4.0 Site Strategy

4.0 Site Strategy

4.0 Urban Context

Whitehall area is characterised by long established residential estates with some large institutional facilities mainly hospitals and education located nearby.

The site is well located in close proximity to Ellenfield Park and a number of other recreational open spaces but it was found in the Whitehall Framework Plan that these spaces are overused and insufficient. Open spaces within the residential estates are incidental to the open space and have emerged as residual buffers to roads without providing active amenity spaces resulting in a lack of active play space within Whitehall in general.

The subject site, occupies a strategic location proximate to strategic national road networks, key public transport routes and a number of major employment centres, and as such, is ideally suited to accommodate an increased density and scale of development.

The neighbouring lands are primarily characterised by low to medium density family homes and institutional buildings and it is submitted that the provision of a high quality apartment scheme at this location represents a key opportunity to maximise the development potential of this key site, whilst improving the housing unit choice within this established residential neighbourhood.

The previous SHD grant of permission demonstrates that the provision of an increased density of development at this site will comply with National and Local planning policy which seeks to encourage a more compact form of development on appropriate sites such as the subject lands. The Guidelines promote the provision of higher 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.

The following pages outline the amendments proposed to the permitted SHD scheme.

Site Location Context and developable site area

4.0 Site Strategy

4.1 Proposed Amendments - Site Description

Amendment Overview

This LRD Application is for amendments to permitted development ABP 313289-22 for the scheme which contains a mix of one bed, two bed and three bed, apartments and a Crèche.

The proposed amendments include the replacement of the permitted basement with a semi-basement under blocks D/E extending under a portion of the communal courtyard. This will result in a nominal increase in height of blocks D and E, alteration to and reduction of the number of car parking spaces on site which combined with alteration to the cycle parking locations, and changes to the open space layout will encourage the use of active and sustainable modes of transport.

Amendments are also proposed 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.

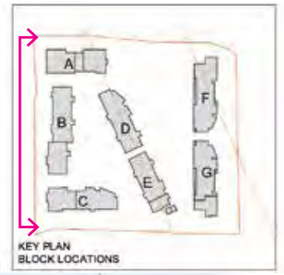
1 Existing Pedestrian Entrances Retained
2 Permeability Routes Retained & Enhanced
3 Location of Car Park Ramp Retained
4 Public Open Space Unchanged
Separation Distances Increased
Core Entrance
Semi-Basement Access
Communal Facility/Cafe/Crèche Access

PERMITTED SHD APPLICATION: PROPOSED SITE PLAN

CURRENT LRD APPLICATION: PROPOSED SITE PLAN

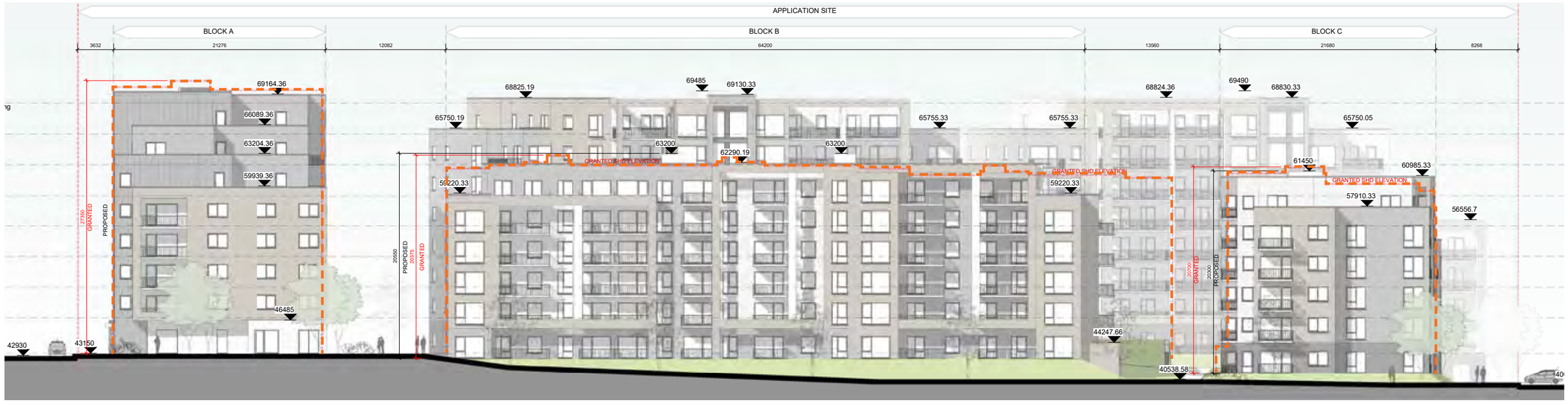
4.0 Site Strategy

4.2 Proposed Amendments - Contextual Elevations



Contextual Elevation West_Swords Road

PERMITTED SHD APPLICATION: WEST CONTEXTUAL ELEVATION

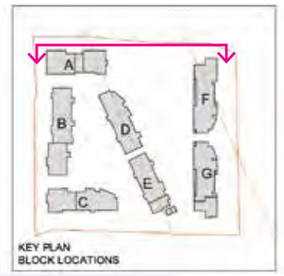


CURRENT LRD APPLICATION: WEST CONTEXTUAL ELEVATION

Permitted SHD Building Outline

4.0 Site Strategy

4.2 Proposed Amendments - Contextual Elevations



Contextual Elevation North

PERMITTED SHD APPLICATION: NORTH CONTEXTUAL ELEVATION

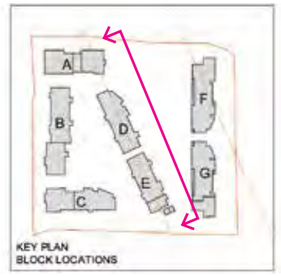
CURRENT LRD APPLICATION: NORTH CONTEXTUAL ELEVATION

Permitted SHD Building Outline

4.0 Site Strategy

4.2 Proposed Amendments - Contextual Elevations

Contextual Elevation East



PERMITTED SHD APPLICATION: BLOCK E EAST ELEVATION

(ABP Order 313289-22)

PERMITTED SHD APPLICATION: BLOCK D EAST ELEVATION

(ABP Order 313289-22)

PERMITTED SHD APPLICATION: BLOCK A EAST ELEVATION

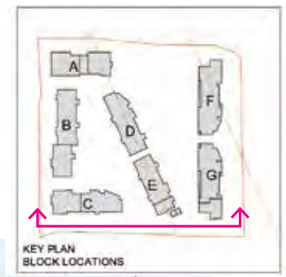
CURRENT LRD APPLICATION: EAST CONTEXTUAL ELEVATION

Permitted SHD Building Outline

4.0 Site Strategy

4.2 Proposed Amendments - Contextual Elevations

Contextual Elevation South



PERMITTED SHD APPLICATION: SOUTH CONTEXTUAL ELEVATION

CURRENT LRD APPLICATION: SOUTH CONTEXTUAL ELEVATION

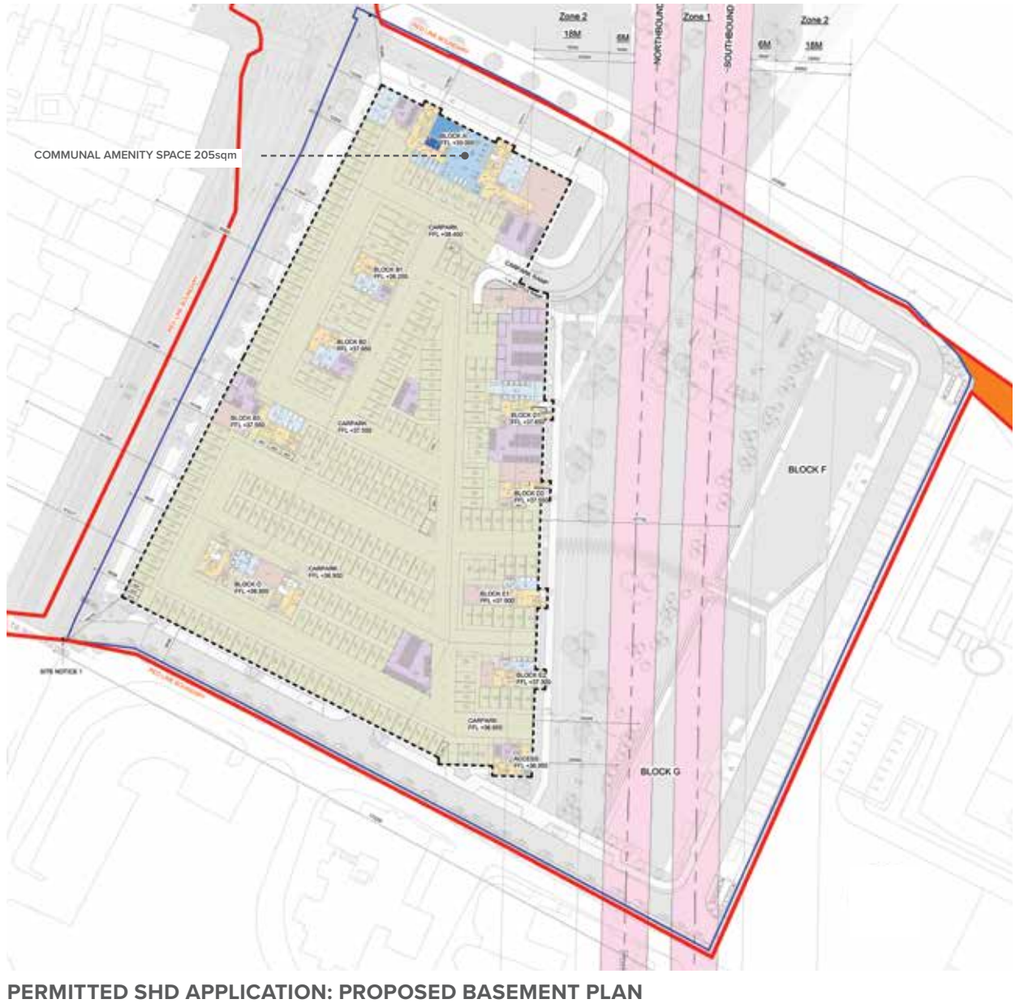
4.0 Site Strategy

4.3 Proposed Amendments - Semi-Basement Plan

Previous SHD Permitted Layout

Proposed reduction in the extent of basement across the scheme. This results in a reduction in the number of car parking spaces and encourages sustainable active modes of transport.
- Please refer to Chapter 4 Car and Bicycle Parking for further detail.

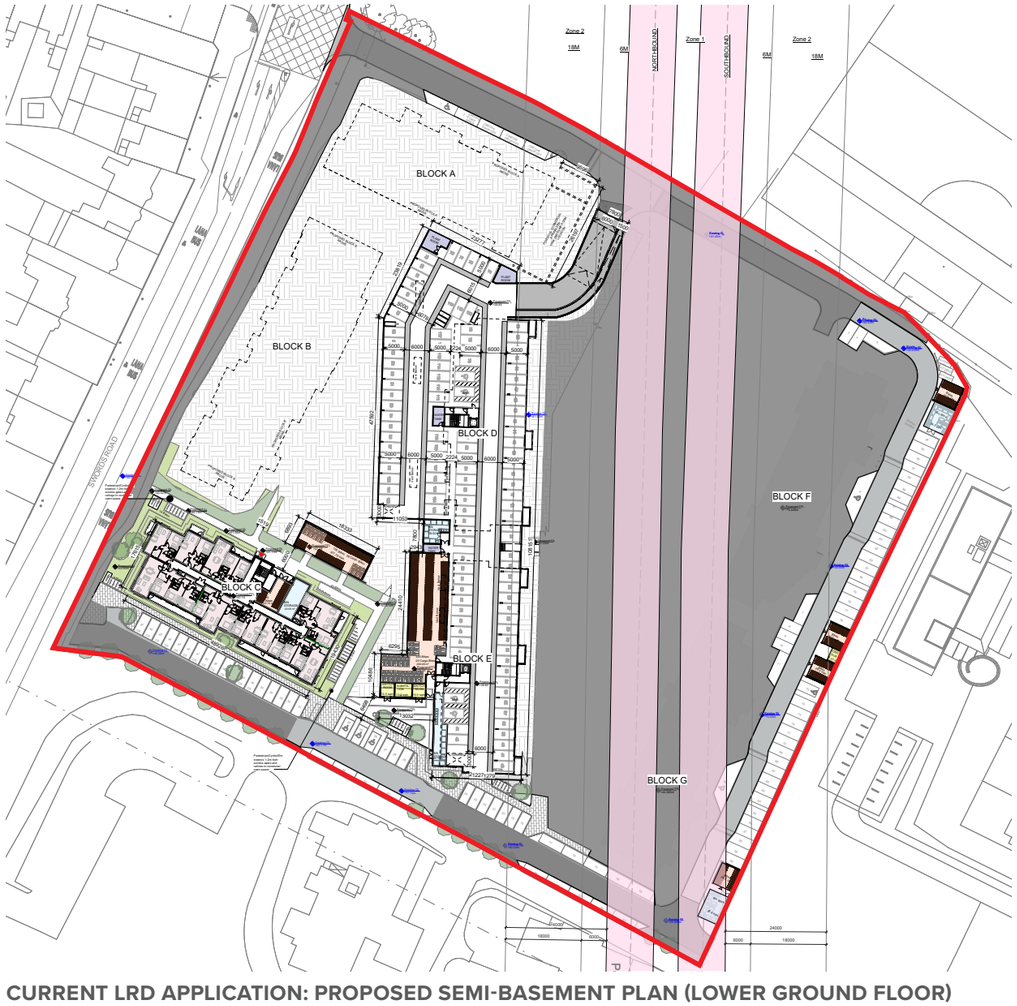
- Basement Area: 10,626sqm
- Number Basement Car Parking Spaces Provided: 249 (Standard) + 13 (Accessible) = 262no.



PERMITTED SHD APPLICATION: PROPOSED BASEMENT PLAN

Current LRD Proposed Layout

- Semi-Basement located under Block D&E and partially under Communal Open Space.
- Semi-Basement Area: 3548sqm
- Number Semi-Basement Car Parking Spaces Provided: 116 (Standard) + 4 (Accessible) = 120no.



CURRENT LRD APPLICATION: PROPOSED SEMI-BASEMENT PLAN (LOWER GROUND FLOOR)

4.0 Site Strategy

4.4 Landscape Design

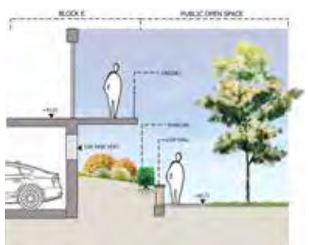
Permitted development ABP 313289-22

Amended Application

Legend

1. Car Park Access Ramp
2. Plaza providing stronger connection to POS
   Interface to be amended. Will not form part of application and will be addressed via discharge of conditions.
3. 1500 mm defensible planting
4. Natural Play
5. Reinforced grass for emergency vehicular access
6. Stepped access to POS
7. Cycle store integrated into the landscape
8. Substation / switchroom integrated into landscape
9. Car Parking Bays changed from parallel to perpendicular

Precedent Image



Section from Block E through to POS

The Landscape design seeks to improve the previously permitted development ABP 313289-22.

Changes from the permitted development include:

- The replacement of the permitted basement with a Semi basement under blocks D, E and under a portion of the COS.
- Proposed cycle store integrated into the Landscape.
- Substation / Switchroom integrated into the Landscape.
- Alteration to cycle stand locations
- Car Parking Bays south of Block C have been changed from parallel to perpendicular.
- Carparking and cycle parking amendmnets to the east of Blocks F and G.
- Carpark Access Ramp pulled back which has resulted in a larger Plaza and stronger connection from Swords Road to the Public Open Space.
- Changes to open space layout - entrances changed to the western elevation of Block D & E.
- Change to ground level of Block B2 - Swords Road previously predominately hard landscaping - Has been softened to provide privacy to private amenity spaces.

Please refer to accompanying landscape design statement prepared by Parkhood landscape consultants for further detail.

4.0 Site Strategy

4.5 Landscape Design Intent

Sketch at Substation / Switchroom adjacent to Block E

Sketch looking towards Cycle Store in communal open space

4.0 Site Strategy

4.6 Plaza

Current LRD: Plaza Updates

- Public Plaza adjacent to Block A increased from 486sqm to 657sqm.
- The shape of the plaza has been amended to create a stronger connection to the public open space.

Landscaped Plaza to the south of Block A

Precedent Landscaped Plaza Images

4.0 Site Strategy

4.7 Open Space Calculations

Permitted development ABP 313289-22

Amended Application

Previously Permitted Open Space Calculations	
Application Site Area	38,897m²
Developable Site Area	27,340m²
Public Open Space required	20%
Public Open Space provided	22.55%
Communal Open Space required	2,830m²
Communal Open Space provided	3,280m²

Breakdown	
Plaza	486m²
Ground Floor Communal Open Space	2939m²
Roof Amenity A	77m²
Roof Amenity F	103m²
Roof Amenity G	161m²

Amended Application Open Space Calculations	
Total Site Area (previous red line)	38,897m²
Developable Site Area	27,340m²
Public Open Space required	20%
Public Open Space provided	23.16%
Communal Open Space required	2,906m²
Communal Open Space provided	3,386m²
Public Plaza	657m²
Creche Open Space	178.7m²

Breakdown	
Plaza	657m²
Ground Floor Communal Open Space	3,122m²
Roof Amenity F	103m²
Roof Amenity G	161m²

Summary

- Communal Open Space Block A Roof omitted
- Plaza increased from 486m² to 657m² with car park Ramp pulled back.
- Communal open space changed from 3,280m² to 3,386m².
- Plaza changed in shape to create stronger connection to POS.

Note - Open space calculations exclude visitor cycle parking, defensible planting to residential blocks and ventilation opes to semi-basement.

4.0 Site Strategy

4.8 Daylight/Sunlight Analysis

Daylight / Sunlight Analysis

IN2 were commissioned to carry out a comprehensive daylight and sunlight assessment, along with an accompanying shadow study.

The accompanying Daylight and Sunlight Analysis report compiles the daylight and sunlight analysis as undertaken by IN2 Engineering Design Partnership for the proposed amendment development to site at 'Hartfield Place', Swords Road, Whitehall, Dublin 9.

The report was prepared as a desktop exercise with 3D massing and survey information provided by the design team. Various software programs were utilised in the analysis of the proposed development. These included:
- Radiance Lighting Software
- TAS by EDSL

Section 2.0 of the report introduces the various guidelines and standards utilised throughout the Daylight / Sunlight analysis. Section 3.0 is a glossary of common terms found in the report. Section 4.0 outlines the results of the assessed amenity spaces of the proposed amendment scheme in accordance with the BRE Guide.

All proposed amendments are internal to the site, and therefore there is no change to the impact on neighbours as per the permitted scheme. The impact of the proposed amendment on neighbouring buildings is discussed in Section 5.0.

Internal daylight analysis, as detailed in Section 6.0, has been undertaken for the kitchen / living / dining (KLD) and bedroom spaces in the proposed amendment scheme.

Results Summary

All rooms were assessed for the Spatial Daylight Autonomy (SDA) methodology as detailed in the BRE Guide.

A very high compliance rate of **99%** of the rooms, were found to be compliant for BRE Guide recommendation and detailed results are presented in Appendix A of the Daylight and Sunlight Analysis report. This represents a significant improvement on the permitted scheme as discussed in section 6.2 of the report.

Section 7.0 includes the results for the Exposure to Sunlight Analysis. This metric assesses the sunlight availability to each unit. A high level of compliance was achieved as **95%** of units exceeding the minimum recommendations. Detailed results are included in Appendix B of the Daylight and Sunlight Analysis.

Sunlight and Shading
The BRE Site Layout Planning for Daylight and Sunlight Design Guide 209 (BRE Guide) provides guidance with regards to sunlighting and shading to external Amenity spaces within proposed developments. The results show that **90%** of the amenity space was predicted to receive at least 2 hours of direct sunlight on the 21st March significantly greater than the 50% target.

Impact on Neighbouring Buidings.
As the proposed massing amendments are within the site with large separation from existing buildings, with the perimeter buildings massing with minor adjustments only, there are no new impacts on the neighbouring dwellings. Therefore, the Daylight and Sunlight report concludes the analysis as presented for the permitted scheme has not changed.

In summary the report confirms that best practice Daylight and Sunlight availability has been ensured for the proposed amendment Hartfield scheme.

Guidance Documents

The following standards and guidance documents were consulted when compiling the report to ensure compliance with the various Daylight and Sunlight requirements as applicable and relevant:

a) Sustainable Urban Housing: Design Standards for New Apartments (2023 version) (the "2023 Apartment Guidelines"). These are guidelines issued under section 28 of the 2000 Planning and Development Act (as amended).

b) The Building Research Establishment's (BRE) Site Layout Planning for Daylight and Sunlight: A guide to good practice (BRE Guide) 3rd edition/ 2022 edition, (the "BRE Guide").

c) British Standard BS EN 17037:2018 – Daylight in Buildings (the "2018 British EN Standard").

d) Irish Standard IS EN 17037:2018 (the "2018 Irish EN Standard").

e) Sustainable Residential and Compact Settlement Guideline for Planning Authorities 2024, section 5.3.7.

Sustainable Residential and Compact Settlement Guidelines for Planning Authorities 2024

The compact settlement guidelines recognises the requirements to achieve an acceptable level of daylight in new residential developments and also safe guard against the detrimental impact on the amenity of other sensitive occupiers of adjacent properties.

The guidelines notes that planning authorities must weigh up the overall quality of the design an layout of the scheme and the mea sues proposed to maximise daylight provision, against the location of the site and the general presumption in favour of increased scales of urban residential development. Poor performance may arise due to design constraints associated with the site or location and there is a need to balance that assessment against the desirability of achieving wider planning objectives. Such objectives may include securing comprehensive urban regeneration and or an effective urban design and streetscape solution.

Compensatory Measures

The compensatory measures seek to determine a balance between the spaces with reduced daylight by identifying how other metrics for sunlight and/or the unit's aspects can compensate for this reduced daylight.

As per the Sustainable Urban Housing – Design Standards for New Apartments 2023. In cases where rooms were determined not to comply with the BRE Guide (totalling 13 rooms), these have been identified, and compensatory measures are provided in Appendix A of the Daylight and Sunlight Analysis report.

Compensatory measures are as per:

1. Daylight Adjacency
In the cases where a room is below target, there are adjacent room/rooms with the apartment which were found to be comfortably compliant. Therefore, these units each have room/rooms that are well daylit, despite the assessed room being slightly below target.

2. Sunlight
The KLDs or bedrooms with below target SDA (Spatial Daylight Autonomy), are located in units that receive over 3 hours of sunlight (Medium exposure). Therefore, whilst the rooms were found to be non-compliant for daylight, their apartment units achieve the above the requisite sunlight availability for compliance. (See Appendix B – Exposure to Sunlight Results of this report.)

3. Dual Aspect
Some units have the added benefit of dual aspect ensuring multiple options for aspect and sunlight / daylight availability.

4. Aspect
In addition to their private amenity space, a number of units have direct aspect out onto landscaped communal or public open space providing an excellent view from the KLD space.

5. Communal Open Space
Compensatory measures have been provided outside of the individual units with a large portion of the site being landscaped for communal open space. The proposed development includes the provision of a large quantum of communal open space.

4.0 Site Strategy

4.8 Daylight/Sunlight Analysis

As outlined in section 4.6 of this report, the standards in the Apartment Guidelines would require 2,904m2 of communal open space and the proposal includes c.10% more than this at 3,191m2.

Please refer to the accompanying Daylight & Sunlight Analysis prepared by IN2 for full details.

Permitted Scheme versus Proposed Amendment

By way of comparison the amended internal layouts of block A have been tested for SDA and compared with the permitted layout results as provided for planning. KLD compliance is targeted at 200lux for 50% of the KLD space, with bedroom compliance targeted at 100lux for 50% of the bedroom space. Figure 0.1 illustrates the results for SDA for the permitted scheme, with yellow contours illustrating compliant areas and blue contours illustrating area with below target daylight availability. Figure 0.2 illustrated the results for SDA for the proposed amended scheme, with green contours illustrating compliant areas and black contours illustrating area with below target daylight availability.

With the exception of a small number of units, the proposed amendment scheme can be clearly seen to exceed the compliance rate of the permitted scheme, thereby confirming that the proposed amendment will provide high quality internal spaces.

Please refer to accompanying Daylight and Sunlight Analysis report prepared by IN2 for full analysis and details. The report analysis was carried out based on the methodology and compliance targets outlined in the table below.

Analysis Type	Relevance	Assessment Methodology	Compliance Guidelines Targets
Sunlight	Proposed Development Amenity Spaces	Sunlight Hours	BRE Guide BR 209 (2022 Edition)
Daylight	Proposed Development	Spatial Daylight Autonomy	BRE Guide BR 209 (2022 Edition)
Sunlight	Proposed Development	Sunlight Exposure	BRE Guide BR 209 (2022 Edition)

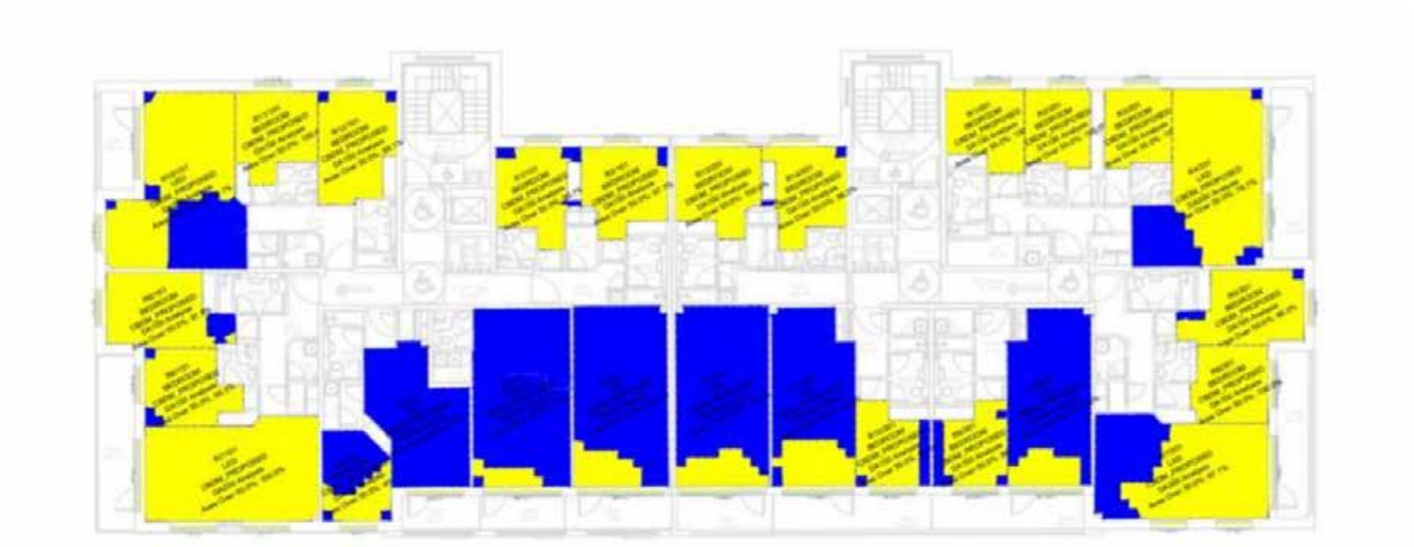


Figure 0.1 Permitted Scheme SDA assessment - Block A Typical level . Yellow contours illustrating compliant areas and blue contours illustrating area with below target daylight availability.

Figure 0.2 Proposed amendment SDA Assessment - Block A Typical Level. Green contours illustrating compliant areas and black contours illustrating area with below target daylight availability.

4.0 Site Strategy

4.9 Traffic and Transport

Access

No updates to the previously proposed access arrangements (per the latest planning grant) are proposed.

The permitted scheme comprises a single vehicular access to the site off Swords Road. The permitted access comprises of a new 4th arm connecting onto the existing Swords Road / Iveragh Road signalised junction. A new left turn and a right turn lane off Swords Road Northern and Southern arms respectively were granted as shown in extract below.

Permitted Access Arrangement

Traffic Survey

New traffic surveys (weekday classified junction turning counts) were carried out over a 12-hr survey period from 07:00 – 19:00 on Thursday the 11th April 2024.

The survey was undertaken at the following locations:

Swords Road / Collins Avenue Signalised Junction
Swords Road / Iveragh Road

This information has been used to analyse impacts of the proposed development on these two junctions (previously assessed in previous planning submissions). Given the modest uplift in the number of residential units across Blocks A-E, i.e. revising the apartment types to Blocks A-E from 305 (as permitted, but 327 no. Units were proposed and assessed under the application as submitted) units to 334 units with a similar GFA, it is anticipated that the resulting impacts will be equivalent in nature to the previously granted development proposals.

The proposed development will generate a low-level impact on the road network in comparison to the baseline traffic along Swords Road. The introduction of a signalised junction at this location will formalise the road network and provide a net benefit to pedestrians, cyclists and motorists. This is achieved by providing dedicated crossing facilitates, as permitted, on all arms of the Swords Road / Iveragh Road / Site Access junction ensuring that permeability is provided while also ensuring that the scheme does not comprise the Bus Connects proposals at this location.

Analysed Junction

Sustainable Transport Policy

The need to safeguard investment in sustainable transport and encourage a sustainable modal shift is underlined in the relevant National Policy context, including the following:

i. National Sustainable Mobility Policy
ii. Climate Action Plan 2023
iii. National Investment Framework for Transport in Ireland
iv. Sustainable and Compact Settlements Guidelines for Planning Authorities
v. Sustainable Urban Housing: Design Standard for New Apartments

The conclusion that the site can be defined as an accessible urban location is demonstrated by its location 200m from Bus Stops along the Swords Road and the associated availability of high frequency bus routes (Bus Routes 1 and 16), including the future increased service capacity associated with the proposed 'Swords to City Centre Core Bus Corridor Scheme'.

The applicable default policy in the case of Hartfield Place LRD is as follows:

- Sustainable Urban Housing: Design Standards for New Apartments (July 2023): Car parking provision to be minimised, substantially reduced or wholly eliminated.
- 'Sustainable Residential Development and Compact Settlements - Guidelines for Planning Authorities' (January 2024): Car parking provision to be substantially reduced per specific planning policy requirements (SPPR) 3.

Please refer to accompanying Traffic and Transport Assessment and Mobility Management Plan prepared by Punch Consulting Engineers for further information.

4.0 Site Strategy

4.9 Traffic and Transport

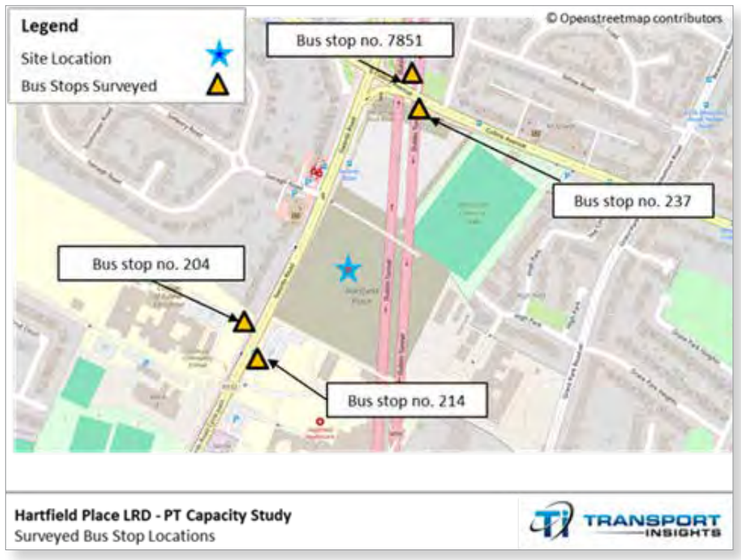
Public Transport Capacity Assessment

A public transport capacity assessment survey in relation to the proposed Hartfield Place LRD scheme was undertaken at the following 4 bus stops on Thursday 11 April 2024 illustrated in image below:

- Bus stop no. 204, Swords Road, Dublin 09 – buses heading northbound;
- Bus stop no. 214, Swords Road, Dublin 09 – buses heading southbound;
- Bus stop no. 237, Collins Ave, Dublin 09 – buses heading westbound; and
- Bus stop no. 7851, Collins Ave, Dublin 09 – buses heading eastbound.

Bus route no's served at each bus stop location is presented below:

- Bus stop no. 204 & 214 – bus routes: 1, 15, 16, 16D, 33, 41, 41B, 41C and 41D; and
- Bus stop no. 237 & 7851 – bus routes: 16 and N4.



Conclusion

Based on the findings of the public transport occupancy survey, mode share set out within the Traffic and Transport Assessment, and analysis contained within the Public Transport Capacity Study, it was found that residents of the proposed development would utilise ca. 7.6% and 5.5% of the total capacity of existing AM and PM peak hour public transport services respectively. During the AM and PM peak hours, surveyed buses along Swords Road and Collins Avenue have at least 40% and 68% excess capacity respectively in the direction of peak demand. As such, it is apparent that current public transport capacity is sufficient to accommodate additional demand generated by the proposed development.

Please refer to accompanying Traffic and Transport Assessment and Mobility Management Plan prepared by Punch Consulting Engineers for further information.

Table 4.2 Peak Hour Residential and Creche Public Transport Demand[3]

Land Use	Calculation Factor		Trip Rate (People Rates)[4]				No. of Trips			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	GFA (Sq.m)	No of Units	AM Arrive	AM Depart	PM Arrive	PM Depart	AM Arrive	AM Depart	PM Arrive	PM Depart
Apartment		472	0.094	0.492	0.333	0.167	44	232	157	79
Creche	406.7		6.036	2.302	2.481	5.422	25	9	10	22
						Total	69	241	167	101

Table 4.3 Peak Hour Residential Public Transport Directional Demand

Time Period	Total No. Peak Hour Trips To/ From Development	No. of Peak Hour PT Trips in Direction of Peak Demand To/ From Development (80%)
AM Peak	241	193
PM Peak	167	134

Table 4.4 Existing Public Transport Service Capacity – Peak Demand Direction

AM Peak Hour PT Trips Depart in Direction of Peak Demand	Southbound Swords Rd/ Westbound Collins Av AM Peak Hour Bus Service Capacity (pphpd)	% New PT Users/ AM Peak Hour Capacity	No. of PM Peak Hour PT Trips Arrive in Direction of Peak Demand	Northbound Swords Rd/ Westbound Collins Av PM Peak Hour Bus Service Capacity (pphpd)	% New PT Users/ PM Peak Hour Capacity
193	2,538	**7.6%**	134	2,444	**5.5%**

Above Extracts From 'Public Transport Capacity Study' prepared by Transport Insights