Housing Quality Assessment



PROJECT: Keedraun Social Housing
JOB NO.: 2633
DATE: Aug-21

Revisions	By / Date			Description
A				
B				
C				

SITE PLANNING COMPLIANCE

Total Units	71			
Total Gross Floor Area	6640	sq.m.		
Total Ground Floor Area	3084	sq.m.		
Application Site Area	20,765	sq.m.	2.08	ha.
Nett Site Area	20,492	sq.m.	2.05	ha.
Nett Density	35	Units per hectare		
Plot Ratio	0.32			
Site Coverage	15%			
Public Open Space	3564	sq.m.	17.4%	
Bicycle Parking (Resident)	4	4no. 1 Bed Apartments @ 1no. space per bedroom		
	8	4no. 2 Bed Duplex @ 1no. Space per bedroom		
	44	22no 2 Bed Apartments@ 1no. space per bedroom		
	15	5no 3 Bed Duplex@ 1no. space per bedroom		
Total Resident Parking Provision	71			
		45no Spaces provided under external stairs in Apartment Type F		
		26no. Spaces provided in private amenity space of ground floor units		
Bicycle Parking (Visitor)	15	5no. spaces per 20 car spaces + 5no. spaces per each additional 50 car spaces		
Car Parking	42	28no. Dwellings @ 1.5no. spaces per dwelling		
	35	35no. Apartments/Duplexes @ 1no. space per dwelling		
	16	8no. TAA Dwellings @ 2no. spaces per dwelling		
	23	71no. Units @ 1no. visitor space per 3 units		
Total Parking Provision	116	(of which 5no. are accessible spaces)		

Notes

Schedule of Accommodation - Housing Quality Assessment



PROJECT: Keeraun Social Housing
JOB NO.: 2633
DATE: Aug-21

Revisions	By / Date		Description
A			
B			
C			

General					Area	Living		Bedrooms					Storage	
House Type	Description	No. of Bedrooms	Bedspaces	Access Level	Gross Internal Floor Area (sq.m.)	Living Room (sq.m)	Aggregate Living Room (sq.m.)	Bedroom 1 (sq.m.)	Bedroom 2 (sq.m.)	Bedroom 3 (sq.m.)	Bedroom 4 (sq.m.)	Aggregate Bed Area (sq.m.)	Storage (sq.m.)	Private Open Space (sq.m.)
Type A	4Pers 2 Storey House	2	4	Ground	85.28	16.78	30.20	13.88	11.47			25.35	4.16	varies ₁
Type A1	4Pers 2 Storey House	2	4	Ground	84.46	17.11	30.08	14.72	11.57			26.29	4.49	varies ₁
Type B	5Pers 2 Storey House	3	5	Ground	102.72	19.60	34.02	13.06	11.68	7.29		32.03	5.10	varies ₁
Type C	6Pers 2 Storey House	4	6	Ground	115.36	16.73	37.11	13.23	11.58	7.21	7.26	39.28	7.25	varies ₁
Type D	7Pers 2 Storey House (TAA)	4	7	Ground	121.37	19.51	40.14	13.80	11.42	11.61	7.82	44.65	6.45	varies ₁
Type E1	2Pers 1 Storey Apartment	1	2	Ground	49.10	23.06	23.06	11.41				11.41	3.04	varies ₁
Type E2	4Pers 2 Storey Duplex	2	4	Ground	90.53	30.31	30.31	13.77	13.48			27.25	6.38	16.34
Type F1	4Pers 1 Storey Apartment	2	4	Ground	81.39	30.04	30.04	13.02	11.45			24.47	7.37	varies ₁
Type F2	4Pers 1 Storey Apartment	2	3	First	71.62	28.07	28.07	13.28	8.47			21.75	5.09	7.25
Type F3	4Pers 1 Storey Apartment	2	4	Second	87.79	30.05	30.05	13.44	11.46			24.90	6.16	7.30
Type G1	4Pers 1 Storey Apartment	2	4	Ground	78.56	30.01	30.01	13.71	11.49			25.20	6.11	varies ₁
Type G2	5Pers 2 Storey Duplex	3	5	Ground	116.23	37.10	37.10	13.11	11.82	11.83		36.76	6.47	24.03
Type H1	4Pers 1 Storey Apartment	2	4	Ground	83.93	33.44	33.44	15.80	11.47			27.27	6.07	42.30
Type H2	4Pers 1 Storey Apartment	2	4	First	76.53	30.12	30.12	13.38	11.47			24.85	6.23	7.26

Notes	1. See site layout plan for ground floor private open space provision

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