

Santry Avenue SHD
Architectural Design Statement
June 2022

DAVEY + SMITH
ARCHITECTS



Applicant / Client:

Dwyer Nolan Developments

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Roads and Traffic Engineers:

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1.0 | Overview:

This document has been prepared by Davey and Smith Architects in support of a planning application for a mixed use residential development at the Chadwicks (formerly Heiton Buckley) Builders Merchants site in Santry. The design, which seeks to regenerate this prominent, underutilized gateway site has been developed through detailed pre-planning consultations with Dublin City Council. Our client's vision for the site is to create a new, vibrant park-side residential quarter that will act as a gateway to the city and new local landmark for Santry.

1.1 | Project Description

Dwyer Nolan Developments Ltd. intend to apply to An Bord Pleanála for permission for a strategic housing development, on a site of c. 1.5 hectares, located at the junction of Santry Avenue and Swords Road, Santry, Dublin 9. The development site is bounded to the north by Santry Avenue, to the east by Swords Road, to the west by Santry Avenue Industrial Estate, and to the south by the permitted Santry Place development (granted under Dublin City Council Ref's. 2713/17 & 2737/19).

The proposed development provides for 350 no. apartments, comprised of 113 no. 1 bed, 218 no. 2 bed, & 19 no. 3 bed dwellings, in 4 no. seven to fourteen storey buildings, over basement level, with 4 no. retail / commercial units, a medical suite / GP Practice units and a community use unit located at ground floor level facing onto Santry Avenue and Swords Road. A one storey residential amenity unit, facing onto Santry Avenue, is also provided for between Blocks A & D.

The development consists of the following:

- (1) Demolition of the existing building on site i.e. the existing Chadwicks Builders Merchants (c. 4,196.8m²).
- (2) Construction of 350 no. 1, 2, & 3 bed apartments, retail / commercial and community uses in 4 no. buildings that are subdivided into Blocks A-G as follows:

Block A is a 7 to 14 storey block consisting of 59 no. apartments comprised of 26 no. 1 bed, 27 no. 2 beds & 6 no. 3 bed dwellings, with 2 no. commercial/retail units located on the ground floor (c. 132.4m² & 173m² respectively).

Adjoining same is Block B, which is a 7 storey block consisting of 38 no. apartments comprised of 6 no. 1 bed, 26 no. 2 bed, & 6 no. 3 bed dwellings, with 1 no. commercial/retail unit and 1 no. medical suite / GP Practice unit located on the ground floor (c. 162.3m² & 130.4m² respectively). Refuse storage areas are also provided for at ground floor level.

Block C is a 7 storey block consisting of 55 no. apartments comprised of 13 no. 1 bed & 42 no. 2 bed dwellings. Refuse storage areas are provided for at ground floor level.

Adjoining same is Block D which is a 7 to 10 storey block consisting of 51 no. apartments comprised of 25 no. 1 bed, 19 no. 2 bed, & 7 no. 3 bed dwellings, with 1 no. commercial unit / café located on the ground floor (c. 163.3m²). A refuse storage area is also provided for at ground floor level.

Block E is a 7 to 10 storey block consisting of 58 no. apartments comprised of 10 no. 1 bed & 48 no. 2 bed dwellings, with 1 no. community use unit located on the ground floor (c. 188.1m²). A refuse storage area, substation, & switchroom are also provided for at ground floor level.

Adjoining same is Block F which is a 7 storey block consisting of 55 no. apartments comprised of 13 no. 1 bed & 42 no. 2 bed dwellings. A refuse storage area & bicycle storage area are also provided for at ground floor level.

Block G is a 7 storey block consisting of 34 no. apartments comprised of 20 no. 1 bed & 14 no. 2 bed dwellings. A refuse storage area & bicycle storage area are also provided for at ground floor level.

(3) Construction of a 1 storey residential amenity unit (c. 187.9m²) located between Blocks A & D.

(4) Construction of basement level car parking (c.5,470.8m²) accommodating 173 no. car parking spaces & 719 no. bicycle parking spaces. Internal access to the basement level is provided from the cores of Blocks A, B, C, D, E, & F. External vehicular access to the basement level is from the south, between Blocks B & C. 36 no. car parking spaces & 58 no. bicycle parking spaces are also provided for within the site at surface level.

(5) Public open space of c. 1,915m² is provided for between Blocks C, D, E, & F. Communal open space of c. 3,122m² provided for between (i) Blocks E, F, & G, (ii) Blocks A, B, C, & D, and (iii) in the form of roof gardens located on Blocks A, C, & F and the proposed residential amenity use unit. The development includes for hard and soft landscaping & boundary treatments. Private open spaces are provided as terraces at ground floor level of each block and balconies at all upper levels.

(6) Vehicular access to the development will be via 2 no. existing / permitted access points: (i) on Santry Avenue in the north-west of the site (ii) off Swords Road in the south-east of the site, as permitted under the adjoining Santry Place development (Ref. 2713/17).

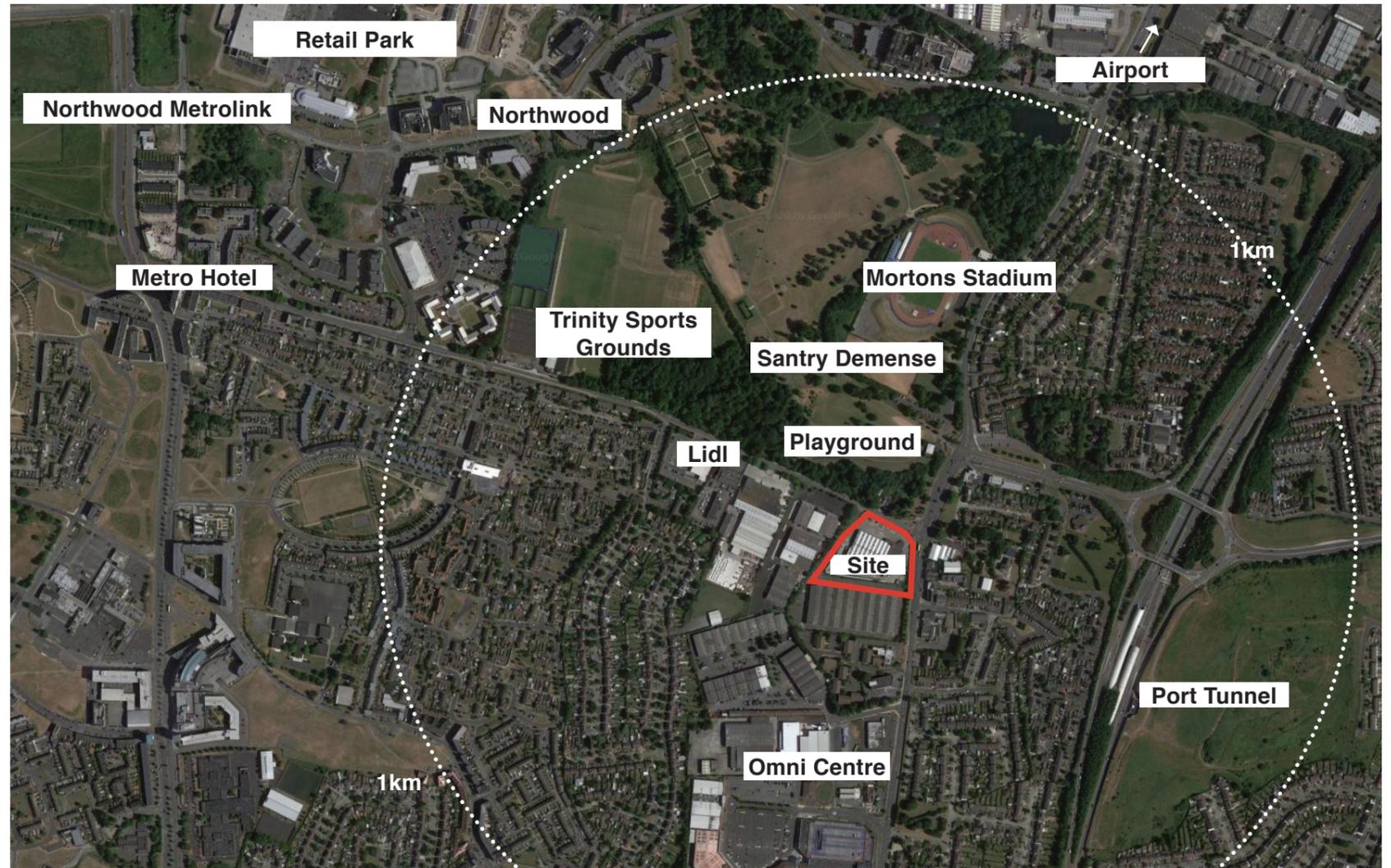
(7) The development includes for all associated site development works above and below ground, bin & bicycle storage, plant (M&E), sub-stations, public lighting, servicing, signage, surface water attenuation facilities etc.

2.0 | Site Location

The subject site is located at the corner of Santry Avenue and Swords Road, along one of the principal radial routes to Dublin City Centre. The site, which is approximately 6km from the city centre, is well served by transport connections including quality bus corridors and the Port Tunnel. Future public transport will include the Metrolink and Bus Connect.

The site enjoys access to an abundance of amenities in the area, these include the following:

Santry Demense, Mortons Athletic Stadium, Omni Shopping Centre, Lidl, Trinity Sports Ground & Playing Pitches.



Trinity Sports Grounds



Mortons Stadium



Omni Centre



Santry Demense

2.1 | Site History:

The first settlement in Santry was reputedly established by St. Pappan in the 6th century (Adams 1881), only a few hundred meters to the East of the subject site.

During Viking and Norman times it is believed that Santry would have been predominantly dedicated to the production of cereal crops, cattle or managed hazel coppice to serve the city.

John Rocques Map of Dublin in 1760 identifies a turnpike and church at the junction between Santry Avenue and Swords Road. It also identifies Santry Demense with its rich variety of trees and Santry Court which was built by the Barry Family in c. 1703.

The 6 inch Map shows how Santry Village developed at this strategic intersection of Santry Avenue and the route into the city (now Swords Road). This map identifies a post office, school, dispensary and horseshoe symbol believed to represent the Santry Smithy. Interestingly, it also shows that the entrance to Santry Demesne was from the tree lined Santry Avenue directly adjacent to the subject site.

Following Irish independence the house and gardens in the Demesne passed down to the Free State before it was destroyed by accidental fire in 1941.

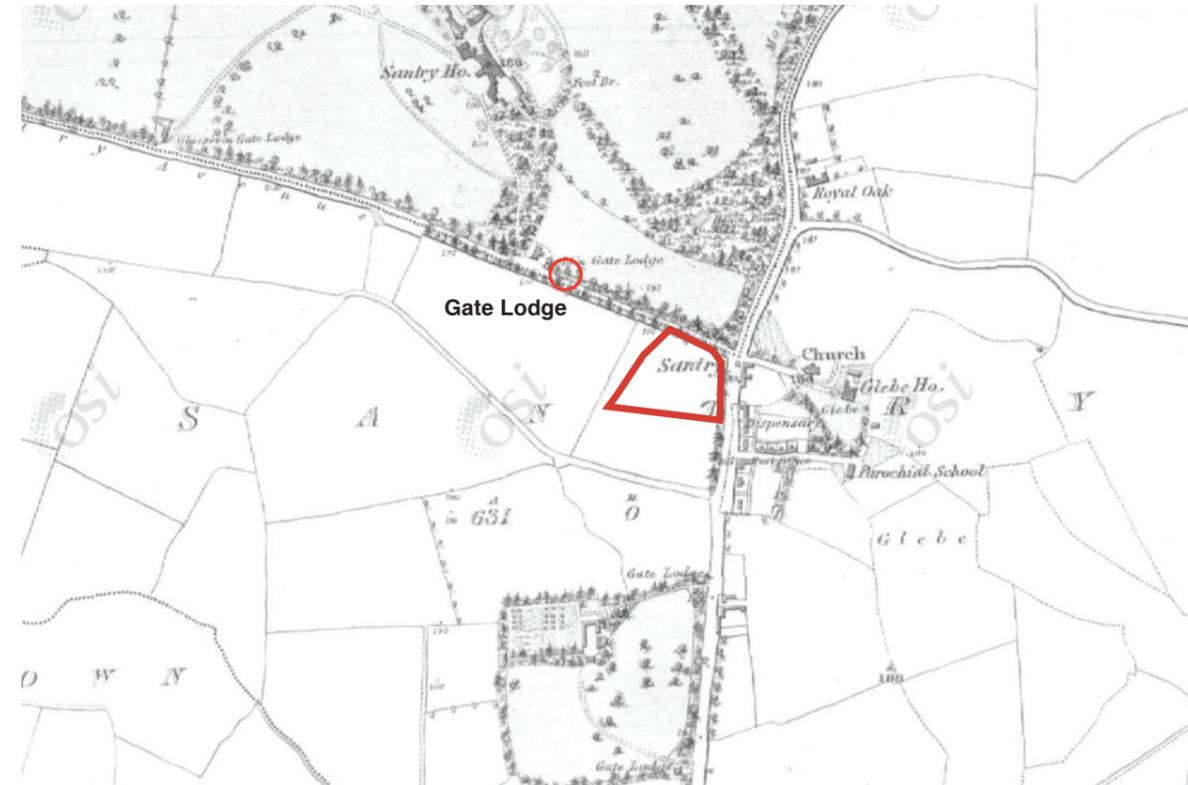
20th century development in Santry included the Omni Shopping Centre, commercial units to the east side of Swords Road, low rise housing, industrial warehousing and airport parking.



Santry Smithy



Santry Court



Historic Map - 6 Inch [1847-1852]



Rocque's Map 1760

2.2 | Existing Urban Character

Once the historic core of Santry, the area is now predominantly industrial, car-dominated and suffers from a poor sense of place. The site is currently occupied by a builders merchants which, given the site's prominence and proximity to public transport and public amenities, can be considered underutilized. Santry Demesne, Santry's principal asset, has remained as it would have been under the control of the aristocracy - walled and disconnected with the surrounding areas. This disconnection is exacerbated by poor pedestrian infrastructure and the busy traffic filled streets which surround it.

We have identified that circa 600m of parkland boundary to Santry Demesne along Santry Avenue is wholly impermeable and offers little sense that a public amenity lies beyond it. Our design will seek to focus energy on these areas to forge a new connection between Santry Village and Santry Demesne predominantly for the enjoyment of pedestrians.

The redevelopment of the lands directly to the south of the site under the direction of the same design team has offered the opportunity to create a coordinated masterplan for the urban regeneration of the area that can provide meaningful connectivity between developments and into Santry Demesne. This mixed use development, known as Santry Place, is currently under construction and comprises of 207 apartments, creche, community centre, commercial unit and offices.

Other new developments such as the redevelopment of the Swiss Cottage and the permitted Omni Living Quarter further South will complement the proposed development and provide Swords Road and Santry Village with a modern residential character.



Photograph showing car dominated streetscape at the junction of Santry Avenue and Swords Road. Note: pedestrian crossings are located at the widest section of the road.



View looking East along Santry Avenue with subject site to the right, narrow footpath and lack of permeability to Santry Demesne



Aerial view showing 600m of impermeable parkland boundary to Santry Demesne

2.3 | Zoning:

The importance and prominence of the site is recognized in its Z3 zoning designation.

These are areas that provide local facilities such as convenience stores within a residential neighbourhood and range from the traditional arrangement of shops to neighbourhood centres.

Permissible Uses

Bed and breakfast, betting office, buildings for the health, safety and welfare of the public; car park, childcare facility, community facility, cultural/recreational building and uses, education, enterprise centre, garden centre, guest house, home-based economic activity, industry (light), live-work units, medical and related consultants, office (max 300 sq. m), open space, part off-licence, primary health care centre, public service installation, residential, restaurant, shop (neighbourhood), training centre

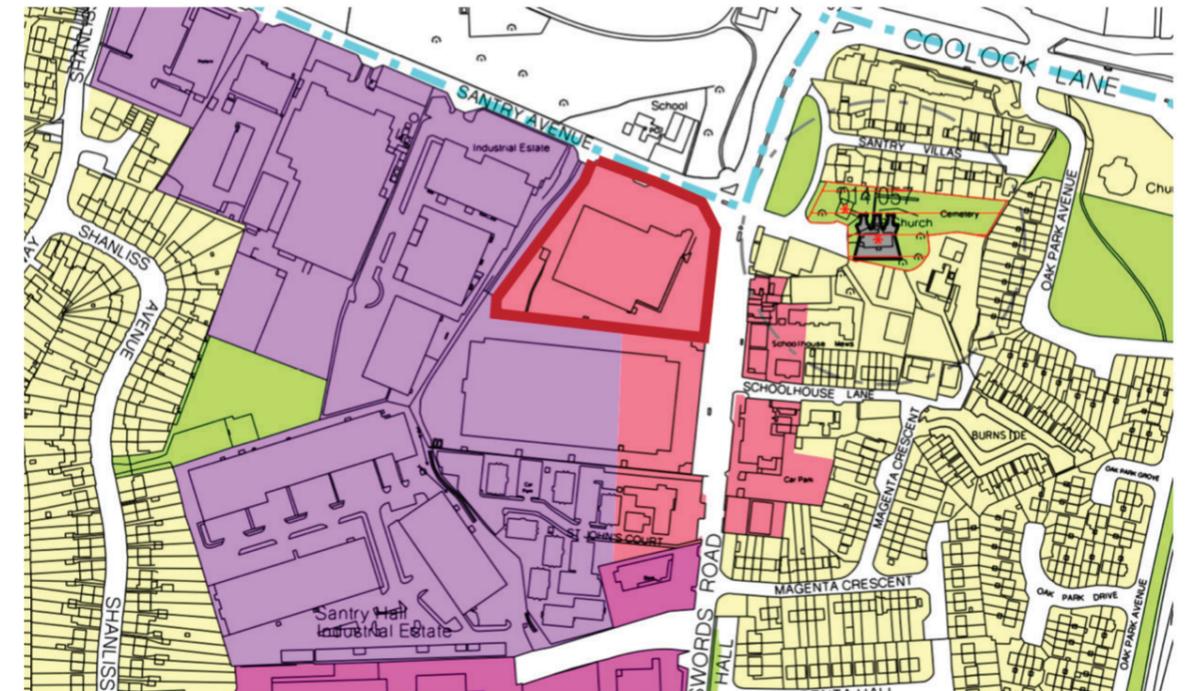
Open for Consideration Uses

Advertisement and advertising structures, civic and amenity/recycling centre, embassy residential, garage (motor repair/service), household fuel depot, internet café, media- associated uses, office (max 600 sq. m), off-licence, petrol station, place of public worship, public house, take-away, veterinary surgery,

Our proposal will seek to transform the site into a park-side neighbourhood Centre with a strengthened connection to Santry Demesne which may allow the area to become the nucleus of the village once again with a renewed sense of place and identity.

USE ZONING OBJECTIVES

Zone Z3 To provide for and improve neighbourhood facilities



3.0 | Urban Design Analysis - Gateway/ Building Height

John Roques Map of Dublin identifies a turnpike at this junction in the 18th century which suggests that the site has historically been used as a gateway to the city.

Today this corner site is a strategic node which is passed by a high percentage of those accessing Dublin City from the North. We believe the urban design of the proposed development should acknowledge and reflect the site's importance by creating a gateway building that will act as a focal point in the local neighborhood.

The proposed site corresponds with the criteria set out for gateways in the DMURS document, with Santry Demesne and Coolock Lane from the M1 forming the transition zones along the route to the established neighbourhood of Santry Village.

This site also announces the entrance to Dublin City Council's functional area, which reinforces the identification of the lands as a gateway to the city.

The 52m high Metro Hotel in Ballymun articulates this urban gesture at the western end of Santry Avenue where it announces the entrance to Ballymun Town Centre.

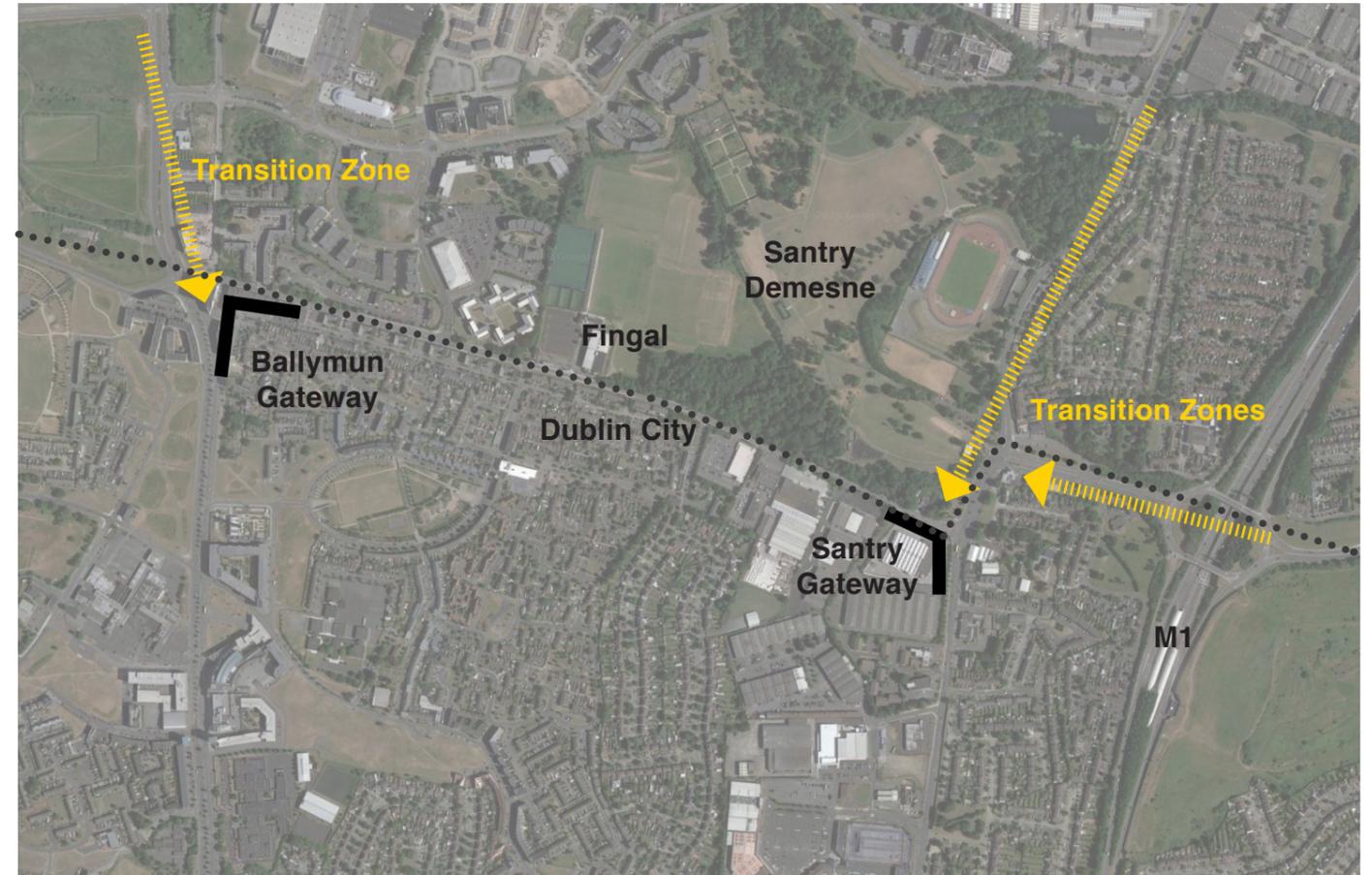
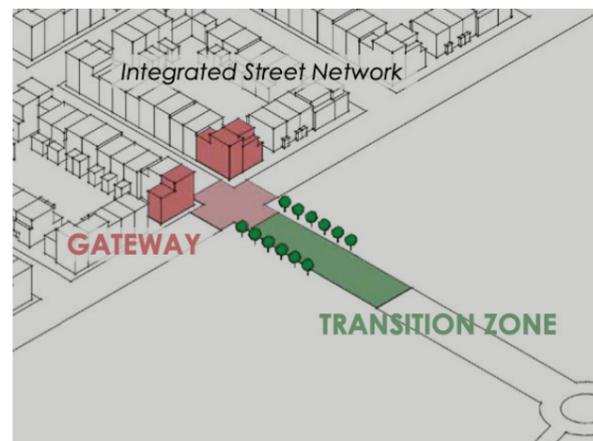
We are proposing that this development forms a mid-rise local landmark of 34-47m high to demarcate the entrance to the city. Following detailed consultation with DCC and ABP, we consider this height as being appropriate for this site given its zoning and strategic corner location.

DMURS Excerpt

Gateways (DMURS)

Gateways are used to demarcate a point of arrival from one place to another. They are important placemaking tools as they form the 'first impression' of a place. Gateways are also an important traffic-calming tool as they can be used to inform drivers of a change in driving conditions ahead. Common forms of gateways in Ireland occur at the entrances to residential estates and on National Roads at approaches to villages. To create an effective gateway that adds value to place designers should:

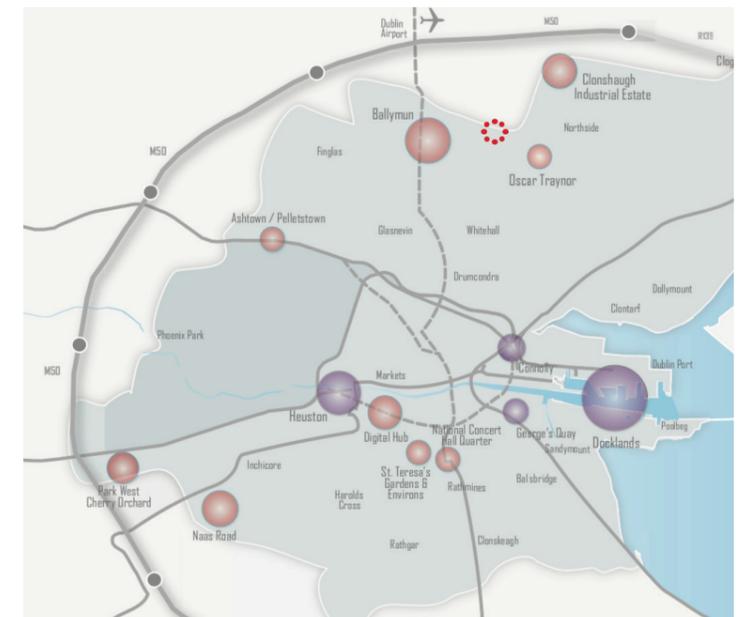
- Use elements of place such as landscape and built form to create a strong sense of enclosure (see Figure 3.17).
- Use material changes and street furniture as supplementary measures (see Figure 3.18).



Gateway Diagram



Metro Hotel



DCC Height Guidelines - Dublin City

• - Proposed Mid-Rise Landmark

- High Rise (50m+)
- Medium Rise (max 50m)
- Low Rise Rest of City (max 28m)

3.1 | Key Design Principles

A number of key objectives of the design were established early in the initial concept which focused the direction of the architectural intent for the project.

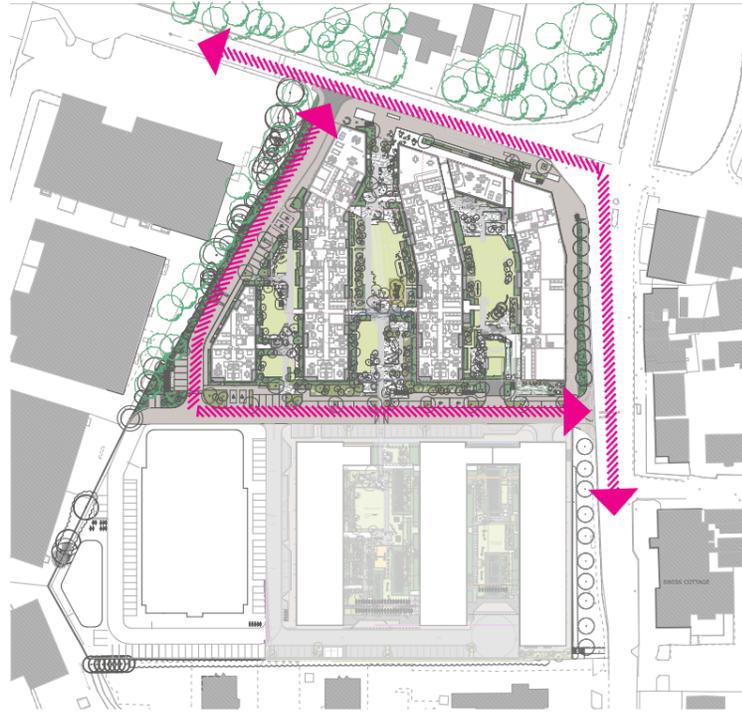
a) Forge a new connection between Santry Village and Santry Demesne

b) Create a gateway building which announces the entrance to the city

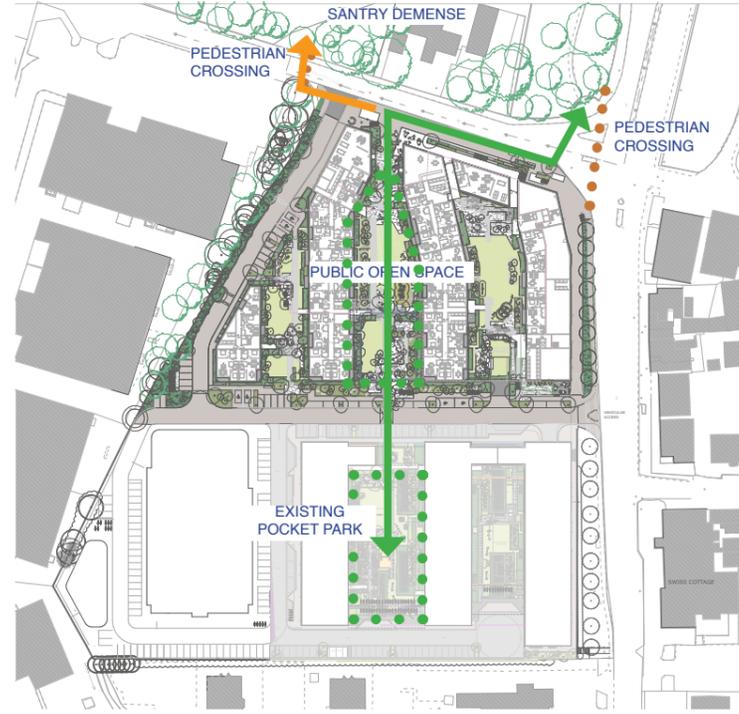
c) Create a high quality park-side residential development and neighbourhood centre with a strong sense of place and community.



3.1 | Key Design Principles



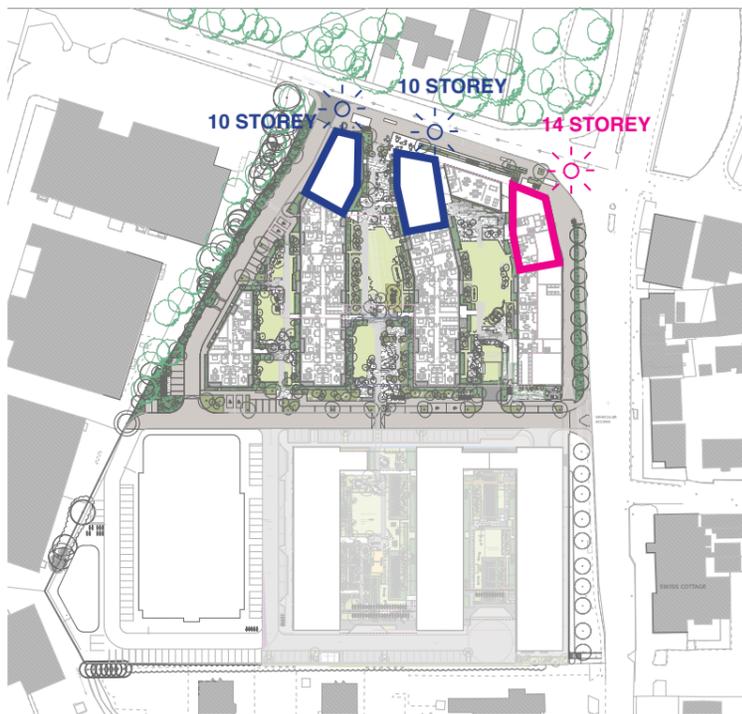
1. KEEP VEHICULAR ACTIVITY TO PERIMETER OF DEVELOPMENT, CREATING A PEDESTRIAN FRIENDLY ENVIRONMENT



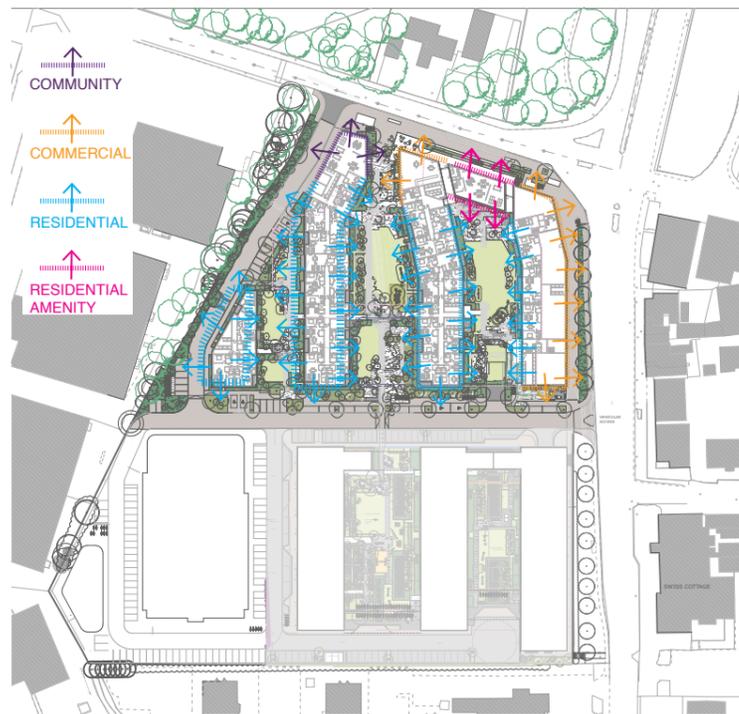
2. ALIGN PUBLIC OPEN SPACES AND CREATE PEDESTRIAN LINKAGE FROM EXISTING POCKET PARK IN SANTRY PLACE THROUGH PROPOSED DEVELOPMENT INTO SANTRY DEMENSE, ACTIVATING SANTRY AVENUE.



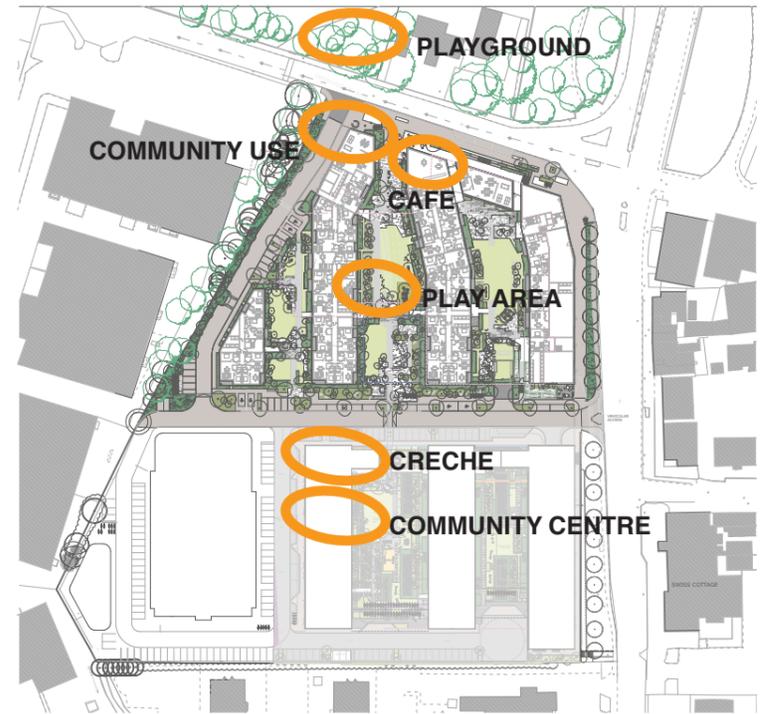
3. CREATE A GREEN CORRIDOR FROM SANTRY PLACE TO SANTRY DEMENSE, INVITING THE RICH VARIETY OF GREENERY FROM THE PARK INTO THE DEVELOPMENT CREATING A HIGH QUALITY DEVELOPMENT WITHIN AN URBAN ARBORETUM.



4. CREATE FOCAL POINT WITHIN THE DEVELOPMENT TO ARTICULATE THE GATEWAY TO THE CITY AND ALLOW DEVELOPMENT TO ACT AS LOCAL LANDMARK.



5. PROMOTE ACTIVE GROUND FLOOR USAGE THROUGH COMMERCIAL, COMMUNITY & ACTIVE RESIDENTIAL FRONTAGE



6. CREATE A NETWORK OF INTERCONNECTED COMMUNITY USES AND SPACES ALONG PEDESTRIAN ROUTE.

3.1 | Key Design Principles

a) Forge a new connection between Santry Village and Santry Demesne

This central design principle was drawn up following extensive research and site analysis at micro and macro levels. This new connection is intended to be both visual and physical, primarily for the enjoyment of pedestrians and wholly public.

On a visual connection level, the development is predominately organized in four linear blocks on a north/south axis, which provides good permeability to Santry Avenue and creates framed views of Santry Demesne from the amenity spaces within the development.

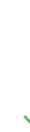
The public open space in the new development has been aligned with the pocket park in the development to the South (Santry Place) to form an interconnected pedestrian 'green corridor' between the developments and onto Santry Avenue. From here it will then link into Santry Demesne via the existing pedestrian entrance to the East or via a possible future entrance at the existing pedestrian crossing on Santry Avenue to the West. This secondary entrance would greatly enhance permeability to the park and would further activate this section of Santry Avenue.

This proposed green corridor will significantly enhance legibility within the neighbourhood and will establish a public and pedestrian-friendly route between Santry Avenue and future developments to the South, providing a far more attractive route for pedestrians than the current car-dominated Swords Road.

sequence of views along green corridor



View 1: View from pocket park in Santry Place looking North along green corridor, with Santry Demesne in background.



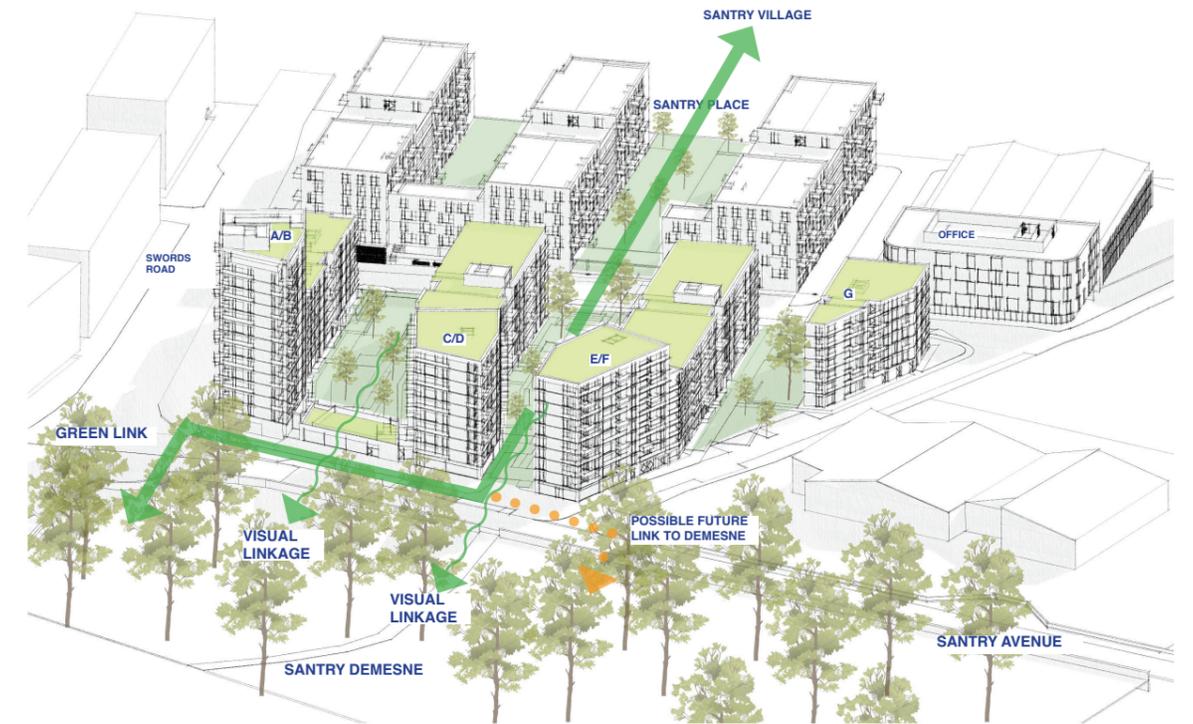
View 2: looking along green corridor at pedestrian priority junction with access road



View 3: showing green corridor meander through urban arboretum



View from Communal Open space between Blocks A/B and C/D with framed views of Santry Demesne



CGI view showing proposed public amenity green link with framed view to Santry Demesne in background

3.1 | Key Design Principles



Proposed Site Layout

3.1 | Key Design Principles

b) Create a gateway building which announces the entrance to the city

The three linear blocks A/B, C/D & E/F are extruded vertically at the north of the site as they address Santry Demesne, creating a dynamic gateway gesture with all three elements acting in unison.

The tall elements have been faceted to the north to improve their slenderness ratio and elegance. Viewed from Santry Demesne, these tall elements protrude over the mature trees presenting a Central Park-like quality and positive contribution to the skyline.

The high point within the development (c.47m) forms a strong urban anchor and landmark at the corner where it bookends both Santry Avenue and Swords Road and announces the entrance to the city. Previous iterations of the design explored the positioning of the high point at the centre block C/D, which modulated the change in scale; however, following extensive consultation with Dublin City Council and in response to An Bord Pleanála's Opinion, the high point was relocated to the corner to emphasize the gateway nature of the site. This creates a stronger architectural impact at this important junction that will contribute to the place-making of the area.



above: Verified View from Santry Demesne looking South with three slender extrusions rising above the greenery, presenting a Central Park quality to the scheme and providing a positive contribution to Dublin's skyline.



Central Park reference



View from Coolock Lane looking South showing the proposed Gateway to the city.

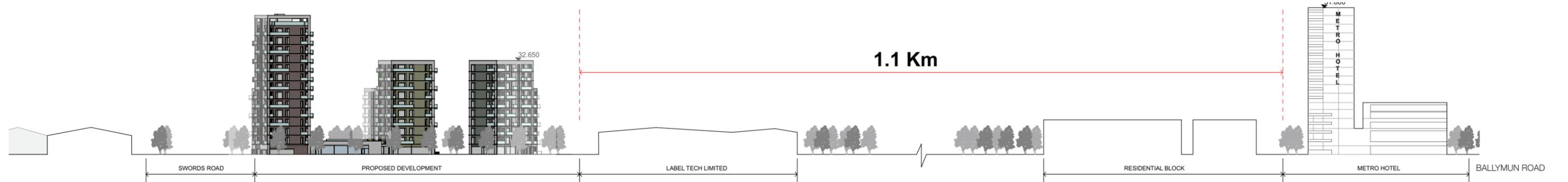


Wayfinding landmark - View from east side of M1 along Coolock Lane. The construction of the M1 severed the connection between Santry and the neighbourhood of Kilmore and Beaumont. The proposed development will quietly protrude above the trees to provide an association with Santry and connection between neighbourhoods.

3.1 | Key Design Principles



Contextual Swords Road Elevation showing a potential new face to Santry Village with Santry Place, Omni Living SHD (granted) and the proposed development bookending the street to the North.



Contextual Santry Avenue Elevation showing gateway condition at East and West ends.

3.1 | Key Design Principles

c) Create a high quality park-side residential development and neighbourhood centre with a strong sense of place and community.

Our design seeks to prioritise walking and cycling and minimise the use and visual impact of cars. To this extent, we have kept vehicular activity to the perimeter of the site to create car-free, high quality amenity spaces at the centre. The establishment of an 'urban arboretum' with the green connection to Santry Demesne will provide a sense of place and identity and define the development as a park-side development.

The high-quality nature of the development is evidenced by the rich variety of ground floor uses, both communal and public. The development includes four commercial units, a cafe, indoor residential amenity space and a community use space as well as landscaped gardens and children's play areas. These amenities fit into a broader network of existing communal and public amenities including playgrounds, a community centre and creche which are interconnected along the proposed new green corridor.

The blocks are typically fragmented into three smaller forms and include a mix of cantilevering and recessed balconies providing movement and depth to the facade as well as ensuring that the private amenity spaces are usable and sheltered from the natural elements. Communal amenity spaces are provided in south facing courtyards and roof top terraces across the development.

The residential accommodation has no north-facing single aspect units and has a 54% dual aspect ratio. All amenity spaces receive excellent sunlight which exceed the BRE requirements. Average daylighting for all tested living rooms in all blocks is an excellent 3.2% and for bedrooms 2.5%.



CGI view from Santry Ave looking South along the Green Corridor, with community building to right and cafe to left.



CGI view from Santry Ave looking East showing tall elements within development addressing Santry Demesne.



sunpath diagram, with south facing green spaces



Internal view of indoor amenity space showing relationship to communal open space to south

4.0 Biodiversity

The redevelopment of this industrial site will result in a significant greening-up of the land and will provide new habitats for indigenous flora and fauna.

The new development will include green roofs for insect and bird species which are currently residents in Santry Demesne.

Elevations have an appropriate level of depth and ratio of solid to void that will reduce bird striking on the facade.



Betula nigra (birch)



Alnus glutinosa (alder)



Pinus sylvestris (Scots pine)



Quercus robur (oak)



Pyrus calleryana 'Chanticleer' (pear)



Malus spp. (apple)

Proposed native tree species in Landscaping design



Above: CGI view from Santry Ave looking South

Below: Aerial view showing greenery permeating into the site from Santry Demesne along Green Corridor.



5.0 | Facade Design - Materials and Finishes

Clay brickwork, high quality metal cladding, louvered metal screens and glazing are the primary external finishes proposed, giving a character of strength and robustness befitting both the industrial context and prominent location.

These natural and durable materials will require minimal maintenance and upkeep, ensuring the building retains a high quality finish well into the future.

The anodized metal finish, with its rich copper and gold colour, will mimic and complement the colours in the foliage of Santry Demesne especially in Autumn. Cantilevering and recessed balconies provide relief and shadow to the metallic and contrasting pale brickwork facades.



Louvered screen



Glazed balconies



Anodized metal finish



Selected pale brickwork



5.0 | Facade Design - Materials and Finishes



South Elevation



Santry Avenue
North / Santry Ave. Elevation

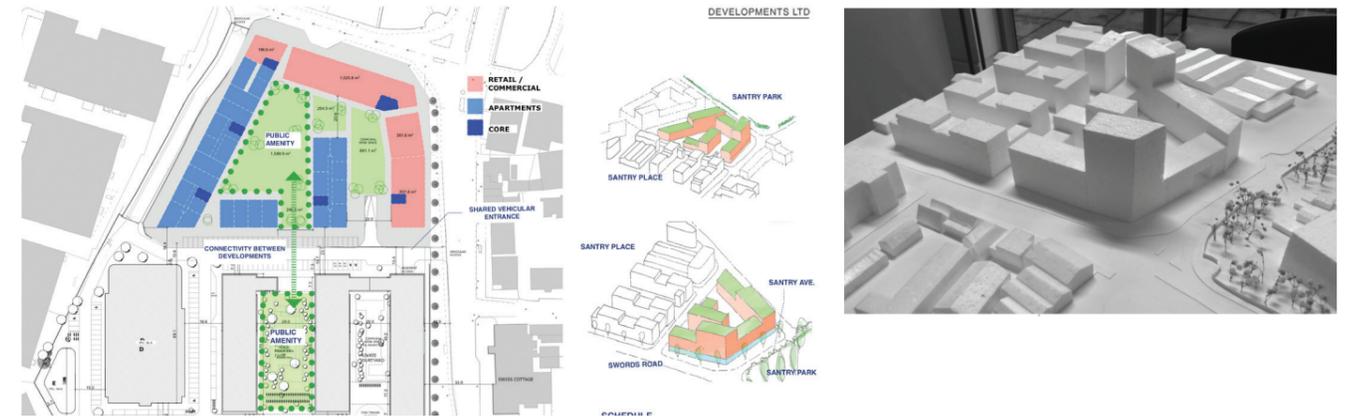
6.0 | Design Evolution

The architectural concept for the proposal was centered on creating a gateway building that respected and responded to its surroundings and created a strong connection with Santry Demesne.

Earlier proposals explored a perimeter block typology with the high point located at the corner of Swords Road and Santry Avenue. This option included a connection into Santry Demesne created through an arch in the facade.

Later iterations reorganized the accommodation into linear blocks, which provided a stronger connection with the development to the south and the park to the north and ensured that the amenity spaces faced south and received good levels of sunlight. This option, which was submitted to the planning authority for pre-planning, also explored the positioning of the high point within the development in the central linear block to create a less abrupt change in scale from the surrounding context. As noted in the above, the planning authority felt that the height was better located on the corner of Santry Avenue where it provided a more coherent urban design solution and the design was subsequently amended to show the 14 storey high point on the corner.

Further amendments to the scheme following this meeting included moving the entrance road to the west of Block G to better integrate this Block into the development and provide a more meaningful open space between Block E/F and G.



above: preliminary concept design



Design submitted to an Bord Pleanála for Pre Application Consultation with high point located to the north of Block C/D and entrance road from Santry Avenue disconnecting Block G with other blocks.



7.0 Urban Design Manual : Urban Design Criteria Assessment

Including references to the Urban Development and Building Heights guidelines

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

At the scale of the city the development demarcates the important street junction of Santry Avenue and Swords Road and the entrance to Dublin City's Functional area with a dynamic gateway building.

At the scale of the neighbourhood, the development follows the existing grain and scale of the adjoining development to the south and provides a strong visual connection with Santry Demesne and physical linkages with Santry Avenue and Santry Place development to the south.

The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape.

02. Connections - How well connected is the site/new neighbourhood?

The development will form a series of urban blocks which are connected to the existing street network in all directions, North, South, East and West. The proposed new green corridor will link the public amenity space in the development to the South with Santry Avenue and then on to Santry Demesne.

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

The public areas within the development are focused along Santry Avenue to the North and Swords Road to the East. These areas, which boast a cafe and commercial and community spaces at street level, will be fully accessible off enhanced public realm spaces and will be taken in charge by DCC.

The public amenity space or green corridor will be accessible from Santry Avenue to the north or via the new street to the south.

Falls and gradients will be minimised wherever possible on site and level access will be provided at all parking locations.

All units within the development will meet the requirements of Part M of the Technical Guidance Documents where accessibility is concerned.



Photomontage view showing bookend condition to Santry Avenue



Photomontage view showing proposed gateway to the city

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

The development includes a wide mix of unit types / sizes including 1,2 and 3 bed dwellings. A wide variety of tenures and housing formats will be provided to suit a range of living arrangements and demographics.

At street level, it is proposed to provide 5 no. retail/commercial units that will create an animated street frontage onto Swords Road and Santry Avenue. In addition, approximately 200sq.m of community floor space is also proposed.

The heart of the scheme are the open spaces which are laid out in a manner that provides direct visual connection to the north to Santry Park and both visual and physical connection to the open spaces in Santry Place to the south. The proposed open spaces facilitate seating and bicycle parking and ensure an abundance of vegetation, providing visual amenity from the apartments and privacy to ground floor units. This space will become the focus of the development and an important amenity for local residents and residents of the surrounding area.

05. Efficiency - How does the development make appropriate use of resources, including land?

The development provides a density of 233 units/ha across the site. The proposed mixed uses will cater for local needs and create a vibrant street frontage that will ameliorate the current brownfield condition of the site. Pedestrian links are maximised within the development, including permeability into adjoining lands. SUDS areas are proposed within the site which will create attractive zones for biodiversity.



CGi view showing southern elevation of proposed development



CGi view showing communal amenity space between blocks A/B & C/D with residential amenity space and associated roof terrace in background.

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

As is recognised in the Urban Development and Building Heights guidelines, increased building height is a key factor in assisting modern place-making and improving the overall quality of our urban environments particularly at important street junctions and gateway sites such as this one.

The development introduces a variety of scales and forms to the North, creating visual interest in the streetscape. This dynamic building form and the developments relationship with Santry Demesne will anchor the development in its place and define it as Santry’s park-side development.

The combination of these factors will give the development definition and legibility within the wider environs.

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

The proposed routes through the site follow the principles of DMURS ensuring that traffic speeds are minimised and that the pedestrian is favoured. The priority for access into and through the site and onwards to adjoining lands to be south is afforded to pedestrians and cyclists. A mixture of shared surfaces and limited surface parking will also aid the creation of a pedestrian friendly environment.

The areas of open space are centrally located in easy walking distance of all units. This open space incorporates a playground and is overlooked by units on all sides for active supervision.

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

The open spaces are centrally located so as to be in easy walking distance of all units and passively supervised. The open space incorporates children’s play, and direct connections to adjoining open space to the south. The layout of the buildings on site also allow for light penetration into these areas of open space for maximum amenity.

Public realm improvements include the widening and segregation of the footpath from the busy Swords Road, which will create a more pedestrian friendly and safe environment. The existing lime trees and grass verge will be maintained. The public realm along Santry Avenue has been drastically overhauled from a 2m wide footpath to a 10m wide urban space which includes terraced seating areas, high quality hard and soft landscaping and opportunities for outdoor dining.



CGI view showing public realm improvements to Santry Avenue



CGI view showing public realm improvements to Swords Road

09. Adaptability – How will the buildings cope with change?

The buildings are to be finished in high quality metal cladding, brick, louvered screens and glazing, giving a character of strength and robustness befitting the industrial context. The choice of materials has a strong durability with minimal maintenance and upkeep requirements. The units are designed to be compliant with Building Regulations and will incorporate sustainable heating and energy efficiency requirements.

10. Privacy & Amenity - How does the scheme provide a decent standard of amenity?

Each apartment will be spacious and bright with access to usable private outdoor space which meets or exceeds the development plan/ apartment guidelines standards. All units meet or exceed the Development Plan / Apartment Guidelines standards for storage and internal living space. Adequate and accessible bin storage is provided for within the scheme.

Defensible landscaped buffers provide ground floor units with adequate levels of privacy.

11. Parking - How will the parking be secure and attractive?

Parking is predominantly catered for in the proposed basement with an element of surface parking provided for, which will be well lit and overlooked by the apartments from both sides of the streets. Contrasting hard landscaping and occasional planting will define the parking zones.

Secure bicycle parking is provided for, predominantly in the basement, for the use of residents.

12. Detailed Design - How well thought through is the building and landscape design?

An approach has been outlined to the development of the street elevations in terms of place making and the creation of a recognisable neighbourhood through a combination building form, elevation materials and hard and soft landscape. The design of the buildings seeks to create landmark buildings at this important node, providing a robust range of unit types and sizes to reflect the needs of a range of households, living arrangements and economic situations. Passive surveillance of adjoining public and private space has been a key driver in design development through the maximisation of active frontages and the siting of entrances and windows.

All amenity spaces have been designed to a high quality with hard and soft landscape areas. Indigenous species have been chosen to bolster the native existing habitat.



Photomontage view showing proposed development forming bookend to Swords Road



CGI view of proposed Green Corridor with Santry Demesne in background

