



# HARTFIELD PLACE, SWORDS ROAD, WHITEHALL

RESIDENTIAL DEVELOPMENT - AMENDMENT APPLICATION

ARCHITECTURAL DESIGN STATEMENT REPORT

LRD FULL APPLICATION STAGE - 20 SEPTEMBER 2024



C+W O'BRIEN  
ARCHITECTS



# Development Team

## Developer

EW Property Limited

## Project Managers

Corcom Development Partners

## Architect

C+W O'Brien Architects

## Planning Consultant

McGill Planning Ltd

## Landscape Architect

Parkhood Landscape Architects

## Fire / DAC Consultant

Maurice Johnson & Partners

## Daylight/Sunlight Consultant

IN2

## Civil Engineering Consultants

JOR Civil and Structural Engineers

## Traffic and Transport Consultants

Punch Consulting Engineers

## Mechanical & Electrical Consultants

IN2

## Tunnel Impact Assessment

AGL Geotechnical Engineers

## CGI & Photomontages

Modelworks

## LVIA

Macroworks

## Environmental Consultants

JBA Consulting



Aerial Image of Site and Surrounding Context

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# 1.0 Introduction

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# 1.0 Introduction

## 1.1 C+W O'Brien Architects

### We make exceptional places + spaces

**We are one of Ireland's leading architectural practices. Our commitment to delivering design driven architectural solutions is reflected in our people, vision and experience to ensure we provide value by design.**

We stand out as one of the few architectural practices with the experience to take on large and complex projects from inception to completion. We offer the vision to design world-class schemes combined with the technical and commercial skills required to deliver projects on time and within budget.

### OUR JOURNEY

We have an outstanding team of experts in architecture, interior design, 3D animation and construction to make sure that we provide added value for our clients. Our team, vision and constant client-centric approach has won the trust of an extensive network of leading local, regional and multinational companies and developers operating across Europe. With offices in Dublin, Cork, and Galway, we have a wide network of associated architectural practices across Europe and Asia. Since our inception we have worked on many exciting and innovative projects, ensuring C+W O'Brien is at the forefront of architecture in Ireland.

### OUR SERVICES

C+W O'Brien Architects focus on producing design solutions that contribute to the built environment and urban fabric, with a lifelong appeal and functionality for future generations.

The practice specialises in Architecture, Interior Design, Master Planning and Urban Design. We work on complex and large-scale projects in a wide range of sectors including residential, office, retail, hospitality, commercial, and mixed-use developments.

The versatility of our projects gives us the opportunity to work in a wide range of sectors and to expand into new markets. We have also participated in different phases of the projects using innovative technology and collaborating with other consultants to bring strength and depth to our design solutions.

Our design solutions bring an overall impact that manages to provide risk identifications, increased quality, creation of concept and to unlock the value of the site. Our multi-disciplinary team help us to manage projects, providing site analysis, budget distribution and any required certification. We aim to gain a level of friendship and trust with our clients. This creates a positive working environment which in turn allows us to better understand their brand requirements, goals and achieve additional benefits for their business.



# 1.0 Introduction

## 1.2 Development Description

### Architectural Design Statement

This Design Statement has been prepared by CW O'Brien Architects on behalf of **EW Property Limited** as part of an LRD planning application amendment submission for a residential development located at 'Hartfield Place', Swords Road, Whitehall, Dublin 9.

This report comprises of a presentation of the design amendments proposed which have been developed following the grant of permission for a Strategic Housing Development SHD planning application scheme granted under An Bord Plenala reference number 'ABP-313289-22' for 443no. apartments, crèche and associated site works subject to conditions.

This application is solely for amendments to Blocks A, B, C, D and E and adjustment to the car parking layout.

Blocks F and G are commencing construction within the near future.

This report aims to focus solely on the elements of the scheme, which have been amended from the previously granted scheme and set out those changes in a clear and succinct manner.

### Development Description

The amendment application will consist of:

- LRD Application for amendments to permitted development ABP 313289-22 for Apartments, Creche, Cafe and Associated Works at a site at 'Hartfield Place', Swords Road, Whitehall, Co. Dublin
- The proposed amendments include the replacement of the permitted basement with a semi-basement under blocks D, E and part of the communal open space.
- The amendments will result in an increase in height of blocks D, E, and B height, alteration to and reduction of the number of car parking spaces on site, alteration to the cycle parking locations, and changes to the open space layout.
- Amendments to the internal layout of Blocks A,B,C,D,& E resulting in the increase in the total number of units by 29 units, with an overall total of 334 units.



CURRENT LRD APPLICATION:  
PROPOSED 3D VIEW BETWEEN BLOCKS E/D & F/G



## **2.0** Executive Summary

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# 2.0 Executive Summary

## 2.1 Overview - Amendments Blocks A to E

### Design Statement

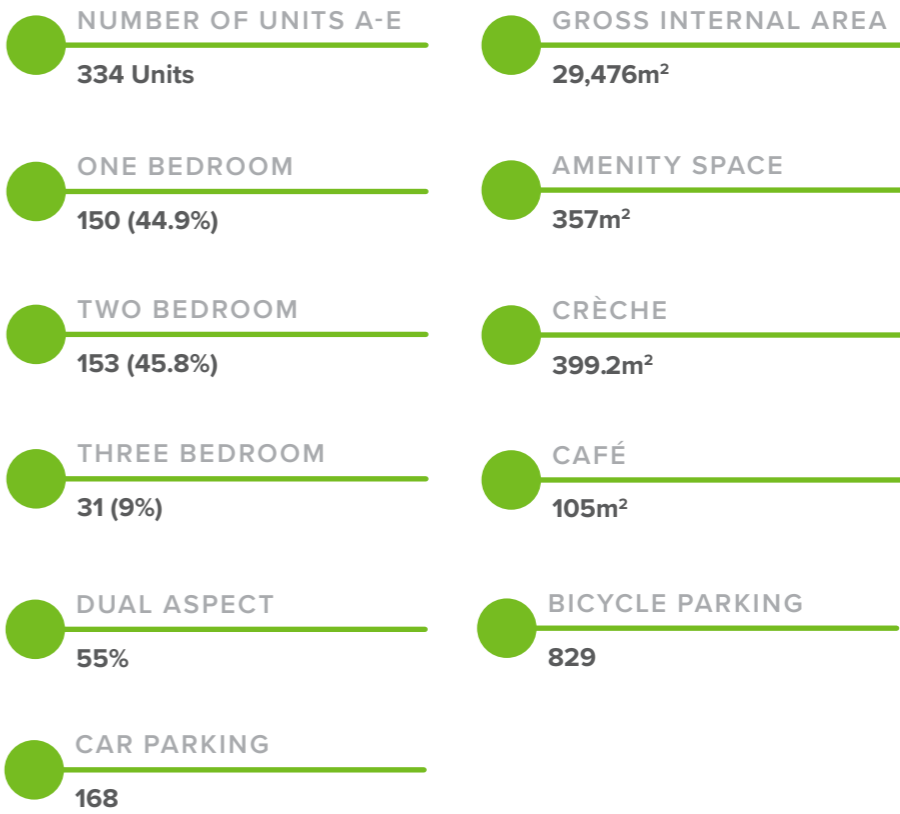
This Architectural Design Statement has been prepared by C+W O'Brien Architects to support the LRD Application for Blocks A to E amendments for the permitted development ABP 313289-22 to An Bord Pleanála as part of the Direct Applications Process for Strategic Housing Developments for the proposed mixed use development at Hartfield Place, Swords Road, Whitehall Drumcondra, Dublin 9.

The Architectural Design Statement considers the urban design considerations and site layout strategies for the proposed development and compares the new architectural proposal against the previously granted design for the same site.

The Design Statement provides the Architectural Design Strategy and standards, architectural language and materials that are proposed for the buildings under the current proposal. This report should be read in conjunction with all other supporting documents that comprise this application.

This document, along with the accompanying drawings, schedules and reports that form this Large Residential Development amendment planning application, sets out a design proposal that accounts for planning policy (both local and national) and the commercial aspects of the project development for the proposed site. The Design Team have completed the design proposal to take account of feed back received from Dublin City Council at s247 consultation stage.

### Scheme Summary Blocks A-E



# 2.0 Executive Summary

## 2.2 Overview - Overall Site

The overall site scheme includes Blocks F & G within the Permitted SHD Scheme (ABP Order 313289-22) - Condition 03 of the SHD permission required the amalgamation of certain apartment units.

The Scheme Summary Figures to the right, represent the overall proposed scheme including Blocks A-G - (Post Condition 03 Amalgamation within Blocks F & G).



### Scheme Summary Blocks A-G

<div>NUMBER OF UNITS A-G</div> <div>472 Units</div>	<div>GROSS INTERNAL AREA</div> <div>40,682m<sup>2</sup></div>	<div>DENSITY *</div> <div>70.02/ac</div>
<div>ONE BEDROOM</div> <div>230 (49%)</div>	<div>AMENITY SPACE</div> <div>357m<sup>2</sup></div>	<div>DENSITY *</div> <div>172.89/ha</div>
<div>TWO BEDROOM</div> <div>211 (44%)</div>	<div>CRÈCHE</div> <div>399.2m<sup>2</sup></div>	<div>PLOT RATIO<sup>1</sup></div> <div>1.49</div>
<div>THREE BEDROOM</div> <div>31 (7%)</div>	<div>CAFÉ</div> <div>105m<sup>2</sup></div>	<div>DUAL ASPECT</div> <div>57%</div>
<div>APPLICATION SITE AREA</div> <div>27,340m<sup>2</sup></div>	<div>COMMUNAL OPEN SPACE</div> <div>2,909</div>	<div>SITE COVERAGE<sup>3</sup></div> <div>23.69%</div>
<div>CAR PARKING</div> <div>217</div>	<div>BICYCLE PARKING</div> <div>925</div>	

<div>REQUIRED COMMUNAL AMENITY SPACE A-G</div> <div>230 One Bed @ 5m<sup>2</sup> = 1150m<sup>2</sup></div> <div>211 Two Bed @ 7m<sup>2</sup> = 1477m<sup>2</sup></div> <div>31 Three Bed @ 9m<sup>2</sup> = 279m<sup>2</sup></div> <div>Total Required = 2,906m<sup>2</sup></div>	<div>COMMUNAL AMENITY SPACE PROVIDED A-G</div> <div>Indoor Space = 357m<sup>2</sup></div> <div>Outdoor Space = 3,386m<sup>2</sup></div> <div>Total Provided = 3,743m<sup>2</sup></div>
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\* Developable Site Area only used in the calculations

<sup>1</sup> Plot Ratio based on Developable Site Area

<sup>3</sup> Site Coverage - excluding Landscaped Podium Area over the Carpark from calculations

# 2.0 Executive Summary

## 2.3 Urban Design Manual - A best practice guide



### 1 - CONTEXT

How does the development respond to its surroundings?

#### Site Strategy - 4.0 Urban Context

The site occupies a strategic location to national road networks, key public transport routes and employment centres, and is ideally suited to accommodate increased density and scale in development. The neighbouring lands are primarily low to medium density family homes and institutional buildings and it is submitted that the provision of high quality apartment buildings represents an important opportunity to maximise the development potential of this key site, whilst improving the housing dwelling choice within the established residential neighbourhood.

The provision of increased density in development at this site complies with National and Local planning policy which seeks to encourage more compact forms of development. These guidelines promote the provision of increased building heights to ensure the sustainable development and compact growth of existing urban areas and to support future growth by building up and consolidating development of our existing urban areas.



### 2 - CONNECTIONS

How well connected is the new neighbourhood?

#### Context - 3.1 Site Location & 3.3 Transport Links

The site is located approximately 1km north of Drumcondra and 4km north of the City Centre, within the established residential neighbourhoods of Whitehall, Dublin 9.

The site is located adjacent to the eastern side of Swords Road. Bounding to the north are Dublin City Council owned lands and GAA playing fields. To the south is Highfield Private Hospital and to the east is Beech Lawn Nursing Home and the existing residential development at High Park. Further north of the site is the M1 motorway and its junction with the M50 linking access to the city and the national roads network, providing strategic links to Dublin Airport, to the north and northwest of the country.

#### Site Strategy - 4.0

The proposed design will provide a public realm that prioritizes ease of movement for pedestrians and cyclists. The development will consist of large public and community open spaces that will be landscaped to human scale. A diverse series of spaces will provide increased legibility, creating an area with clarity, identifiable, overlooked and navigable. This will promote walking and cycling connections through the site to enhance sustainable transport modes and connectivity.



### 3 - INCLUSIVITY

How easily can people use and access the development?

#### Universal Design Statement - 8.0 Universal Design

The proposed development has sought to comply with the principles of Universal Design - to encourage access and use of the development regardless of age, size, ability or disability. Accessibility for all and the adaptability of spaces will create a place that can change and adapt to current needs and trends, cultural, social, and economic situations.

The objectives of the performance standards as set out in this submission are to satisfy the functional outcomes of the Building Regulations, which are concerned with the health & safety, and welfare of persons in the use and vicinity of the proposed buildings including the special needs of disabled persons in relation to these buildings.

Additional measures have been considered and incorporated within the design in accordance with best practice and the principles of Universal Design, and as set out in the National Disability Authority's - 'Building for Everyone: A Universal Design Approach' and 'Universal Design Guidelines for Homes in Ireland'.

Please also refer to the accompanying Mobility Management Plan by Punch Consulting Engineers.



### 4 - VARIETY

How does the development promote a good mix of activities?

#### Site Strategy - 4.1 Site Amendment - Layout

The development contains a mixture of apartment types, in order to provide a range of different tenures. The provision of facilities within the development supplements local facilities, including the café, communal amenity facilities and the crèche. The urban design strategy remains unchanged with all blocks being located in the same locations as per the permitted SHD scheme with foot prints being adjusted.

Apartment buildings Blocks A and B will front onto Swords Road and will be directly accessible from Swords Road forming a clearly defined and attractive urban edge to the development. The corner location of Block A makes it an appropriate location for a commercial unit at the ground floor forming a vibrant street frontage and entrance to the development. At the opposite corner of the commercial unit, in Block A ground floor, a Crèche and its outdoor play area have been provided. The remaining upper levels of Block A consist of residential dwellings.

One of the guiding principles of the original site layout is the recognition of the Dublin Port Tunnel which runs under the site and the open space provision required for former institutional lands. For these reasons the major areas of public open space are located over the tunnel, which also accords with the masterplan set out in the Whitehall Framework Plan.

# 2.0 Executive Summary

## 2.3 Urban Design Manual - A best practice guide



### 5 - EFFICIENCY

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

Appropriate use of resources of an urban site of this scale requires higher densities to ensure good land use and promote sustainable infrastructure in the area. The site layout proposed increases the site density, which in conjunction with the existing and proposed public transport, and the proximity to major employment centres reduces over-reliance on cars, thereby reducing emissions whilst supporting the efficiency and viability of local transport.

The proposed development will benefit greatly from the existing transport connections and amenities and the increased density will in turn support the efficiency of the public transport, services, and amenities in the area. The enhanced density of the development will consolidate the urban area, infrastructure, and services to accommodate all in a sustainable manner.

Please also refer to the accompanying; Landscape Design Statement by Parkhood Landscape Architects.

Screening Report for Appropriate Assessment by JBA Consulting.

Engineering Services Report by IN2 .



### 6 - DISTINCTIVENESS

How do the proposals create a sense of place?

Site Strategy - 4.0

The proposed development at this location will give the long vacant site a new land use and much needed street frontage along the Swords Road. The topography including the surrounding residential and institutional buildings have all been considered with the design of the proposed development and its response to the surrounding area in scale and height.

The Urban Design Strategy remains unchanged from the permitted SHD scheme. The proposed apartment buildings had been strategically designed within the site in order to reduce their impact on the landscape and character of the area whilst placing a focus on enhancing the density of the site. The buildings vary in height between four and eight storeys with lower heights in close proximity to existing buildings and increased heights at the centre of the development. The apartment buildings are placed to enclose the public and community open spaces ensuring that these spaces are overlooked by the proposed dwellings creating a high level of passive surveillance.

Please also refer to the accompanying; Landscape Design Statement by Parkhood Landscape Architects.



### 7 - LAYOUT

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

Site Strategy - 4.0

The proposal creates a contemporary environment that engages and integrates with the wider context. Publicly accessible pedestrian routes lead to the public open space from Swords Road, which will contribute positively to the amenity in the local area. The focus of the permitted SHD development was to create a public open space that is legible with a unique identity to allow for a memorable place which will stimulate recreational activity within the proposed development. There are no amendments to the public open space or Blocks F and G proposed within this amendment application.

The proposed layout has been developed as a result of the collaborative work of the Client, Design Team, and the Local Authority through the SHD process and the current amendment application creates minor adjustments to the building footprints. The site layout is based on the principles of best practice urban design which provides simple, easy and safe access for pedestrians and vehicles. All the routes have been designed and will be constructed in accordance with DMURS principles. These will be softened with landscaping features to make them people friendly.

Please also refer to the accompanying; Landscape Design Statement by Parkhood Landscape Architects.



### 8 - PUBLIC REALM

How safe, secure and enjoyable are the public areas?

Site Strategy - 4.2 Urban Design Proposal

The design approach considered the improvement and attractiveness of the public realm; activeness and permeability of its connections; and appropriate screening with the design of the development layout as viewed from outside the site.

The layout proposes to maximise the permeability and connectivity through the site prioritizing the quality of open space within the development.

The Public Open Space provision will provide a valuable amenity resource. There are no amendments to the public open space or Blocks F and G proposed within this amendment application.

The communal open spaces are distinguishable in accessibility and appearance from the public open spaces to give residents a feeling of safety and ownership.

Please also refer to the accompanying; Landscape Design Statement by Parkhood Landscape Architects.

# 2.0 Executive Summary

## 2.3 Urban Design Manual - A best practice guide



### 9 - ADAPTABILITY

How will the buildings cope with change?

#### Universal Design Statement - 8.0 Universal Design

The design and layout of the proposed residential development is referenced to:

- Part 'M' of the Second Schedule to the Regulations as amended by the Building Regulations (Part M Amendment) Regulations 2010 (S.I. No. 513/2010);
- National Disability Authority's "Building for Everyone: A Universal Design Approach;
- Universal Design Guidelines for Homes in Ireland.

The design is based upon a comparison of the proposed development with the statutory requirements as set out above and are necessary to identify and describe the building or works to which the application relates, and show that the building or works will comply with the requirements.

The development provides a mix of units which can be reconfigured to adapt to the changing life cycles and personal needs of residents. The apartments meet and/or exceed the minimum standard for dwelling sizes and can be adapted to follow the needs of the future residents.



### 10 - PRIVACY + AMENITY

How does the scheme provide a decent standard of amenity?

#### Housing Quality Assessment

All of the residential apartments have private open space with their balconies as well as an area of usable communal open space. The proposed balconies are in compliance with the minimum size and depth requirements of 1.5 meters as per the Sustainable Urban Housing: Design Standards for New Apartments - July 2023.

The proposed design considers the orientation of the development in order to maximise the solar gain and natural light aspect of each apartment, 55% of the apartments (Blocks A-E) are dual aspect and there is no single aspect dwelling solely north facing.

Communal indoor amenity spaces are provided within L00 and L01 of the Block A apartment building. These spaces include a gym/yoga room, residents' lounge and access to the cafe. A roof terrace is also provided in the Block F and Block G apartment buildings.

Privacy and overlooking has been at the forefront in the design of the apartments and the positioning of balconies. The design has ensured that people can seek privacy within their own dwellings.



### 11 - PARKING

How will the parking be secure and attractive?

#### Site Strategy - 4.10 Car Parking

The proposed development is served by a primary vehicular access route directly off Swords Rd to the northwest corner of the site, adjacent to the intersection of Iveragh Road. This road junction will be upgraded providing a revised road layout for the Quality Bus Corridor and cycle lanes as well as a signaled intersection to control and direct pedestrian, bicycle, and vehicular traffic. This amendment application does not propose any change from the permitted scheme access strategy.

This application proposes amendments to the quantum and layout of the off-street surface and the underground semi-basement level carparking including the provision of cycle areas refuse and recycling storage facilities, and plant rooms.

Entering the site along the northern boundary, access to the resident semi-basement car parking is provided via a ramp approach located between apartment Blocks A and D. This location remains unchanged from the permitted scheme. The access control to the semi-basement car park will ensure secure parking for the residents.

Please also refer to the accompanying; Mobility Management Plan by Punch Consulting Engineers.



### 12 - DETAILED DESIGN

How well thought through is the building and landscape design?

The original scheme was been approved through the SHD process and this application proposes amendments to the internal layout of Blocks A to E along with the respective evaluational and massing adjustments required. The urban design principles remain unchanged and the revised evaluational treatments are informed by the SHD designs and associated permission conditions.

The proposed development represents a high-quality design whilst optimizing the appropriate use of the site which will help meet the ever-increasing demand for residential accommodation.

The design treatment incorporates the latest technologies to achieve the highest standards in energy efficiency, also the selected brick finishes, window selection and facade cladding will complement the current building stock in the area.

The drawings, reports, and other supporting documents submitted as part of this amendment application contain the detail design information for this amendment planning application. Please refer to the relevant documents for greater detail.

Please also refer to the accompanying; Landscape Design Statement by Parkhood Landscape Architects.



## 3.0 Context

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# 3.0 Context

## 3.1 Site Location

The application site is located on the northern outskirts of Dublin's inner city approximately 1km north of Drumcondra and 4km north of the City Centre, within the extensive long established residential neighbourhoods of Whitehall.

The site is located south of Collins Avenue, west of Grace Park Road north of Griffith Avenue and immediately adjacent to the eastern side of Swords Road. Bounding the lands to the north are the Dublin City Council owned lands and football pitch, to the south, the Highfield Private Hospital and to the east is Beech Lawn Nursing Home and the existing residential development at High Park.

Further north of the site is the M1 motorway which begins at its junction with the M50, providing strategic links to Dublin Airport, the north of the country and Northern Ireland. The M50 connects the subject site to all main national roads ensuring excellent access to the city and national motorway network.

The area is predominantly residential and the fact that is crossed by Swords Road and Collins Avenue, 2 important roads, defines the life of the inhabitants and the development of the area.

Within a radius of 1 km from the site, we can find the Dublin City University Campus on the west, with all its indoor and outdoor facilities and accommodation. On the east Maryfield College and the Clonturk Community College is located to the west. Highfield Healthcare - Alzheimer's Care Centre is located to the south of the site.

The evidence of a residential area is given by a good amount of churches such as the Holy Child Roman Catholic Church and the Church of the Nativity of Our Lord, a good amount of sports clubs such as the Home Farm Football Club, the Whitehall GAA and the Whitehall Colmcille GAA.

The area also hosts Ellenfield Park which represents an important public open space for the community and a number of other green public areas.

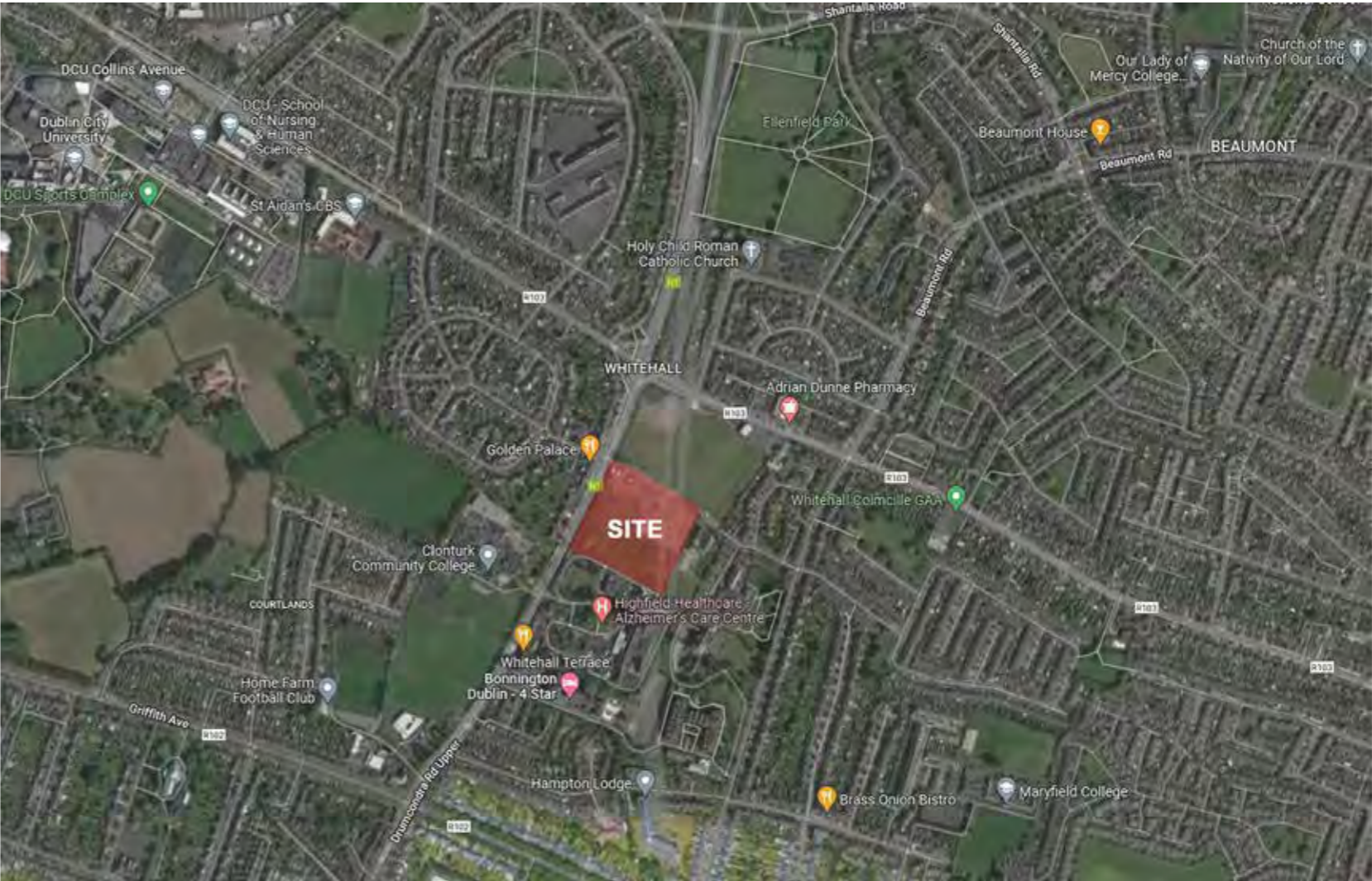
The local vicinity, a number of shops and stores serve the community such as restaurants and bars, pharmacies, retail and grocery outlets.



Ellenfield Park



Site Location Map and developable site area



Area Facilities

## 3.0 Context

### 3.2 Site Description

- The permitted SHD site comprises of circa 2.73 hectares (6.75 acres) of greenfield site, covered in grasses with no trees other than a hedgerow in some locations on the perimeter.
- The proposed LRD application scheme site comprises of 1.28 hectares (3.18 acres) of this site (The site of Blocks A-E).
- There are no amendments proposed to Blocks F and G under this LRD application and they have been therefore excluded from the red line boundary.

The site is relatively flat, but falls in a west-east direction from its highest point of 43m OD on the north western most corner to its lowest point of 40m OD in the south eastern corner. The site generally falls along Swords Road by 2m from the highest to the lowest point. An existing boundary wall of 2.5m high fronts onto Swords Road, forming no visual connection between the site and Swords Road in its present condition.

The site is well orientated to allow for southern facing aspects allowing for sun penetration into open spaces on the site. Access to sunlight, in particular access to south, west and eastern light is particularly good with the site orientation and low density buildings in the local area.

The need to have the gross area and the net area derives from the fact that the statistics are based on the net area, which is named as developable area, matching with the Ownership Area relating to the site. The gross area is to enable upgrades to the Irish Water network and public works to the existing roads.

Centred underneath the site area, the Port Tunnel runs in both north and south directions.

Although below ground the port tunnel results in constraints in terms of the developable area for the site.

The site is bound to the west by Swords Road, to the south by Highfield Hospital, to the north by vacant land and GAA pitches, and to the east by Beechlawn Nursing Home.

The subject site was included on lands within the Whitehall Framework Plan (WFP). The WFP also included the lands north of the subject site. The eastern portion of these lands have been developed as a GAA pitch, in line with the WFP, and the western portion of these lands have remained undeveloped.



Site Location Aerial View and subject site outlined in red

# 3.0 Context

## 3.3 Transport Links

The site is surrounded by long established residential land use with some large institutional facilities located nearby such as Dublin City University to the West, Beaumont Hospital to the north-east and Highfield Hospital immediately to the south. The neighbouring land uses to the north and east consists of many social infrastructural facilities, including neighbourhood centres, schools, community centres, recreational facilities (i.e. pitch & putt, playing fields) and parks.

The site is a well serviced site for transport links with direct connections to Dublin City Centre via Swords Road, with the site also having close links to Dublin Airport to the north. Collins Avenue provides an inner orbital connection from Killester to Finglas connecting the site east west to these areas.

The site, being in close proximity to strategic national road networks and public transport (both existing and proposed), provides an ideal choice of living location for those working in both the Metropolitan and Greater Dublin Area. Living and working locally is supported by a number of major employment centres such as the Beaumont Hospital to the north-east of the lands and Dublin City University (DCU) campus to the north-west of the site on Collins Avenue.

### Public Transport Connections

- The site is served by the Highfield Hospital stop 214 and Highfield Hospital Stop 204 which are located adjacent to the site on the Swords Road. These stops provide a high frequency service for the following routes: Bus 1, 16, 33, 33E, 41, 41B, 41C, 41D and 44.
- Collins Avenue to the north of the site within a one minute walk provides bus stops Swords Road Stop 237, 7851 and Collins Avenue Stop 215 which provide the 16 and N4 bus routes.

A public transport survey in relation to the proposed Hartfield Place LRD scheme was undertaken at the following 4 bus stops on Thursday 11 April 2024.

Please refer to Section 8.1 for further detail on public transport assessment prepared by PUNCH consulting Engineers.



## 3.0 Context

### 3.4 Community Facilities

The site is well located in close proximity to Ellenfield Park, which serves as sport and recreation facilities for the local community clubs of St Kevins Football Club and Whitehall Colmcilles, for soccer and gaelic football respectively. The Clubhouse at Whitehall Colmcilles on Collins Avenue operate a gymnasium and provide space within the clubhouse for a range of local community groups or organizations, for indoor recreational activities such as badminton club, darts and other club meetings.

Hampstead Park is located within a short distance from the site providing additional active play facilities in the local area. Other recreational facilities in the greater area include Home Farm Football Club, Rosmini Gaels GAA Club, Whitehall Bingo Club, Fairview Park and Clontarf Golf Club.

The site is well located proximate to a large number of educational facilities ranging from pre-primary, primary and secondary schools up to third level education. Community facilities such as Drumcondra Library, the Helix Theatre at DCU and the Santry Cinema in the Omni Shopping centre are also within a short travel distance from the site.

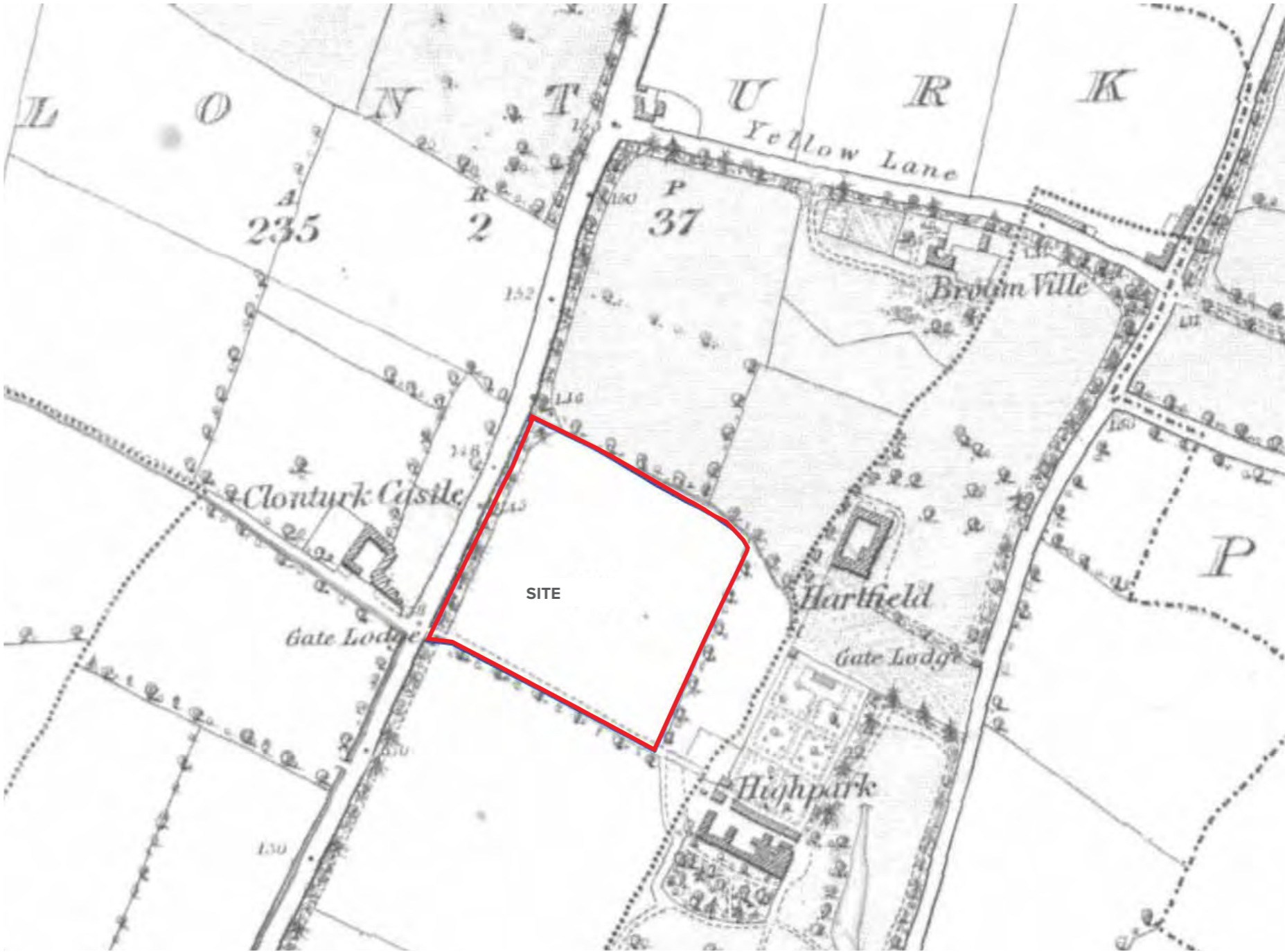


# 3.0 Context

## 3.5 Site History

The application site falls within the Clonturk area and appears on several of the historic maps with no existing buildings or field name. The site is located in close proximity to several historic buildings among them Hartfield immediately to the east of the site.

It was proposed to name the development Hartfield as no other street or development names in the area make use of the name currently. Dublin City Council approved the name 'Hartfield Place' as development name during 2019.



Extract from the 6 inch map of 1837-42 and developable site area

# 3.0 Context

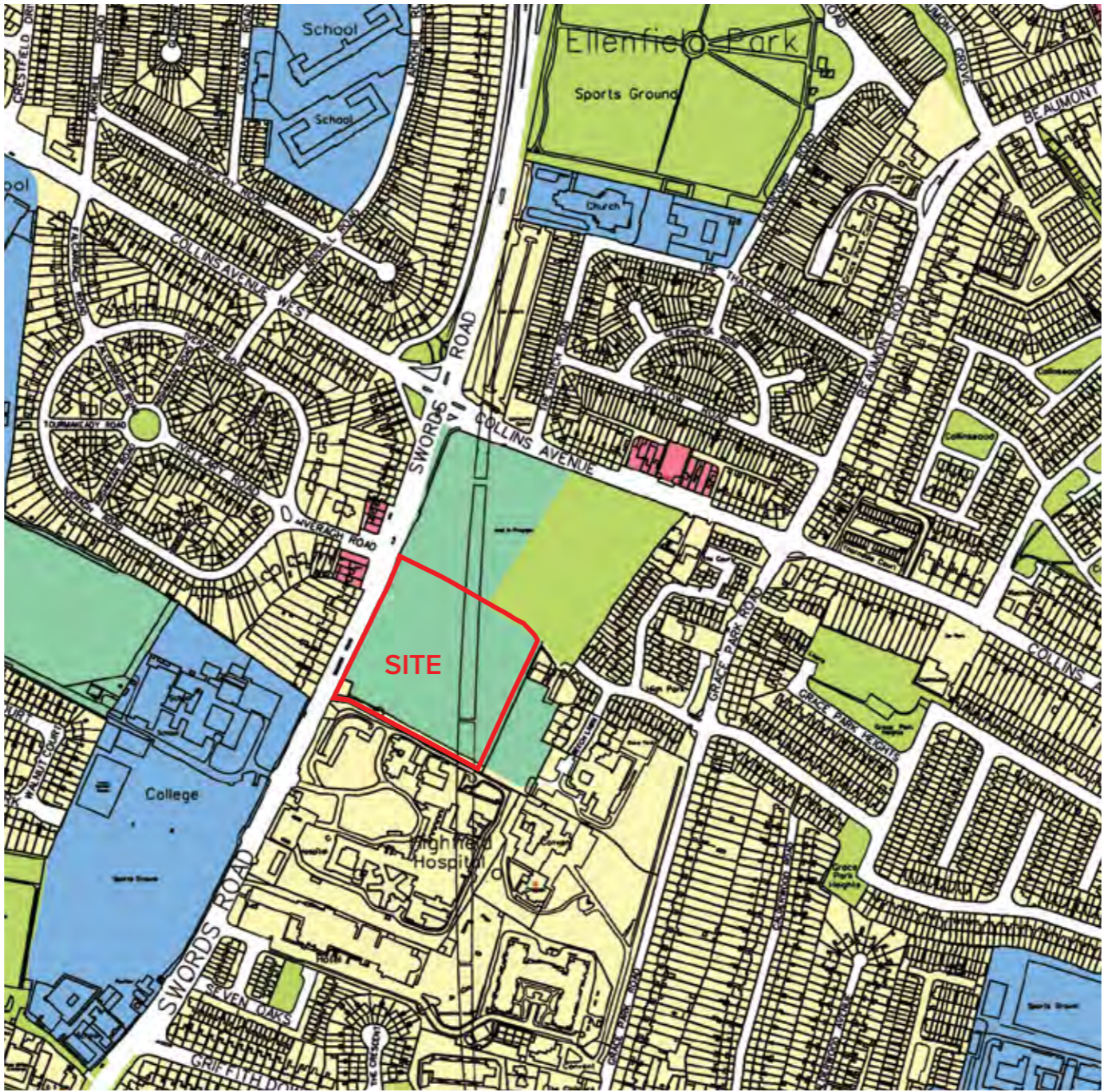
## 3.6 Zoning

The proposed development site is zoned ‘Z12 Institutional Land (Future Development Potential)’ in the Dublin City Development Plan 2022-2028. In relation to this zoning, the Plan states that the objectives are:

“To ensure existing environmental amenities are protected in the predominantly residential future use of these lands.”

“Where lands zoned Z12 are to be developed, a minimum of 25% of the site will be required to be retained as accessible public open space to safeguard the essential open character and landscape features of the site. Where such lands are redeveloped, the predominant land-use will be residential.”

Residential development, childcare facility, community facility and café/tea room are permissible uses within this land use zoning objective.



Z12 Zoning of the Subject Site  
Source: Dublin City Council Development Plan 2022-2028, Map B

PRIMARY LAND USE ZONING CATEGORIES <sup>4</sup>		
Zone Z1	Sustainable Residential Neighbourhoods	
Zone Z2	Residential Neighbourhoods (Conservation Areas)	
Zone Z3	Neighbourhood Centres	
Zone Z4	Key Urban Villages / Urban Villages	
Zone Z5	City Centre	
Zone Z6	Employment /Enterprise	
Zone Z7	Employment (Heavy)	
Zone Z8	Georgian Conservation Areas	
Zone Z9	Amenity /Open Space Lands /Green Network	
Zone Z10	Inner Suburban and Inner City Sustainable Mixed-Uses	
Zone Z11	Waterways Protection	
Zone Z12	Institutional Land (Future Development Potential)	
Zone Z14	Strategic Development and Regeneration Areas (SDRAs)	
Zone Z15	Community and Social Infrastructure	

## 3.0 Context

### 3.7 Whitehall Framework Plan

The site is located within the area covered by the Whitehall Framework Plan published by Dublin City Council in November 2008. The Whitehall Framework Plan acts as a Schematic Framework Plan and Site Brief for the application site and the neighbouring site to the north in ownership of Dublin City Council.

#### The Whitehall Framework Plan identified the following issues:

- A lack of active open space to service the sports clubs which exist in the area.
- The site is located in close proximity to large institutional health and other third level education facilities which will create a particular market for apartment accommodation, to serve both staff and students.
- Heavy traffic on both Swords Road and Collins Avenue which connects the City and Airport as well as serving as inner orbital route.
- Poor connectivity to public transport exists for the individual estates around the site all developed with single access points and a series of cul-de-sacs, elongating walking distances beyond comfort.

#### Movement:

The Framework Plan proposes to provide vehicular access at the north west corner of the application site. Priority is to be given to pedestrian and cycle access with connections from all directions through the site to minimise walking distances to shops, public transport and neighbourhood facilities.

#### Quality Bus Corridor:

The Framework Plan took cognizance of the proposed widening of the Quality Bus Corridor on Swords Road and allowed for a segregated cycle and bus lanes along the frontage of the site. The pedestrian traffic lights at Iveragh Road will need amendment to provide the appropriate sequencing for the bus and cycle lanes.

#### Public Open Space:

The provision of a major wedge shaped open space of approximately 20% to serve both existing and future residents providing a hierarchy of both passive and active amenity and play spaces. A community focus should be at the heart of the site, linking various parts of the site.

#### Urban Design Performance:

- Character: Create a place with its own identity – higher than usual content of open space
- Continuity and Enclosure: A place where public and private spaces are clearly distinguished
- Quality of the Public Domain: A place with attractive and successful outdoor spaces

- Ease of Movement: A place that is easy to move through
- Legibility: A place that has a clear image and is easy to understand and navigate
- Adaptability: A place that can change easily
- Diversity: A place with variety and choice
- Accessibility and Energy Efficiency: A place and buildings that are sustainable

The Plan outlines a VISION for Whitehall:

- A 21st century Gateway to Dublin City, well located between the centre and the airport, well linked to the motorway network (M1, M50) and in close proximity to Dublin City University;
- A Vibrant mixed-used urban development, structured by strategic views/ vistas and connectivity, highlighted by a series of landmark/ feature corner buildings;
- A new neighbourhood focus within the city, well connected to its surroundings with new pedestrian and cycle links and good accessibility to public transport and facilities for existing and future residents;



Extract: Whitehall Framework Plan 2008: Site Layout

- A high level of quality public open space, both hard surfaced urban plazas and well landscaped green spaces including sports and play facilities for the community;
- Strong active frontage onto main streets and public domain, providing security through passive surveillance.

The permitted development consisted of large public and communal open spaces that would be landscaped at a human scale. A diverse series of spaces were provided creating an area designed with a clear image that is distinctive, increases legibility, and is overlooked and navigable. This promotes walking and cycling connections through the site to enhance sustainable transport modes and connectivity.

The proposed amendments maintain the urban design principals of the permitted scheme. The building block forms although adjusted in terms of size are located generally in the same layout as the permitted scheme therefore capturing the principles of the Whitehall Framework Plan. Please refer to the proposed site plan within this document for illustration.



Extract: Whitehall Framework Plan 2008: A Vision For Whitehall

## 3.0 Context

### 3.8 Planning History

The purpose of this section is to outline the history of development on the subject site and detail the amendments over time to permitted developments.

#### **DCC Reg. Ref. 3269/10 / ABP Ref. PL29N.238685 – Extant Permission for 358 No. Units:**

Full planning permission was granted for the site in 2010 DCC Reg. Ref. 3269/10 which was subsequently appealed by a third party to An Bord Pleanála (Reg Ref PL29N.238685).

The permitted development comprised 358 No. apartments, a crèche (465 sq m) and 3 No. retail/commercial units (344 sq m) in 7 No. four to seven storey blocks over partial basement.

An Extension of Duration for the permission was granted by Dublin City Council. The extension granted under DCC Reg. Ref. 3269/10/X1 required the completion of the permitted works by the 9th April 2022.

#### **DCC Reg Ref.: 3405/19 – Application to Amend Block F Permitted Under DCC Reg. Ref. 3269/10 / ABP Ref. PL29N.238685:**

During 2019 Eastwise Construction Limited submitted an application to make amendments to Block F (DCC Reg. Ref. 3405/19) as permitted under DCC Reg. Ref. 3269/10 / ABP Ref. PL29N.238685.

The decision of Dublin City Council to Grant Permission for the amendment application (DCC Reg. Ref. 3405/19) increased the overall permitted quantum of apartments to 374 No. units, with Block F increasing from 60 No. units to 76 No. units.

The proposed development comprises the rationalisation of the floor plans and amendments to the footprint thereby increasing the number of apartment units within Block F. The rationalisation of floor-plates at each level of the permitted Block F provided for additional density without increasing the height of the development.

#### **ABP-309608-21 – Application to Amend Blocks height, Crèche layout and Site Works for 475 No Units:**

Application for permission for 475 number apartments and one cafe' unit arranged in seven blocks and a separate purpose built crèche facility. The total gross floor space of the development was 42,195 square metres plus 10,460 metres at basement level principally providing car and bicycle parking, plant and bin stores.

- DECISION: Refused permission

The development site is zoned Z12 and requires a minimum of 20% of the site as accessible public open space. The development was considered to materially contravene the Development Plan in relation to the provision of public and communal open space to serve the proposed apartments.



Site Layout Plan for DCC Reg. Ref. 3269/10 / ABP Ref. PL29N.238685 - Extant Permission for 358 No. Units.



3D View from south west of Block F as Amended under DCC Reg Ref.: 3405/19

## 3.0 Context

### 3.8 Planning History

The below is the latest scheme which was a Strategic Housing Development (SHD) application was granted permission by An Bord Pleanála on 17th November 2022.

#### ABP Reg. Ref. 313289-22 [Referred To In This Report As The 'Permitted SHD Application']

- An Bord Pleanála granted permission in 2022.

The application development comprised of:

*'Construction of seven number apartment blocks, ranging in height up to eight storeys (over single level basement). this will provide 472 number residential units (comprising 32 number studios, 198 number one-beds, 233 number two-beds, and nine number three-beds). All with associated private balconies and terraces to the north, south, east and west elevations. A crèche (circa 445.76 square metres) a cafe unit (circa 99 square metres), and internal residential amenity space (circa 511 square meters), providing a sun lounge, gym, screening room, lounge, and meeting rooms, will also be provided'*

*'The proposed development will include 337 number car parking spaces, 982 number bicycle parking spaces, and 14 number motorcycle spaces at basement and surface levels, public open space, and communal open spaces at ground and roof levels'*

*'Vehicular access from Swords Road will be provided with associated works and upgrades to the existing public road layout, junctions, bus lane and footpath network to facilitate same. Two number pedestrian and cyclist only access are provided from the Swords Road as well as a separate pedestrian and cyclist access to the southwest which also facilitates emergency vehicular access...'*

- Decision: Grant permission subject to conditions.

#### Conditions:

The permission was granted subject to 26no. conditions, many of which were standard conditions.

Specific conditions to note are:

- Amalgamation of units within Blocks A, B, F and G. This results in the permitted unit number in Block A 51no, Block B 66no, Block C 54no (unchanged), Block D 76no (unchanged), Block E 58no (unchanged), Block F 70no and Block G 68no.

This results in the overall permitted unit number reducing from 472 to 443no units.

#### Construction

The Construction of Blocks F and G is commencing within the near future. on the above permitted SHD scheme and associated conditions which are currently being discharged. These blocks are excluded from this current LRD application.



Permitted SHD Application: Proposed Site Plan

# 3.0 Context

## 3.9 Dublin Port Tunnel

In accordance with the 'Guidance Notes for Developers, The assessment of surface and sub-surface developments in the vicinity of the Dublin Port Tunnel' splits potential development locations over the tunnels into three main geographical areas, Areas A to C. The site falls in Area B which extends from Ch. 2+210 to Ch. 4+537

The Guidance Notes for Developers states that an assessment of the impact of a development proposed in Areas A & B over the Dublin Port Tunnels is to be carried out where the development lies within Zone 1 or Zone 2 of the tunnels. An assessment of the impact of the development has been prepared by AGL Consulting Geotechnical Engineers.

The proposed changes are not substantial and would have minimal effect on the results provided in the tunnel impact assessment for the original development. A reduced basement area with reduced depth would have an even lesser impact on the existing ground levels.

It should be noted that the site layout strategy with the public open space being located above the tunnel remains unchanged from the permitted scheme.

The alteration in the design of the basement access ramp and the minor changes to the layout of Blocks A to E can be considered negligible from the previously granted scheme with and therefore would be expected to have no change in effect on the tunnels. Please refer to the Tunnel Impact Assessment prepared by AGL Consulting Geotechnical Engineers which accompanies this application. The executive summary of which can be seen on the following

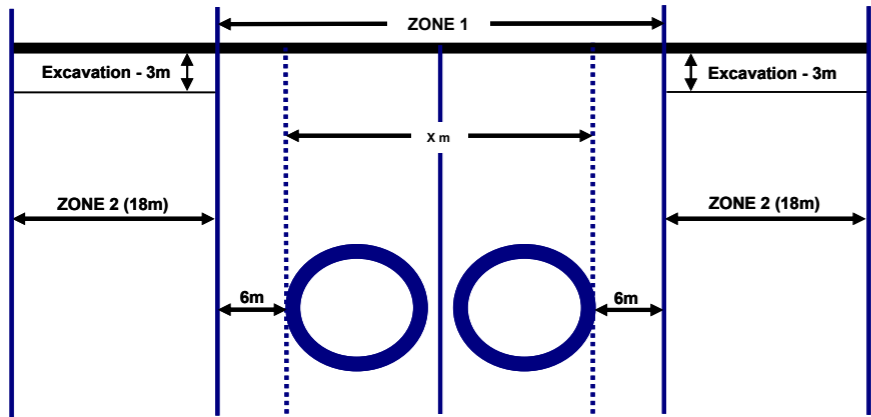


Figure 1: Bored Tunnel – Areas A&B <sup>1</sup>  
Not to scale – Depth of Tunnel varies

Extract from 'Guidance Notes for Developers, The assessment of surface and sub-surface developments in the vicinity of the Dublin Port Tunnel'



Extract from the Preliminary Assessment of Development Above Port Tunnels by AGL indicating the DPT region for the site

## 3.0 Context

### 3.9 Dublin Port Tunnel

AGL Consulting Geotechnical Engineers were commissioned to carry out an updated Tunnel Impact Assessment for the amended scheme.

#### **AGL Consulting Geotechnical Engineers Tunnel Impact Assessment: Executive Summary:**

The 3D finite element program, PLAXIS, has been used to assess the impact on the Dublin Port Tunnels due to the excavation and building loads for the Hartfield Place Development.

The Plaxis 3D program enables structural elements as well as soils to be modelled to develop sophisticated soil/structure interaction analyses and the 3D modelling allows for the combined effect of the development on the Dublin Port Tunnels (DPTs) to be analysed. The assessment takes into account all aspects of the development including the excavation for the semi-basement carpark under Blocks D, E and the communal area, the loads for the buildings Blocks A to G and the unloading due to construction of the attenuation tanks and access ramp.

The NRA (now TII) has set out criteria to be met for any development proposed to be constructed in the vicinity of the Dublin Port Tunnels in the document titled *Guidance Notes for Developers, The assessment of surface and sub-surface developments in the vicinity of the Dublin Port Tunnel*.

The analysis carried out in this report contains an assessment of the results with respect to the criteria set out in the TII document for surcharge loading of the tunnels. In addition, checks of the tunnel lining for Ultimate Limit and Serviceability Limit State have been made in respect to tunnel distortion such as ovalisation/squatting and longitudinal tunnel deformations, as well as shear force, axial force and bending moment in the tunnel lining (both in the longitudinal and transverse

directions) and the tunnel lining bolt connections.

The analysis has been carried out for various design situations (DS-1 to DS-5) to account for the different excavation depths and loading combinations for the development that would have an impact on the Dublin Port Tunnels. The following is a summary of the results of the assessment of the proposed development on the tunnels from the numerical 3D finite element analyses:

1. The analyses showed that the increase in vertical total stress on the tunnel lining does not exceed the TII limit of 22.5 kN/m<sup>2</sup> at any point on the main tunnels or pedestrian cross passage. The maximum increase in stress on the tunnel lining is calculated to be 10.5kPa for Design Situation DS-5. We note that TII does not require any further assessment of the tunnel lining and its components (i.e., in respect to the Ultimate Limit and Serviceability Limit States) where the surcharge loading on the tunnel does not exceed 22.5 kN/m<sup>2</sup>.
2. The design bending moments and axial forces derived from the Plaxis 3D model indicate that the combined design axial forces and bending moments plot within the design envelope for the tunnel lining both in the transverse and longitudinal directions and are therefore acceptable.
3. The design shear forces exerted on the tunnel lining in the transverse and longitudinal directions are less than the design shear resistance of the tunnel lining and are therefore acceptable.
4. The change in ovalisation, joint rotation, radial joint eccentricity and longitudinal curving of the tunnel due to the proposed development are considered to have negligible effect on the integrity of the Dublin Tunnels.
5. Consideration has been given to the impact on the tunnel of the different construction sequences that

could be adopted during construction. The construction sequences analysed as part of this report must be adopted by the Contractor during the works. No other construction sequences shall be permitted.

In conclusion, it is found that the construction of the proposed residential development and this proposed amendment at Hartfield Place does not exceed the TII surcharge limit on the tunnels and is also found to have no detrimental effect on tunnel lining.

Please refer to the Tunnel Impact Assessment report prepared by AGL Consulting Geotechnical Engineers which accompanies this application for full information.

