



ARCHITECT'S DESIGN STATEMENT

for PROPOSED RESIDENTIAL DEVELOPMENT
PUTTAGHAN LANDS, WELLWOOD, TULLAMORE

LRD STAGE 3 APPLICATION
APRIL 2023

DMS-07

LAND AT WELLWOOD RESIDENTIAL – PUTTAGHAN LANDS, TULLAMORE
LRD APPLICATION SUBMISSION

INTRODUCTION

DESCRIPTION OF PROPOSED DEVELOPMENT

The development will consist of the Demolition of existing buildings and proposed residential development comprising the construction of 148 dwellings on a site area of c. 4 hectares on lands adjacent to the Midland Regional Hospital, Puttaghan, Tullamore. The proposed accommodation will consist of:

- 90no. houses comprising 08no. 2 bedroom houses, 58no. 3 bedroom houses and 24no. 4 bedroom houses. 89no. of the houses are 2 storey with 1no. 3 bed bungalow being proposed.
- 20 dwelling apartments comprising 4no. 1 bed units and 16no. 2 bed units over 4 storeys
- 38 no. age friendly assisted living units comprising of 28no. 1 bed units and 10no. 2 bed units with associated communal and administrative facilities.
- Crèche
- All ancillary site development works including footpaths, landscaping boundary treatments, public and private open space areas, car parking, bicycle parking, ESB substations, bin and bicycle stores and all ancillary site development works.

The consultant team comprises:

- | | |
|------------------------------|---|
| Architects | - MCORM |
| Planning Consultant | - Scott Hobbs Planning |
| Civil & Structural Engineers | - Kilgallen & Partners Consulting Engineers |
| M&E Consultants | - Coffey Consulting Engineering Ltd. |
| PSDP | - ORS |
| Fire Consultants | - ORS |
| BER | - Evolved Energy Solutions |
| Transport Consultant | - NRB Consulting Engineers Ltd |
| Landscape Architect | - Anthony John Landscape Design |



01 THE SITE - 4.0948 HECTARES



02 SITE LOCATION

CONSULTATION

In addition to the formal Stage 1 S247 consultation which occurred on the 4th of August 2022, the Applicant and the consultant team have carried out consultation with stakeholders during the evolution of this LRD Pre-Application submission, including the following :

OCC Planning / SHP 30 August 2022 Clarification regarding S247 Consultation response.
 Discussion regarding process.

This is the third stage in the process, following the Stage 2 LRD consultation with Offaly County Council (OCC) on the 2nd of November with the opinion subsequently issued on the 25th of November.

BACKGROUND

The Applicant

The Applicant, John Flanagan Developments, is a well-known and local development company which has been active in development in Tullamore town for a considerable period of time and is experienced in residential and commercial developments. Being based in Tullamore, JFD contributes to the economy of the town through its development programme and local employment and is aware of the needs of the community concerning new homes. JFD has been engaged in development proposals at The Wellwood site since early 2000, and, as a whole, owns this site and the land adjacent. There is an ongoing planning application relating to the adjacent lands in JFD ownership which is proposed to be developed as a 99 bed in patient acute hospital facility (reg ref 22621).

LRD Application Site

The application site comprises c. 4ha of land, and is currently undeveloped aside from some derelict structures, formerly a clubhouse and changing rooms associated with the previous use as a sports field and vacant warehousing on the eastern side of the site. The site is situated immediately to the east of the Tullamore Hospital. There is currently a steel-framed structure to the north of the site. To the east, the balance of the undeveloped lands is the subject of ongoing masterplan studies in line with parameters set out in the Tullamore town plan development opportunity site. The remainder of the site is bounded by existing residential estates. The application boundary also includes lands in the ownership of the HSE and Offaly County Council. These areas are included in the red line as upgrade works will need to be carried out to the existing road and footpath network and upgrade works to the existing drainage and sewerage systems will be required to facilitate the additional loading that this development will bring about.



VIEW 1



VIEW 2



VIEW 3



VIEW 4

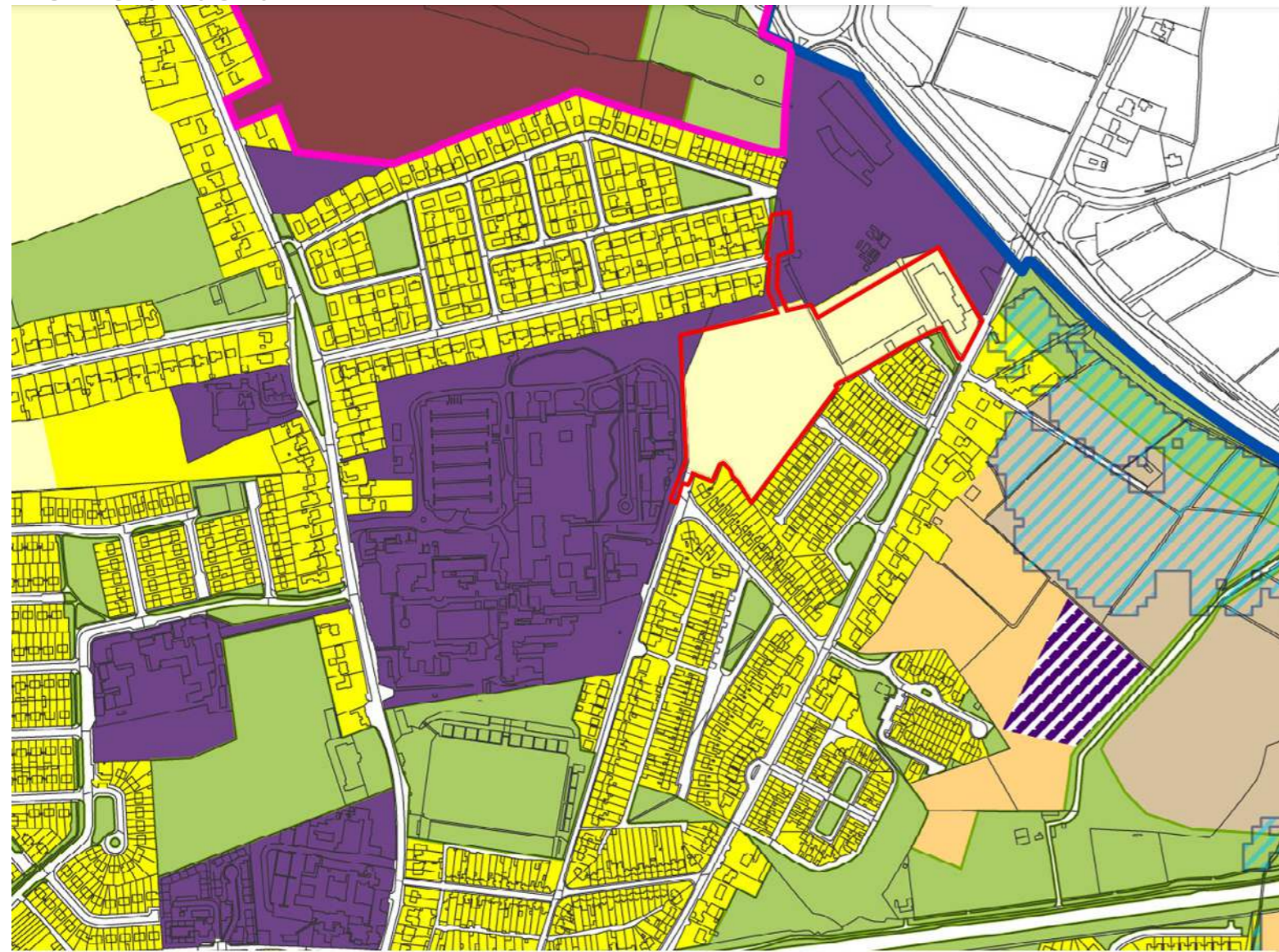
03 SITE PHOTOS



VIEW 5



VIEW 6



Legend

- | | | |
|---|---|---|
| ■ Open Space, Amenity and Recreation | ■ Existing Residential | ■ Retail Core |
| ■ Business or Technology Park | ■ New Residential | ■ Development Boundary |
| ■ Industrial and Warehousing | ■ Strategic Residential Reserve | ■ Strategic Employment Zones |
| ■ Enterprise and Employment | ■ Town Centre/Mixed Use | ○ Strategic Distributor Network And Linkages |
| ■ Community Services/Facilities | ■ Neighbourhood Centre | ○ Proposed Western By Pass (Indicative) |
| ▨ Strategic Community Services/Facilities Reserve | ▨ Constrained Land Use | |

04 TULLAMORE TOWN PLAN EXTRACT

PLANNING CONTEXT

County Offaly Development Plan 2021 – 2027

Principle of development

The site is primarily zoned for new residential development in the recently adopted Offaly County Development Plan, and is one of the town's Opportunity sites. Adjacent land uses are existing residential (to the north and south of the subject lands) and the remaining land to the north east and west is zoned as Community Services / Facilities.

Proposed Development

Following a detailed appraisal of the site, its planning context and site characteristics, a residential development is being proposed in line with objectives set out in the Tullamore town plan. The LRD application will seek planning permission for residential development at the site, including ancillary roads, open space and landscaping, as detailed in this report and the drawing pack submitted as part of this application.

A total of 90 houses and 58 apartments are proposed comprising a mix of 2-4 bed houses and 1 and 2 bed apartments, including small and larger households and age-friendly accommodation, creating a mixed and sustainable community. A new waste water pumping station is also proposed to replace the existing. A child-care crèche facility is proposed adjacent to the site entrance.

The following pages indicate the design strategy for the layout, scale and form of buildings, their relationship to existing development, means of access, car parking areas and details of site connections and design objectives for the proposed residential development.

NEIGHBOURHOOD

CONTEXT

As mentioned above, the application site comprises approximately 4ha of land, and is currently undeveloped. Vacant warehousing, a clubhouse and changing rooms associated with the former soccer club are located at the eastern edge of the site. The site is well located, in close proximity to Tullamore town centre, just 10 minutes walking or 5 minutes cycling. The site is surrounded by well established neighbourhoods, and this application represents the final section of lands zoned for "New Residential" in the area. There are currently 2 points of access to the site located on Tyrell's Road on the eastern boundary and Thornsberry estate to the south-west.

It is a relatively flat area of land, sloping gently east to west. The site is situated immediately to the east of the Tullamore Hospital and west of the proposed hospital facility which is the subject of an ongoing application where an existing steel frame structure is located.

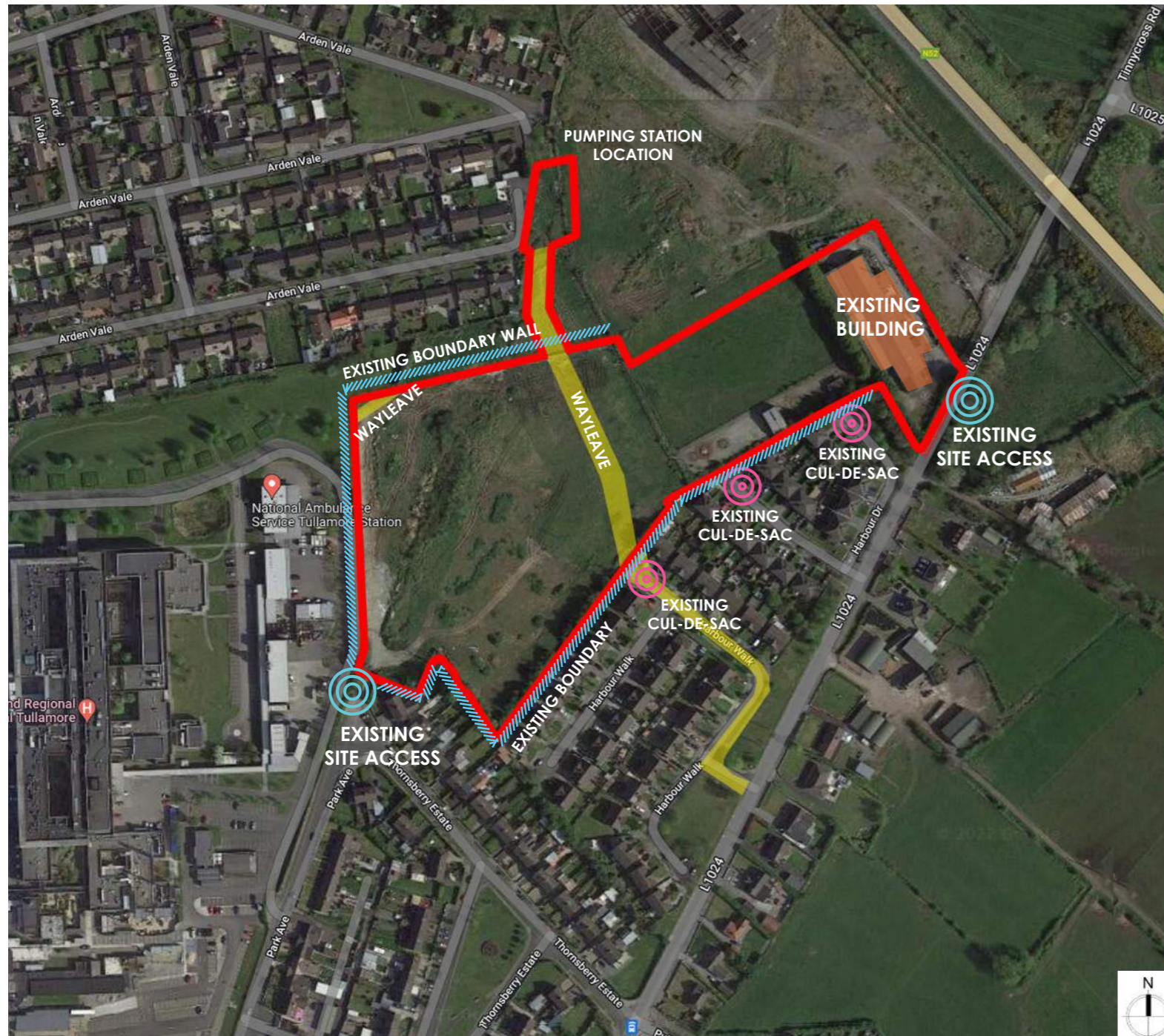
An established residential area lies to the immediate south, with Arden Vale residential estate to the north. There is potential for access to the site currently from the Thornsberry Estate and Tyrell's Road which have existing access points and Harbour Walk and Harbour Drive along the south-east boundary.

A 2m blockwork wall runs along the majority of the northern boundary and the entire western boundary. Tullamore Hospital is located to the west of this boundary wall. The site access on the south-west point of the site at Thornsberry Estate and Park Avenue is a 10 minute walk from Tullamore town centre.

The site also contains a wayleave for existing sewerage and drainage pipes which connect to an existing pumping station to the north of the site. This wayleave will have to be facilitated within the site, but can be redirected to suit the proposed street network and connect into the existing drainage framework north of the site.

To the north-east lies the N52 which connect to the M6 national motorway network. We have included details of the current masterplan for the remainder of the lands to the north and east of the site in this document and the accompanying application drawing pack. These lands will form a "wellness park" which will house functions complementary to the hospital facilities and proposed age friendly facility and is the subject of ongoing design development.

The section of land in between the subject lands and the "Arden Vale" housing development to the north is owned by the HSE and will facilitate a connection between the 2 hospital facilities which will be operated by the HSE.



05 RED LINE AERIAL CONTEXT



06 SITE STRATEGY

CONNECTIONS

The site is located at the confluence of 2 established neighbourhoods on the south east and south west boundaries. This provides opportunities to create connections between the existing and proposed residential estates.

The south east site boundary presents to 3 cul-de-sacs which serve Harbour Drive and Harbour Walk as well as featuring an existing site access which previously served the unused warehouse to the east of the site. The south west corner of the site also features the existing Thornsberry Estate development. These existing residential estates set a local building line which the proposed layout connects into, following the existing urban grain at these locations. This establishes the proposed cell structure for the development in a logical manner and remains sensitive to it's context. This strategy allows us to close out existing residential cells with the appropriate separation distances, with the intention of integrating the proposed development with the existing housing in a manner which facilitates pedestrian connectivity.

We also note the importance of providing connectivity for pedestrians and cyclists as you move through the site, particularly at the existing access point to the south west, which is closest to the town centre. The intention to provide this connection, as well as the objective to close out housing cells by knitting into the existing residential developments has helped to generate the form & location of the large central open space which is framed by the 4 storey apartment buildings.

Visual connections from the existing Harbour Drive neighbourhood into the site have dictated the location of the pocket parks as the development strives to create well landscaped transition zones between existing development and the proposed development which are safe and walkable. These connections will be well lit, well landscaped, and enjoy high levels of passive surveillance.



07 ROAD HIERARCHY

The pedestrian link to the south of the site will provide visual connections to the proposed open space and provide a safe walkable route to the town centre. We respectfully submit that the pedestrian / cyclist connection at the south west corner of the application lands are appropriate at this location as a traffic control measure, both within the application lands and the wider area. We are proposing shared surfaces - as indicated on the diagram to the left - which surround 2/3rds of the public open space. The intent is to use the shared surface to naturally decrease the speed of vehicles using the road in this area as we envisage high levels of play activity in this location.

We submit that if a vehicular connection was proposed to the south west of the site this would create a condition where it could be possible to establish an alternative route to the town centre from the Tyrell's Road (L1024). This in turn could create unsafe conditions for the residents of the wider area, especially for existing residents to the south and west of the site along Park Avenue, as this route would have the potential to become more heavily trafficked. We feel that providing a public vehicular access at this location has the potential to create an unfavourable scenario of increased vehicular traffic for existing residents along a route which is already narrow and unsuited to additional traffic loading.

The arrangement of the proposed street network and locations of public spaces has taken cognisance of the existing environment and potential locations where the proposed development can connect into it, integrating the new development into its surroundings. The open spaces are located strategically at the end of existing cul-de-sacs on the south-east boundary so that pedestrian connections can be facilitated. The pocket parks will provide an attractive amenity for existing residents and connect them to a substantial new open space in the community. We have also provided the opportunity for a future connection on the northern corner of the site, should a connection to the "wellness park" need to be facilitated.

INCLUSIVITY

A total of 148 units and a crèche facility are proposed as part of this development. This will be delivered in a mixture of family housing, apartments and an age friendly accommodation facility. In all, 24no 4 bed houses, 58no 3 bed houses, 8no 2 bed houses are proposed as well as 16no 2 bedroom apartments, 4no 1 bedroom apartments and the age friendly accommodation which will contain a mix of 1 and 2 bedroom apartments designed specifically for end users with additional mobility or medical needs. These apartments will also be serviced by on site staff and communal facilities.

The assisted living facility is centrally located on the site allowing for high levels of community integration. The communal open space associated with the age friendly living facility complex is shared with the traditional apartment block and is located immediately adjacent to the main public open space where play facilities for the younger residents are proposed.



08 LAP - MASTERPLAN

This proximity will encourage an overlap of uses and higher levels of interaction between residents. It will cater for a range of activities, which will contribute to the creation of a diverse and sustainable neighbourhood. A clear boundary delineation between communal open space and public open space will be proposed with a low wall and railing proposed on the interface between semi-private and public open space. This will allow for visual permeability while also retaining a robust delineation between the 2 areas. All areas of public open space will be fully accessible to all residents with a path bisecting the Public open space in between the playground and kickabout space.

The existing cul-de-sacs provide opportunities to create attractive open spaces at intervals along the southern boundary which bookend these existing streets. The intention here is to improve the visual amenity at the termination of the existing cul-de-sacs and facilitate attractive connections between existing and proposed. This also means a good distribution of open space within the application site which will benefit future residents. The proposed placement of these pockets of open spaces along the interface between existing and proposed residential scheme will further anchor the development in the area by providing additional public open space for existing residents to use, especially those on Harbour Drive and Harbour Walk. This will aid in the creation of connections between the neighbourhoods which will be mutually beneficial. These areas of open space which encourage connections and permeability between neighbourhoods enjoy high levels of passive surveillance and present a positive aspect to passers by with active frontages proposed to public facing elevations, especially those which are interfacing with areas of open space.

The proposed open spaces will contain areas for play for younger residents and street furniture areas for more mature residents. Placements of these proposed activities will encourage overlap between demographics and social interactions between the diverse group of residents which have been catered for in the proposal.

VARIETY

The site is zoned as residential land so uses which are complimentary to establishing a new community have been proposed. This includes the Age Friendly assisted living facility, a creche and several areas of public open space, as well as a broad mix of typologies. This mix of tenures aims to create a diverse new neighbourhood which knits into the existing environment.

The Age Friendly Facility is well suited to this location. As well as being located a 10 minute walk from the Midland regional hospital, it is centrally located within the site, overlooking the main public open space. This will allow for high levels of passive surveillance of the open space and will increase the opportunities for interaction with other residents.

The Creche is located at the entrance to the development for ease of access for end users who do not live within the development and is served by parking in line with development plan standards. It is also located at a connection node at the end of the existing Harbour Drive. This connection point seeks to encourage pedestrian movement rather than vehicular movement. A view from these connections points to the centrally located open space has been facilitated to further promote the open space as an asset for the wider community.



HOUSE TYPE A	4 BED	22no	16%
HOUSE TYPE B	3 BED	53no	38%
HOUSE TYPE C	3 BED	05no	4%
HOUSE TYPE D	4 BED	02no	1.5%
HOUSE TYPE E	2 BED	08no	6%
APARTMENTS			
BLOCK A	- APARTMENTS		
1 BEDROOM	- 04		3%
2 BEDROOM	- 16		11.5%
TOTAL	- 20		
BLOCK B	- AGE FRIENDLY LIVING FACILITY		
1 BEDROOM	- 28		13%
2 BEDROOM	- 10		7%
TOTAL	- 38		
OVERALL	-148		
CRECHE	- c.150sqm 30 child capacity		
SITE AREA	- 4Ha		
DENSITY	- 37 UNITS PHa		
OPEN SPACE	- 6177 sqm (15%)		

09 - PROPOSED SITE PLAN



10 - BUILDING HEIGHTS

SITE

LAYOUT

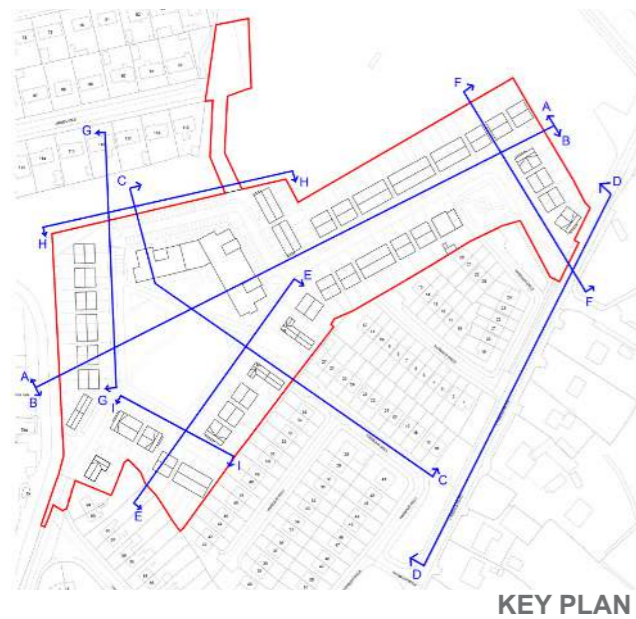
The site measures approximately 4 hectares and is an irregular shape with a wider section on the western side, leading to a narrower rectangular section as you progress east towards the existing site access on the Tyrell's Road (L1204). The primary route through the site connects the 2 existing access points, however, care has been taken to ensure that the streets have been designed to prioritise pedestrians and cyclists, with shared surfaces proposed where we envisage only local traffic to utilise the road network. The shared surfaces which are proposed on the western section of the site will naturally encourage slower vehicle speeds through the use of alternative surfacing materials and narrower carriageways. This will create safer streets around the main public open space where the shared surfaces are proposed and the greatest amount of pedestrian activity is envisaged.

Active frontages are presented to all public facing elevations with either front doors or living rooms facing the public realm. This will create safer public open spaces as they promote passive surveillance. This is evident at the connection point with Harbour Walk where wide fronted units have been proposed to maximise the number of housing units which directly overlook the pocket park, while remaining sensitive to the privacy and scale of the existing development immediately adjacent. Similarly, the pocket park at the entrance to the development maximises the number of units surveilling the open space with housing and the crèche overlooking the area on all sides. The main public open space is surrounded on all sides by both housing and the 4 storey apartment buildings, maximising opportunities for passive surveillance and promoting safe public spaces.

The proposed housing backs on to existing boundaries, continuing existing building lines and closing out housing cells with appropriate separation distances from the existing housing. Where separation distances are proposed to be less than 11m from the back of the proposed housing to boundary walls, wide fronted houses are proposed. These housetypes have been designed to eliminate overlooking to the rear of the property. Please see PL107-House Type C for details.

The scheme is largely comprised of 2 storey development, emulating the residential development in the immediate vicinity. The location of the 2 storey development on the perimeter of the site means that the massing is consistent with its surroundings and knits into the existing urban fabric. The apartment block and age friendly facility are proposed at 4 storeys in the centre of the site, framing the open space. Any impact on existing residents is mitigated by locating the 4 storey element of the proposal in the centre of the site. This allows for ample distance between the proposed 4 storeys and the existing adjacent neighbourhoods.

Through the consideration of the site and its context, we consider the site strategy appropriate in terms of its response to existing context and desire lines achieved both through the site and the pedestrian connections into it from existing streets. The building heights are appropriate in this location with the massing moved to the centre of the site to both mitigate any impact a 4 storey building may have on its surroundings while also providing a high level of passive surveillance for the main open space.



KEY PLAN



ELEVATION II



ELEVATION EE



ELEVATION BB



ELEVATION AA

EFFICIENCY AND DISTINCTIVENESS

The proposal has taken cognisance of efficient land use by proposing apartments, increasing the residential density of the site. Suds measures have been introduced and integrated with the landscaping proposals. This is evident in the swales around the public open space and tree pits which have been proposed and integrated into landscaping proposals. The large and distinctive central open space will contribute positively to leisure resources in the area by providing a large usable amenity space.

The proposed layout aims to achieve the best orientation for private amenity areas while also creating logical and attractive streetscapes using good urban design principles to develop the land in an efficient manner. The majority of rear garden areas enjoy easterly, westerly or southerly aspect. Where amenity spaces with a north-west aspect are proposed the gardens have been elongated to ensure ample access to daylight. The house typologies proposed feature alternating material applications which create visual placemakers, distinct in the area and will create visual interest as you progress along the route.

The apartments have been designed to eliminate any single aspect north facing units and the associated private amenity areas (balconies) all enjoy a favourable orientation. The private amenity areas are supplemented by a communal open space which enjoys a south and west facing orientation, ensuring that all residents have access to ample sunlight.

The scheme seeks to exploit views into the site from existing connection nodes along the south east boundary and the south west corner. As previously mentioned, the pocket parks are located at the transition points between existing and proposed and offer an attractive, safe and well lit pedestrian and cycle route which will benefit all residents. The pedestrian connection in the south west will present an appealing route from the town centre by presenting the central open space, framed by a 4 storey apartment building finished to a high standard. The access point at the Thornsberry entrance will be upgraded and proposes to connect into the existing footpath network to ensure orderly development and safe connections for pedestrian and cyclists using the route.

11 - CONTIGUOUS ELEVATIONS

PUBLIC REALM

As mentioned above, the layout of the public open spaces have been design to maximise overlooking by surrounding properties. This will create amenity spaces which residents can take ownership of and feel safe using. It is envisaged that the central open space especially will create a community hub and encourage interaction between residents. This is reinforced by the proposal of seating areas and a children's play area which are well overlooked, safe and contributes positively to the amenity of the development and surrounding area. The central open space is well defined by a strong urban edge to all sides, especially to the north and east where the 4 storey apartment building creates a bookend effect, enclosing the space and defining the boundary between public open space and the communal open space.

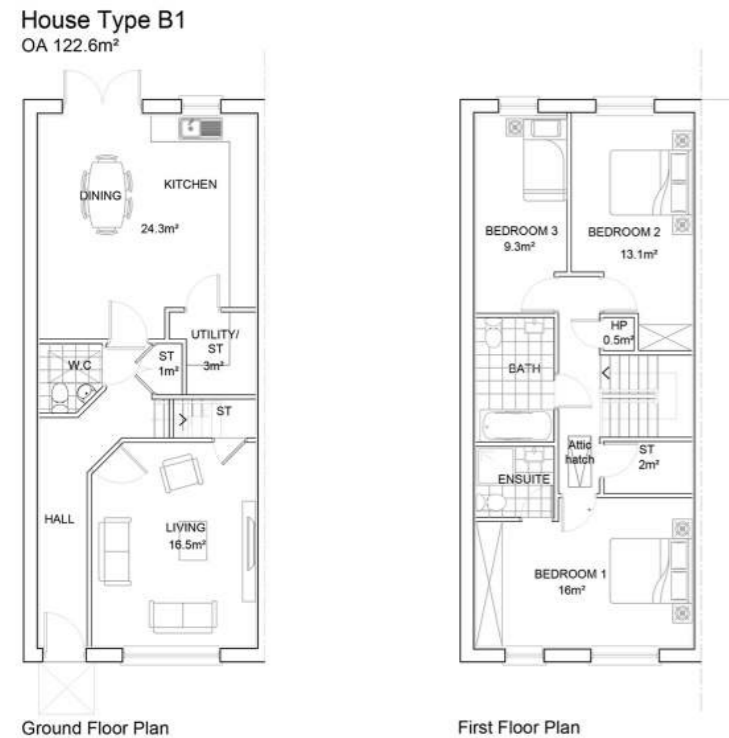
The Communal open space for the apartments and age friendly facility are located immediately adjacent to the public open space. This communal open space will be serve both the age friendly facility and the apartment block and routes through have been provided to connect with the public open space and the pedestrian route into Tullamore town centre. These spaces have been proposed adjacent to each other to encourage community interaction with a visually permeable boundary proposed for the interface between public and semi-private areas in the interest of orderly development.

The pocket parks which are proposed at intervals along the southern boundary means that no residential unit is further than 100m away from a green space. The boundary treatments at these locations will be upgraded, with low railings at the junction of the publicly owned spaces. Appropriate boundary treatments are proposed throughout the site which clearly define the interfaces between public, semi private and private spaces. For further detail of boundary treatments see drawings and reports by Anthony John's Landscaping which are included in this submission.

The parking areas have been carefully considered to include landscaping and SuDS features at regular intervals which serve to soften the courtyards and provide natural surface water drainage.



12 - CGI



HOME

ADAPTABILITY, PRIVACY AND AMENITY

This scheme and the unit typologies proposed have taken cognisance of all the relevant guidance documents for Sustainable Residential Development. We have also ensured that the layouts of the houses are easily adapted in the event that the requirements of the end user of the house changes. On the diagram to the left we have demonstrated how the B type can be adapted to facilitate end users with additional mobility requirements, without major intervention in the plans as submitted.

All units are part M accessible, with the typologies in the age friendly facility designed in accordance with Universal design principles as there is a high probability that future residents will have additional medical or mobility needs. We have liaised with the housing body Clúid in the development of the age friendly facility and incorporated their feedback in the final design of the block. House Types have been designed with lifetime adaptability in mind. This is discussed in more detail in the access statement included with this submission.

The houses and apartments are generally designed in an efficient plan format balancing the ratio between floor area and external wall which allows for an efficient and sustainable layout while also creating an efficient thermal envelope. They will be constructed to building regulation standards delivering a high level of energy efficiency in use in line with Part L's near zero energy target. A building lifecycle report has been prepared and is included as part of the planning submission.

The scheme has been designed in line with the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas and associated Urban Design Manual Best Practice Guidelines and the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities. Over 50% of the proposed apartment units enjoy a dual aspect as well as the majority of the houses. For particulars of compliance with the guidelines see the HQA document which forms part of this application submission.

Each apartment has a balcony or terrace area accessed from the main living space. The minimum areas provided are 5sq.m for all one bed units, 7 sq.m for all two bed units and 9sq.m for the three bed units and a private rear garden has been provided for each house.

Adequate separation distances have been proposed to protect the privacy of existing and future residents. Defensive planting strips to the front of each housing unit and ground floor balconies have been proposed, providing a comfortable setback from the footpath.

Storage is provided within each of the units as indicated on the drawings. Minimum storage areas of 3 sq.m for one bed units, 6 sq.m for two bed units and 9 sq.m for three bed units are proposed. These areas consist of a mixture of dedicated utility/storerooms, open shelving and bathroom storage.

- General - Door opening Clear width 800-850mm
Corridor width minimum 1050mm
750mm clear space in front of windows
- 1. Clear entrance 1.5 x1.5 m
and 300mm clear area beside each door
- 2. clear space for a turning circle of 1500mm
- 3. at least two consecutive 1200 mm areas around table
- 4. Provide clear access space of 800mm
- 5. Provide a clear space in front of laundry machines of at least 1200mm.

- 6. Provide a turning circle of minimum 1500mm, with a 200mm overlap of the basin allowed.
- 7. Potential location for Bed at Entrance Level
- 8. Ground Floor Bathroom to be min 1.5m x 1.8m
- 9. Ground Floor Workspace 1.5mx1.8m
- 10. Potential location for Lift
- 11. Option to install fully accessible bathroom adjacent to main bedroom
- 12. 400-500mm transfer space at end of shower / bath

13 - EXAMPLE OF ADAPTED FLOOR PLAN

HOME**PARKING**

Parking in the scheme is predominantly on curtilage and adjacent to the front door of individual units. They are well overlooked and within easy reach of the home's front door or the entrance to the relevant apartment core. Please refer to drawing number PL009 for particulars of parking allocations.

Communal parking is provided at grade for the apartment blocks and will be managed, with each unit assigned a dedicated parking space. The parking has been sensitively integrated into the landscaping strategy with a maximum of 6 parking spaces per bank. These are punctuated by landscaped islands which also serve as tree pits, contributing towards the overall SuDs strategy for the site as well as providing visual amenity in the parking area. Apartment block A provides 1 space per unit, plus a visitor space for every 4 units. The age friendly facility provides 1 space per unit in line with rates cited in the OCC development plan for Housing for Older people.

Secure bicycle storage is provided for apartment block A at a rate of 1 per bedroom in the single storey structure which connects Block A and Block B. Further visitor spaces are integrated into the landscape proposals to the North west of the apartment block. 20 are provided. 14 secure spaces have been provided for the Age friendly living facility at ground floor in Block B.



ARCHITECT'S DESIGN STATEMENT



The apartments will be treated with a buff brick and selected white render as indicated on the palette. Block A and B will be distinct from each other through the varied application of these 2 materials and balcony treatments



APARTMENTS



The houses will be treated with a multi tone red brick and selected white render as indicated on the palette. The houses are predominantly brick, with sections of render applied to the front elevation at ground floor.



HOUSES

15 - MATERIALS



16 - APARTMENT GROUND FLOOR PLAN - BIN & BIKE STORAGE & PLANT

HOME

MATERIALS AND FINISHES

The existing site context is largely characterised by residential development finished in Brick, render and dash finishes. The use of render is dominant on the Thornsberry estate to the south while Harbour Walk is predominantly brick. We propose to take visual queues from the existing context, so that the development will integrate into it's surroundings with relative ease, yet are distinctive from the neighbouring properties. To achieve this we are proposing a mixture of brick and render for the housing facades, with bookend units demarcated by full brick gabled facades. See contiguous elevations PL050-PL053 for examples of bookend units.

The apartment block is also proposed in brick and render, with a buff brick chosen for the higher density building model to evoke a more urban aesthetic. The age friendly facility has inset balconies in line with Cluid design guidance, while the apartments in Block A have cantilevered balconies which creates a distinction between the 2 blocks. The materials proposed further emphasises this distinction, with Block A proposed in render with a brick plinth detail at ground floor and Block B proposed in full brick with vertical bond proposed in areas to add more texture and detail to the facade.

Bin Storage & Plant

Semi-detached houses will have bin storage area to the rear of their properties. Mid terrace bin stores will be provided on-curtilage for the small number of mid terrace units. These bin store will house 3 bins.

Bins for the apartments and age friendly facilities will be housed in the single storey structure which spans between the apartment building and the age friendly facility. There will be access points to the bin stores from the public realm and the communal open space courtyard to ensure ease of access for both blocks.

Plant requirements for the age friendly facility will be contained in the building envelope, while the plant requirement for the apartment building will be located adjacent to the bike site in the single storey block.



ADDITIONAL INFORMATION

DAYLIGHT AND SUNLIGHT

For detailed assessment of the proposed development, we refer to the report prepared by IES which has been carried out in accordance with the requirements set out in Section 6.6 of the 2018 Apartment Design Guidelines.

Daylight analysis of Existing Buildings:

The report concludes that none of the neighbouring buildings need to be included in the VSC assessment as there is no obstruction, measured in the section perpendicular to the window wall, no angle subtends an angle of more than 25° to the horizontal. This, according to the BRE guide means that the adjacent dwellings do not have to be included in the daylight assessment.

Shadow analysis of Existing Buildings:

The report concludes that the development will have a no virtually impact on existing buildings, with only minimal shading observed in the surrounding residential estates as described in section 5.3 of the Daylight and Sunlight report

Sunlight to proposed Amenity Areas:

The report concludes that all open spaces, Public and communal, meet and in most cases greatly exceed the relevant BRE guidelines.

Daylight to proposed Buildings:

The report concludes that of the 68 no. points tested, 68 no. points (100%) meet the BRE Guide 3rd Edition / IS EN 17037-2018+A1-2021 sunlight exposure recommendations of greater than 1.5 hours on March 21st, meaning that the proposed buildings are performing well from a daylighting perspective.

PART V

It is an objective of Offaly County Council to secure implementation of the Part V Housing Strategy in accordance with Section 95(1) of the Planning and Development Act 2000 (as amended), in particular, through the reservation of 10% of all land zoned solely for residential use, or for a mixture of residential or other uses, to be made available for the provision of social and affordable housing.

The applicant has engaged in discussions with the Housing department in Offaly county council to propose the Age Friendly living facility as the Part V contribution. A total of 38 units are contained in the Age Friendly living facility as well as associates social and administrative spaces. Please refer to PL400-402 for details of these units. In the event of a planning permission grant the developer shall liaise with the local authority's housing department to agree the details of the final Part V contribution.

CONCLUSION

This proposal uses the principles of Urban design as described above to deliver a distinctive new residential development in Tullamore. It strives to integrate the new residential scheme in its context by promoting connectivity and encouraging movement and activity throughout the site. The proposal strives to make the development distinct in the area by proposing a more modern aesthetic and alternative palette of materials.

Primary objectives we feel have been achieved in this proposal are summarised as follows:

- The provision of a choice of high quality homes with easy access to a range of activities and services.
- Delivery of a network of open spaces, strategically located to encourage movement between the proposed development and the existing communities to create an integrated and diverse neighbourhood
- Provision of an integrated network of streets and routes with a clear hierarchy that promote walking and cycling for residents and the wider public.
- The application of core principles of urban design in a design solution that prioritises place making.
- Provides an accessible and inclusive new community, promoting the highest levels of universal accessibility in the design of all buildings, facilities and open spaces.

In summary we submit that the proposed development will constitute a sustainable addition to the existing residential neighbourhood, delivering a high quality, distinctive design solution which promotes diversity,

