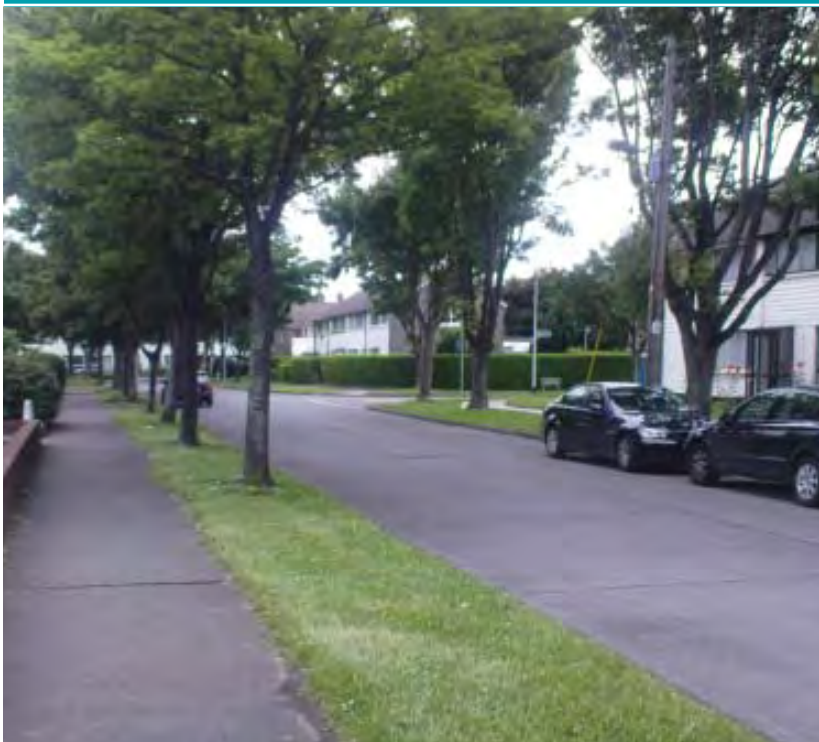


Bayside Square Urban Design Framework

December 2008



1.0 Introduction

In June 2008, Fingal County Council commissioned the National Building Agency to assist in the preparation of an Urban Design Framework for Bayside Square. The existing Bayside Shopping Centre is the focal point of the square and Bayside and as such needs to provide an attractive community hub and create a strong and positive impression for both residents and visitors. It should be a local centre which is sustainable, which residents can take pride in and which will stimulate further regeneration and investment to the area.

The purpose of the Urban Design Framework is to provide a series of framework options demonstrating how development could occur in the short and long term. The Framework aims to set out the best way forward for the centre based on best practice urban design principles. The objectives of the Framework are to:

- Promote an attractive environment with high quality, active public realm and defensible private spaces.
- Promote a centre that is both socially and economically healthy.
- Promote a sense of local distinctiveness and a strong positive identity for the area.
- Promote an environment that is safe and accessible for pedestrians of all ages and levels of physical ability.
- Reduce the opportunity for antisocial behaviour.
- Provide a viable local neighbourhood centre.
- Review the level of parking provision and the scope for rationalisation to maintain effective levels of parking for the future needs of the centre.

This document is a representation of the above objectives for Bayside Square.



Aerial View of Bayside

2.0 Planning Policy Context

The Fingal Development Plan 2005 – 2011 describes Bayside as a mature development which is experiencing loss and general degradation of its urban fabric. The Development Plan advocates a development strategy for the area to retain and improve the urban fabric of the centre and to retain the range of community, recreational and retail facilities at a scale to cater for the existing residential development.

Objective No. 359 contained in the Development Plan expresses that it is an objective of the council:

“to prepare a study for the upgrading of the Bayside Shopping Centre which shall integrate with the existing residential character and scale of the area and not include underground car parking for shops, services and church and that the area south of the church, traditionally used as a surface car-park for shoppers and worshipers, will continue in that use as part of those plans”.

Other development objectives include:

- To encourage and facilitate the provision of a dedicated crèche and/or Montessori facility at Bayside Shopping Centre.

The study area is zoned “NC” Neighbourhood Centre in the 2005-2011 Fingal Development Plan:

“to protect, provide for and improve neighbourhood centre facilities”

The vision of this zoning objective as stated in table 4.3 of the Fingal Development Plan seeks “to provide a mix of local community and commercial facilities for the existing and developing communities of the County. The aim is to ensure local centres contain a range of community, recreational and retail facilities, including medical/dental surgeries and crèches, at a scale to cater for both existing and future residential development at locations which minimise the need for use of the private car and encourage pedestrians, cyclists and the use of public transport. The development will strengthen retail provision and shall be in accordance with the County Retail Strategy.”

The following use classes related to the zoning objective are permitted in principle:

Advertisements/Advertising Structures, ATM, Bed & Breakfast, Betting Office, Carpark -Commercial Surface, Community Facility, Cultural Uses, Childcare Facility, Places of Worship, Medical and Related Consultants i.e. Doctors/Dentists etc, Education, Enterprise Training Centre, Take-away/Fast Food Outlet (B), Funeral Home, Garden Centre, Home Based Economic Activity (C)*, Residential Care Home, Health Centre, Offices less than 100 sq.m., Open Space, Public House (B)*, Utility Installations, Public Transportation Station, Recreational Facility/Sports Club, Recycling Facility, Residential, Restaurant/Café, Neighbourhood Shop, Taxi Office, Veterinary Surgery.*

B. Subject to U.O.8, U.O.9, U.O.10. (Mixed Use Objectives in the Development Plan)

C. Where the use is ancillary to the use of the dwelling as a main residence.

The following uses relating to the zoning objective are not permitted:

Permitted Abattoir, Aerodrome/Airfield, Agricultural Buildings, Boarding Kennels, Caravan Park-Holiday, Caravan Park-Residential, Burial Grounds, Concrete/ Asphalt (etc.) Plant, Heavy Vehicle Park, Hospital, Special Industry, Extractive Industry, General Industry, Offices greater than 1,000 sq.m., Refuse Landfill Retail Warehouse, Rural Industry, Scrap Yard, Shops-Major Sales Outlet, Transport Depot, Warehousing.



Figure 1: Bayside Square: Development Plan zoning extract

- Objective “NC” Neighbourhood Centre
- Objective “RS” Residential
- Objective “OS” Open Space

3.0 Character Areas

Bayside Square contains fairly distinctive 'character areas' – these are parts of the area which are distinctive in their own right or vary from other parts. Three character areas have been identified:

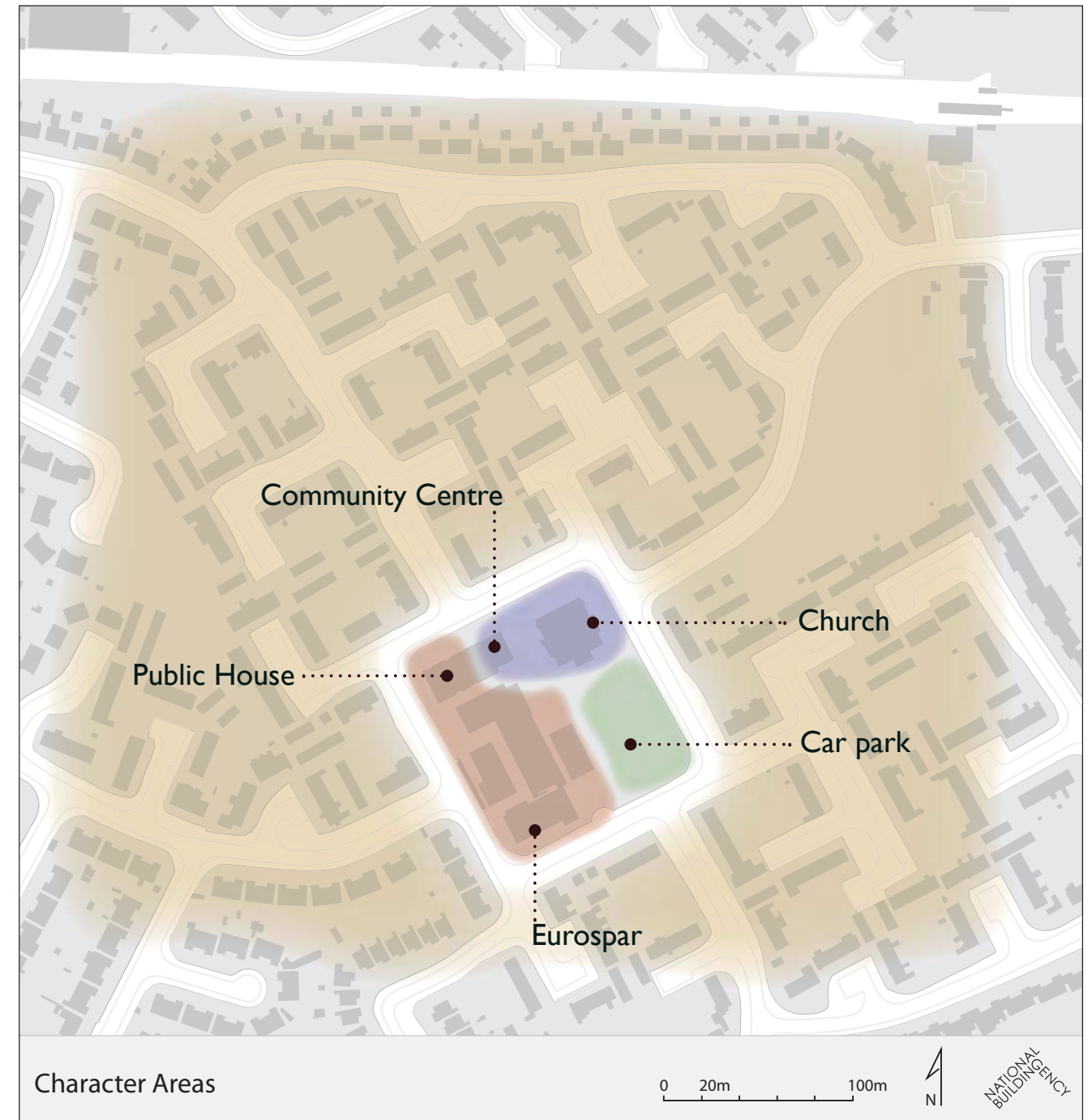
- The Mixed Use Area



- The Community Area



- The Surface Car Park



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Figure 2: Character Area Map

4.0 Site Analysis

4.1 The Framework Area

The Framework considers Bayside Square and its surrounding context. The framework seeks to integrate the centre with the neighbourhood it serves and create a positive focal point for the surrounding area. Both desktop and a site analysis have been undertaken to assess key issues affecting Bayside Square, such as:

- Photo Analysis.
- Current Land Use.
- Vehicular Movement.
- Pedestrian Movement.
- Landscape Amenity.
- Active and Inactive Frontages.
- Views.
- Urban Grain.
- Building Height and Massing.

All of the above are discussed in the following sections.



Figure 3: The Framework Area

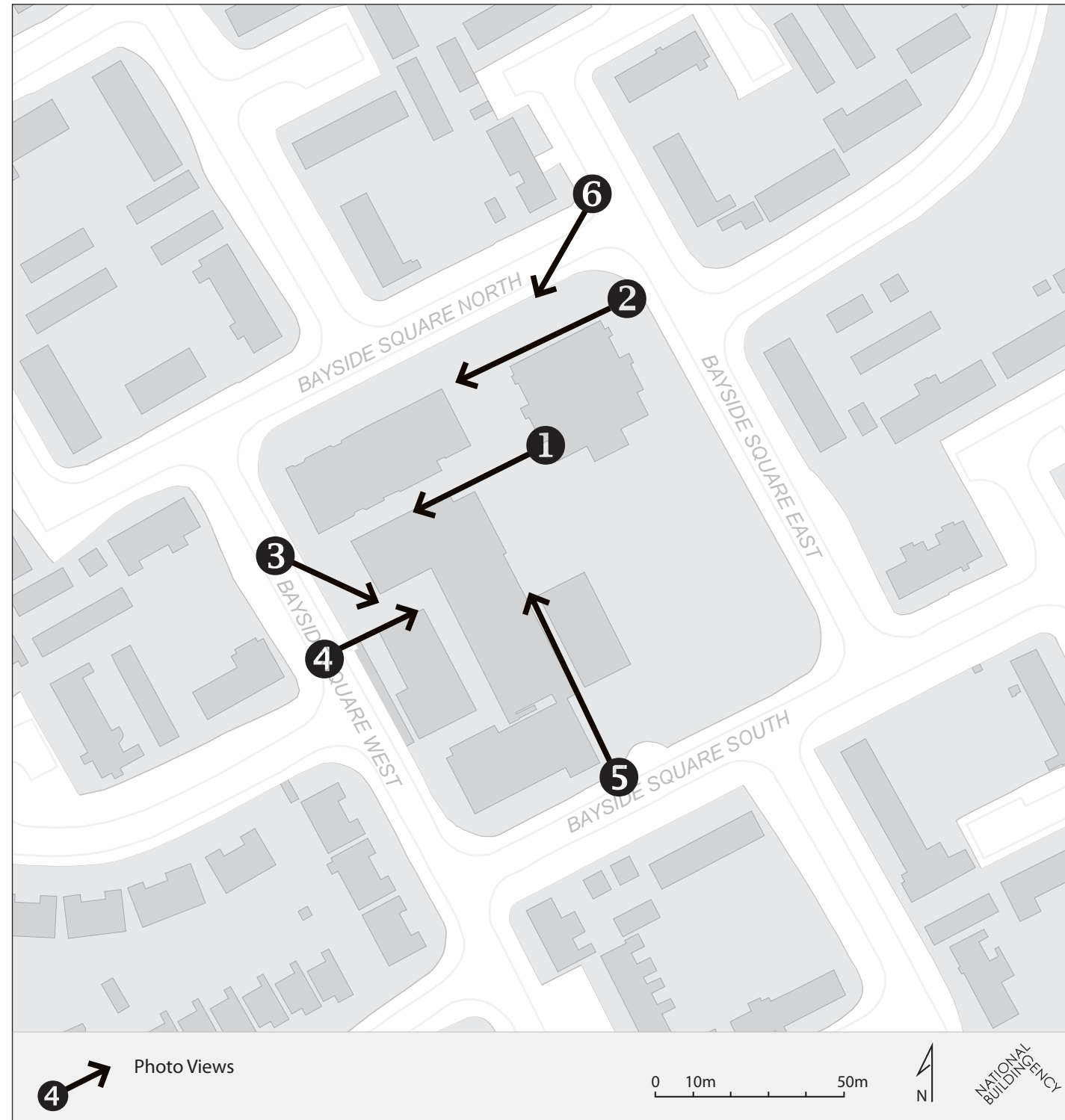
4.0 Site Analysis

4.2 Photo Analysis



- 1&2. Wide expanses of road and surface car parking give the impression that the car dominates. Poor orientation of buildings to the public realm and no natural surveillance.
- 3&4. The rear of retail units form an unattractive frontage to Bayside Square West.
- 5. Alleyways appear uninviting and feel unsafe.
- 6. Bayside Square already benefits from some well established tree lined roads.

4.0 Site Analysis



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Figure 4: View Directions of Photographs 1-6

4.0 Site Analysis

4.3 Land Use

Figure 5 demonstrates a separation of uses. Residential units are located on surrounding streets to the north, south, east and west of Bayside Square. Bayside Square, the local centre, consists predominantly of ground floor retail units with residential units above. Civic and community uses also exist to the northern edge of the Square.

Opportunities

- Provide for a wide range of uses to serve the community.
- Provide for better integration between commercial/ residential uses and community/civic uses.
- Encourage an evening economy such as food and evening entertainment uses to create vibrancy and safety.
- Encourage and facilitate the provision of a dedicated crèche and/or montessori facility on site in accordance with Objective Bayside 1 contained in Section 10.3 of the Fingal Development Plan.



Figure 5: Existing Land Use

4.0 Site Analysis

4.4 Vehicular Movement

Figure 6 shows vehicular traffic on roads within the study area. The largest volume of traffic is evident from Bayside Square South, along Bayside Square East northeastward to the DART Station and from Bayside Square South westwards to the school. There are also moderately large volumes to Bayside Square West northwestward.

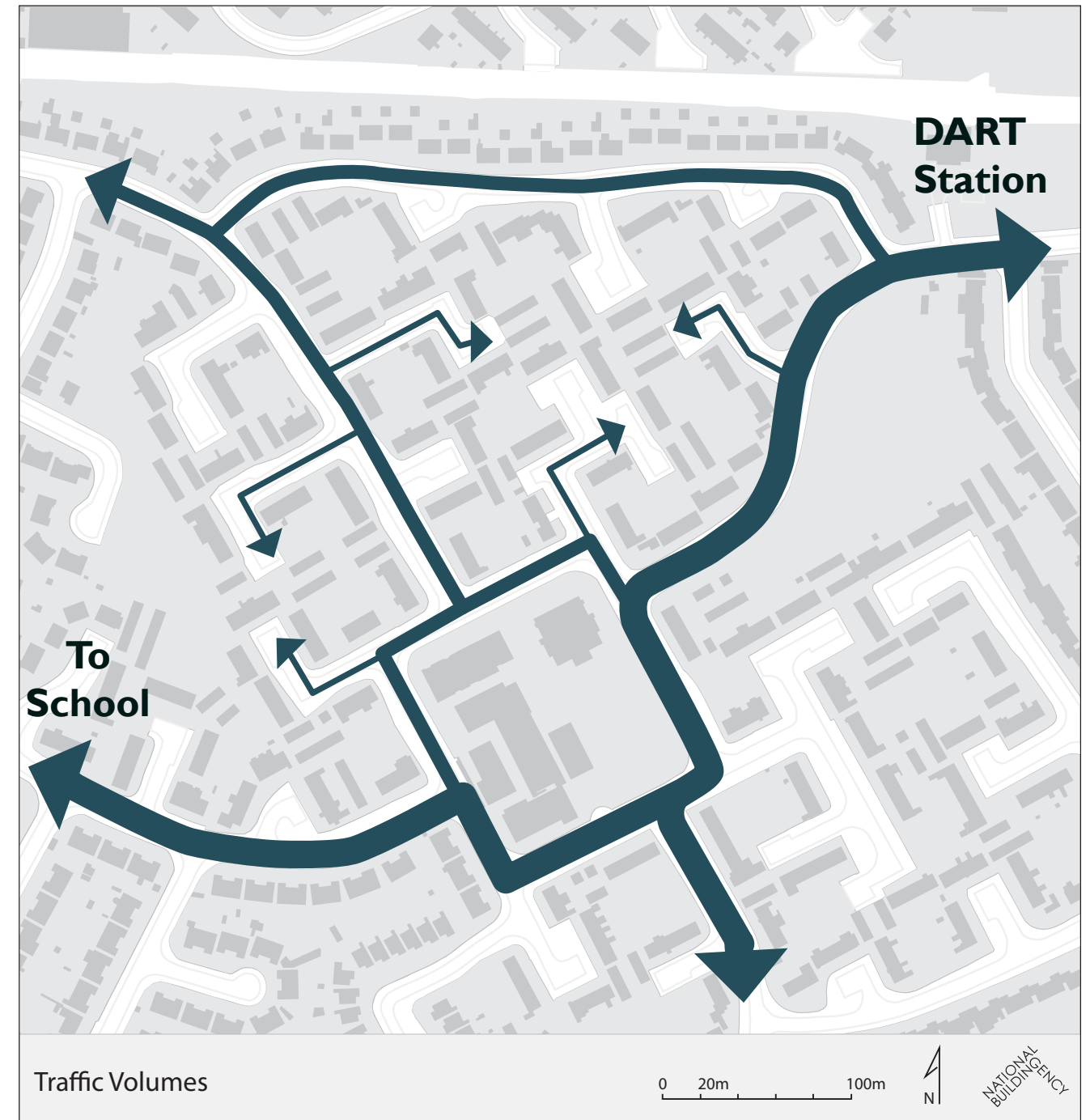
Within the heart of Bayside Square pedestrian and vehicle movements are currently segregated in parts. There are pedestrian-only pathways which link from Bayside Square West through the block. Parking and service access to all the retail and commercial units are contained within the front of the block at Bayside Square West. These features create a feeling of desertion outside shopping hours, making both the area and service yards feel unsafe and unattractive.

The existing surface car park to the eastern edge of Bayside Square currently caters for 119 vehicles and serves the commercial area and residential uses as well as the public house, community centre and church.

Bayside Boulevard South is the main route through to Bayside Square from the Dublin Road. This road skirts the southern edge of the Square.

Opportunities

- Provide for safe vehicular access within and adjacent to Bayside Square.
- Replace the parking and service area to Bayside Square West with active frontages.
- Enhance the existing surface car park through environmental improvements.
- Provide a basement car park to serve residential uses.



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Figure 6: Traffic Volumes

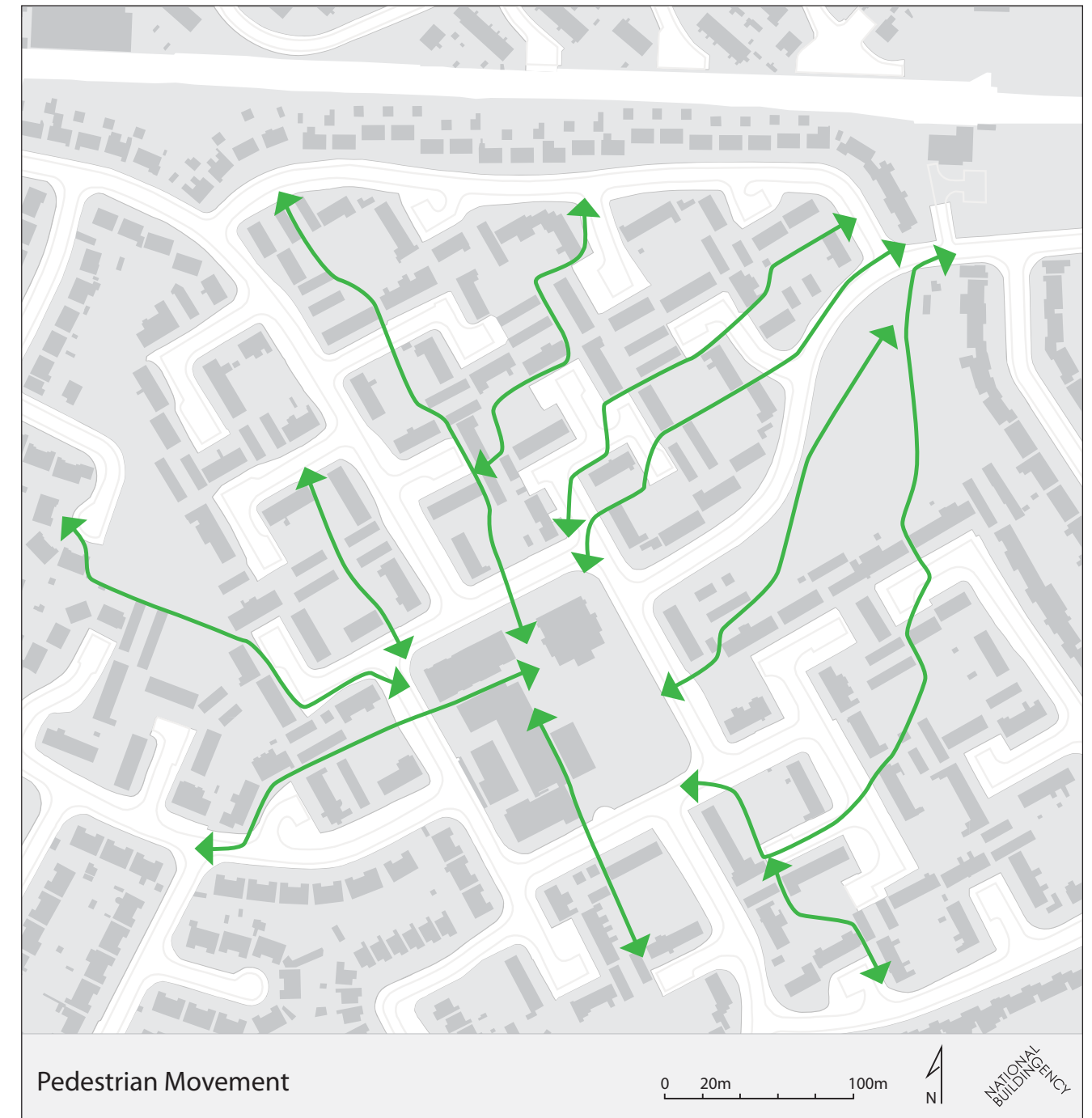
4.0 Site Analysis

4.5 Pedestrian Movement

Figure 7 shows pedestrian movement (or footfall) within and around Bayside Square. There are a number of laneways associated with pockets of semi public open space that are valued as key linkages and routes from the existing residential areas.

Opportunities

- Create a dedicated civic space at Bayside Square to act as a destination for pedestrian activity from all directions.
- Ensure links are pleasant, direct and have good surveillance.
- Enhance existing surface car park so that is pedestrian friendly.



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Figure 7: Pedestrian Movement

4.0 Site Analysis

4.6 Landscape Amenity

There are mature tree stands and green pockets of semi public open space within the vicinity Bayside Square. The mature landscape is not as apparent within the Square itself, where hard surfaces predominate.

Figure 8 adjacent shows existing areas of small semi public open spaces associated with the existing residential development to the north, west and south and a large area of open green space, Bayside Park, to the east.

The surrounding green spaces are disconnected, but there is potential to allow these green areas to feed in and link with Bayside Square and encourage more pedestrian flow and usage.

Opportunities

- Extend the soft landscape into the Square.
- Improve linkages and form connections with outlying areas of green space such as Bayside Park to the east.
- Create a focal space within the Square, capitalising upon its sunny aspect.
- Environmentally improve the existing surface car park.



Figure 8: Landscape Amenity

4.0 Site Analysis

4.7 Active and Inactive Frontages

Along the key vehicular and pedestrian routes around and within the Square it is often the backs rather than the fronts of units which face out from Bayside Square. As such, there is little activity visible to passers-by to indicate the presence of a vibrant local centre.

The level of dead frontage is demonstrated by the degree of inactive edges shown on Figure 9.

Opportunities

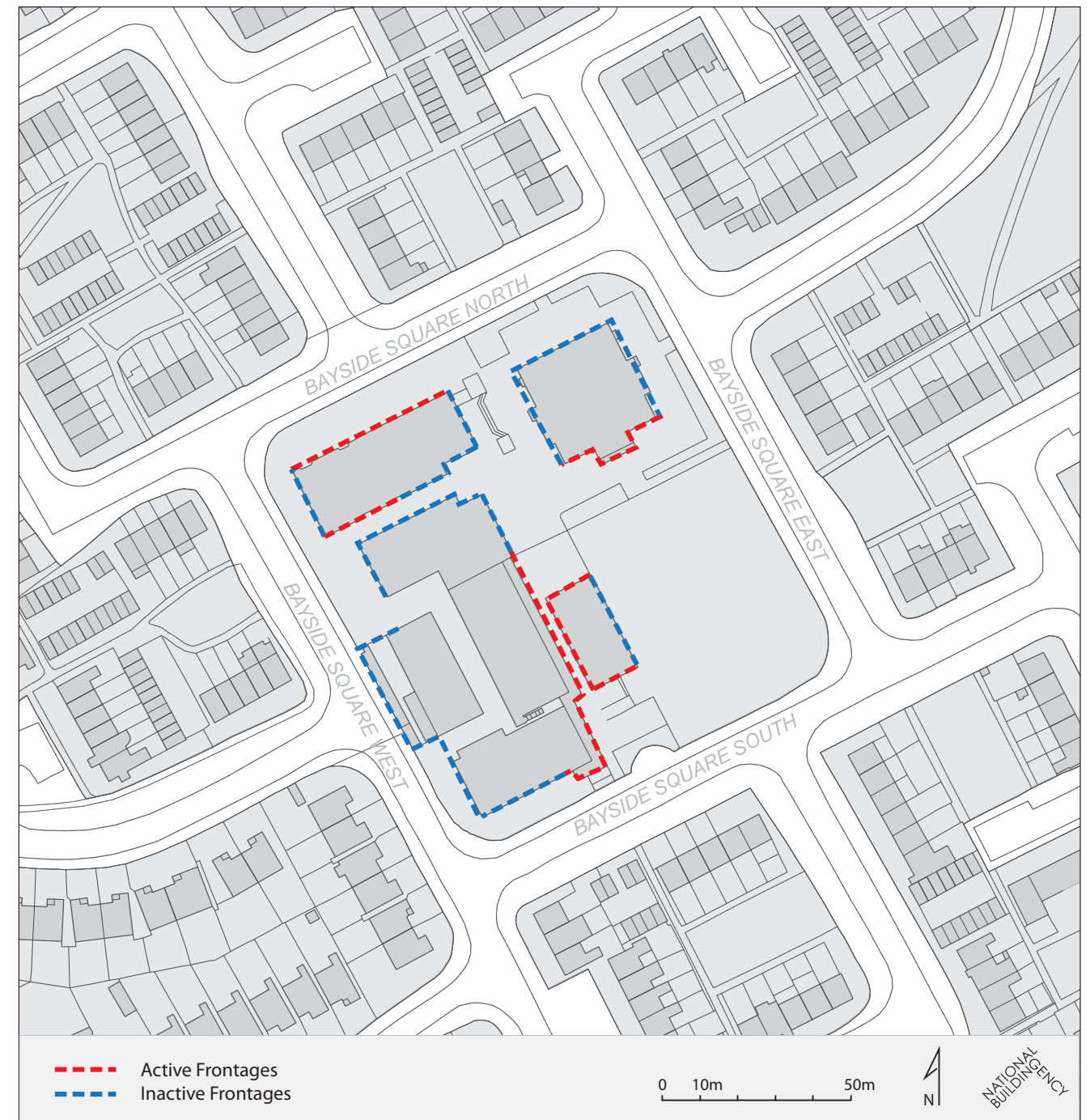
- Create active ground floor frontage at Bayside Square North, South, West and East and along the key pedestrian laneways within the Square.



Active Frontage along Bayside Square East



Inactive Frontage along Bayside Square West



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Figure 9: Existing Frontage Treatments

4.0 Site Analysis

4.8 Views

The composition of views and vistas adds character, and reinforces legibility and an understanding of the place. There is a strong vista to the Church from Bayside Square South that should be retained and protected.

Opportunities

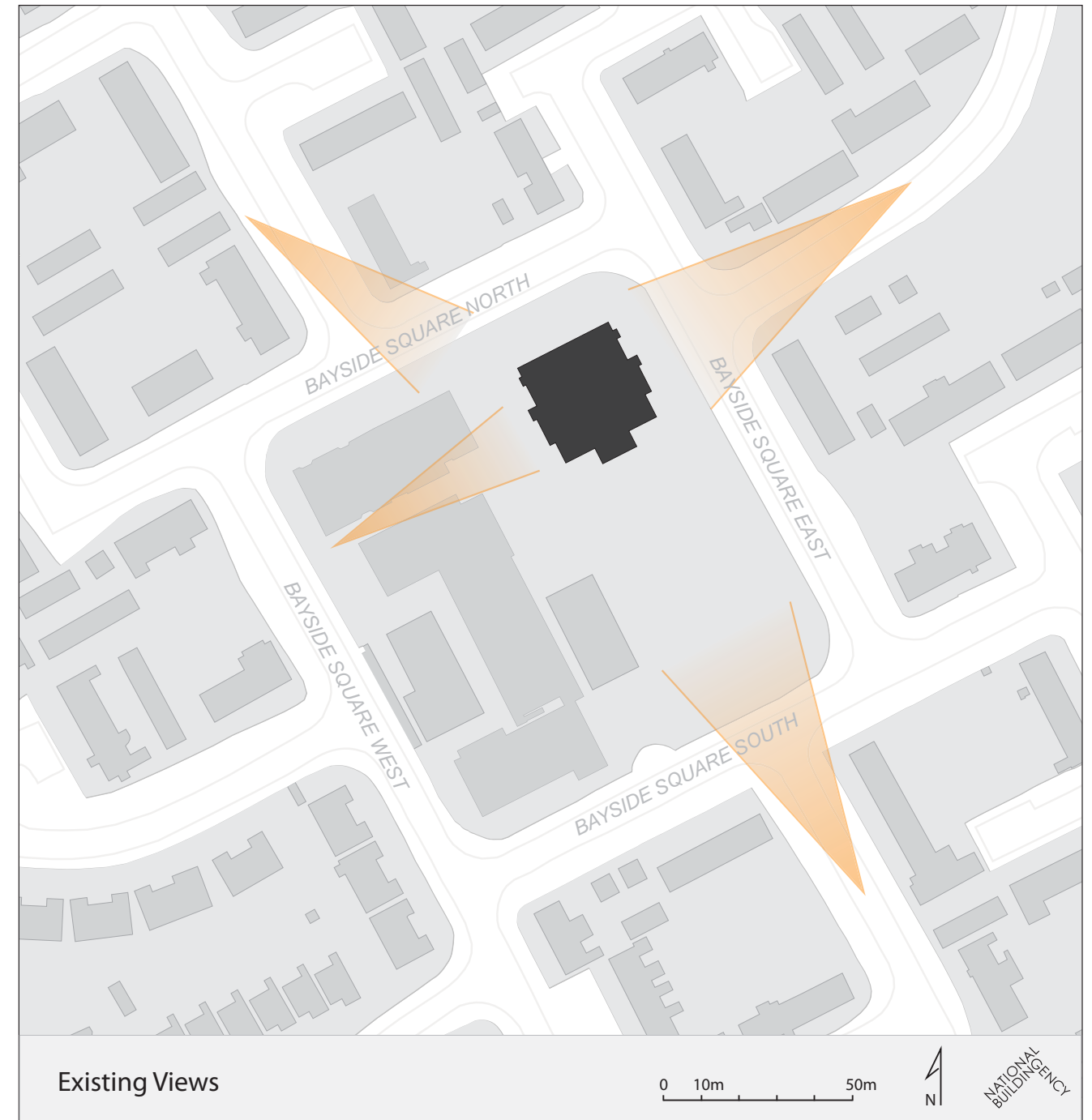
- Retain the existing vista to the Church from Bayside Square South.
- Provide a focal element to terminate the vista at the laneway from Bayside Square West to the Church.



View to Church from Bayside Square North



View to Church from Bayside Square West



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Figure 10: Existing Views

4.0 Site Analysis

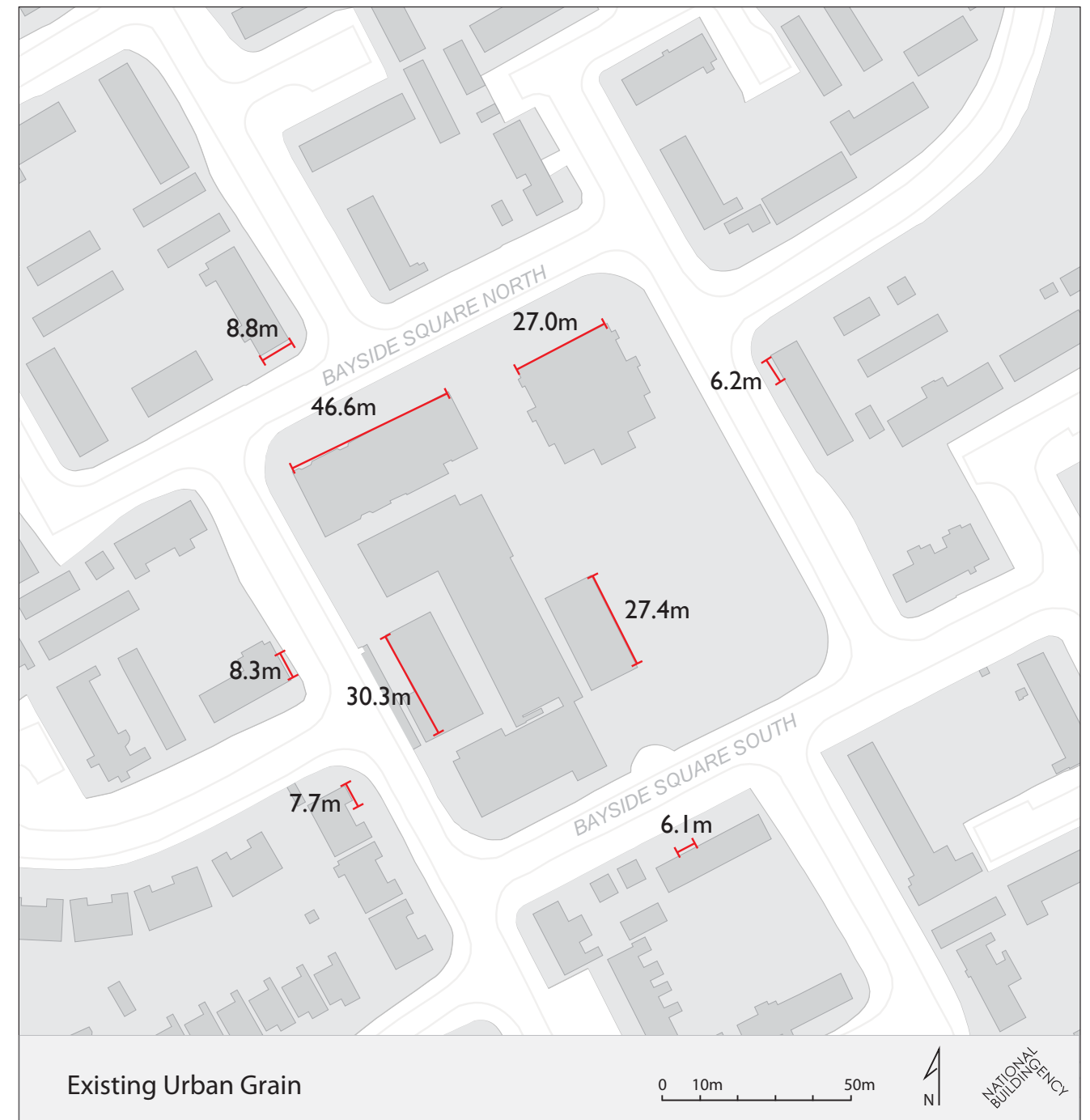
4.9 Urban Grain

Building widths in the surrounding residential area range on average from 6.1m to 8.8m. The prevailing narrow frontage approach establishes a building line of linked dwellings and a continuous building line. This provides a very efficient use of land.

In contrast, building widths within the Square are larger ranging on average from 27m to 46m. Refer to Figure 11. The wide frontage approach creates solid monolithic block forms with little vertical articulation or modulation to the facade to reduce its impact.

Opportunities

- The existing urban grain dimensions of the surrounding residential areas should guide facade composition in new development within Bayside Square. This can be achieved through the vertical articulation of the facade.



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Figure 11: Existing Urban Grain

4.0 Site Analysis

4.10 Building Heights and Massing

The surrounding residential areas consists of predominantly two storey terraced dwellings. Within the Square heights vary from 1 to 3 stories.



2 storey residential at Bayside Square North



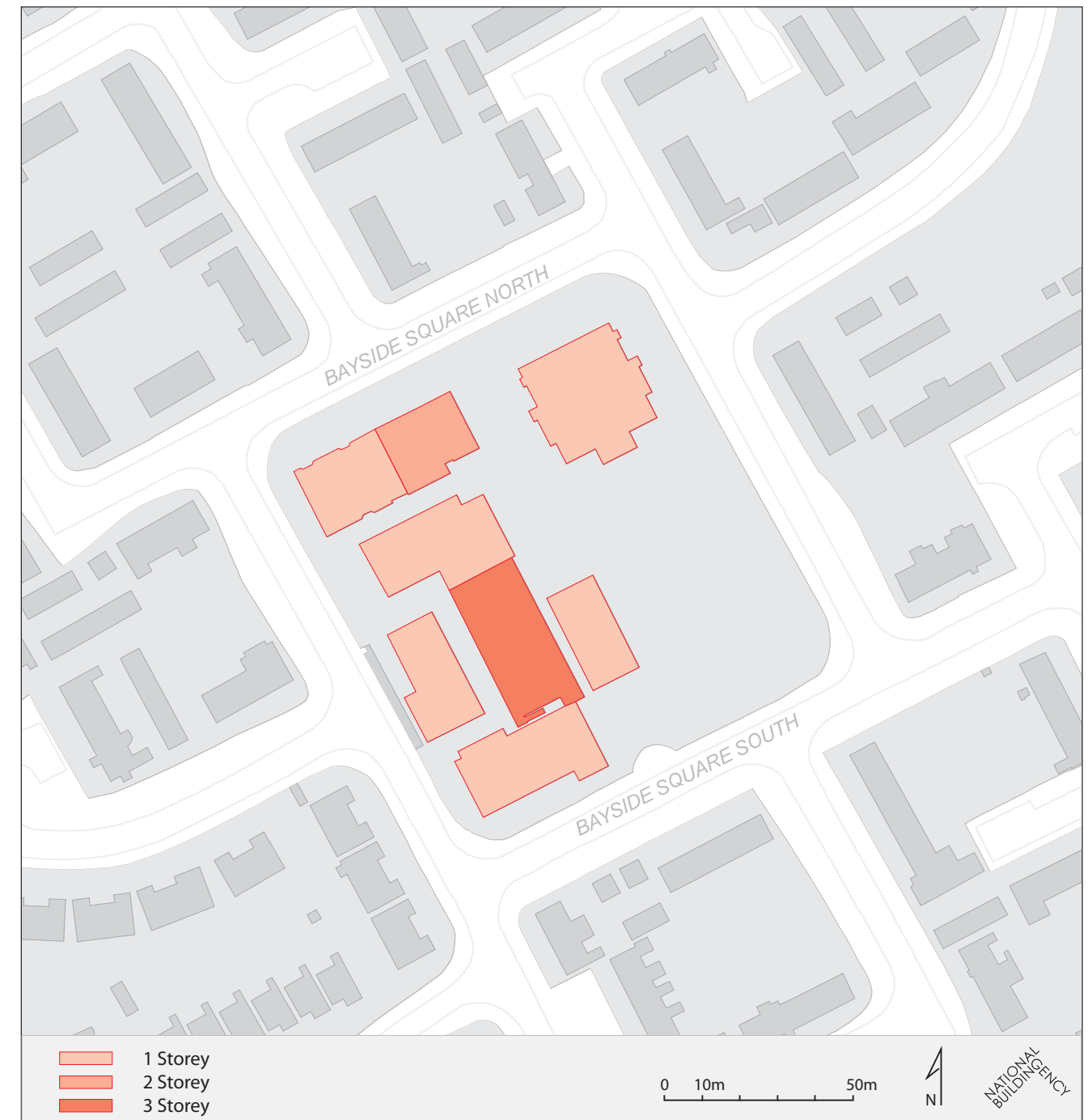
Single Storey Church in Square



Mixed use development showing 3 storey residential element in Square

Opportunities:

- Create a new development which integrates with the character of the area.



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Figure 12: Existing Height Variations

5.0 The Framework Plan

5.1 The Framework Plan

Objective No. 359 contained in the Fingal Development Plan expresses that it is an objective of the council:

“to prepare a study for the upgrading of the Bayside Shopping Centre which shall integrate with the existing residential character and scale of the area and not include underground car parking for shops, services and church and that the area south of the church, traditionally used as a surface car-park for shoppers and worshipers, will continue in that use as part of those plans”.

This objective forms the basis of the Framework Plan. The Framework Plan contains 2 options throughout.

Option 1 seeks to accommodate a new mixed use development **retaining the existing public house, community centre** and Church and the majority of the existing surface car park.

Option 2 also seeks to accommodate a new mixed use development similar to Option 1. Option 2 however provides for the **redevelopment of the public house and community centre site**. The Church is retained in both options.

A principle objective of the Framework Plan is to create a local centre which is part of the street pattern of the whole neighbourhood, not an island in its centre, which it is at present. Streets should be open to both traffic and pedestrians, providing convenient and direct walking routes and designed for clear pedestrian priority. Car parking should be in landscaped spaces well overlooked by surrounding development and connected to the main streets by short pleasant walking routes, or on-street in planned parking bays. Development should be planned with frontages looking directly over the streets. The proposed surface car park should be entered and exited from Bayside Square East and South whilst delivery and service access should be discretely planned to enter and exit from Bayside Square South. The Framework outlined in the following sections is derived from the need to respect the existing character of the area with the need to ensure the site is developed to an appropriate density.

Figure 13: Option 1

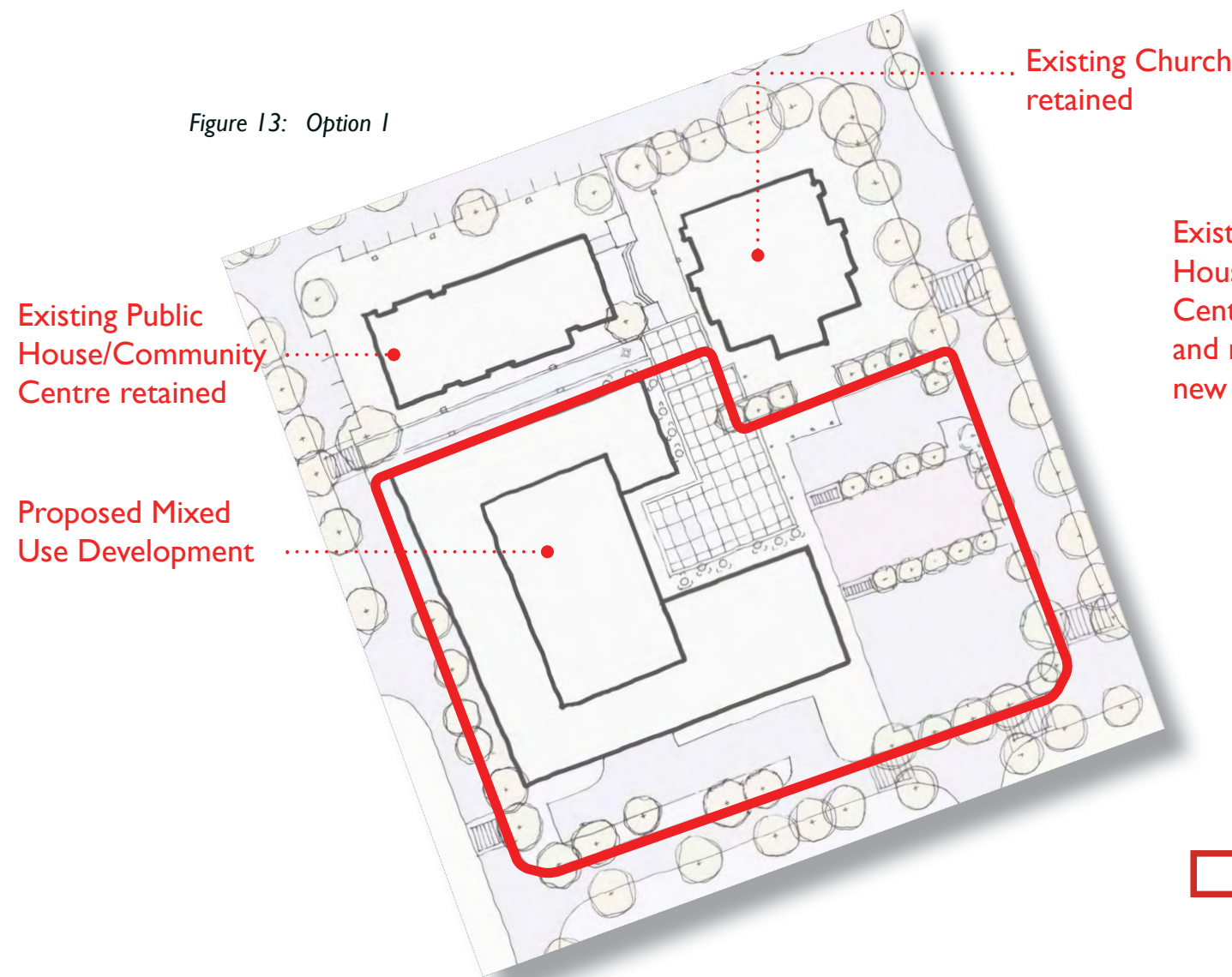
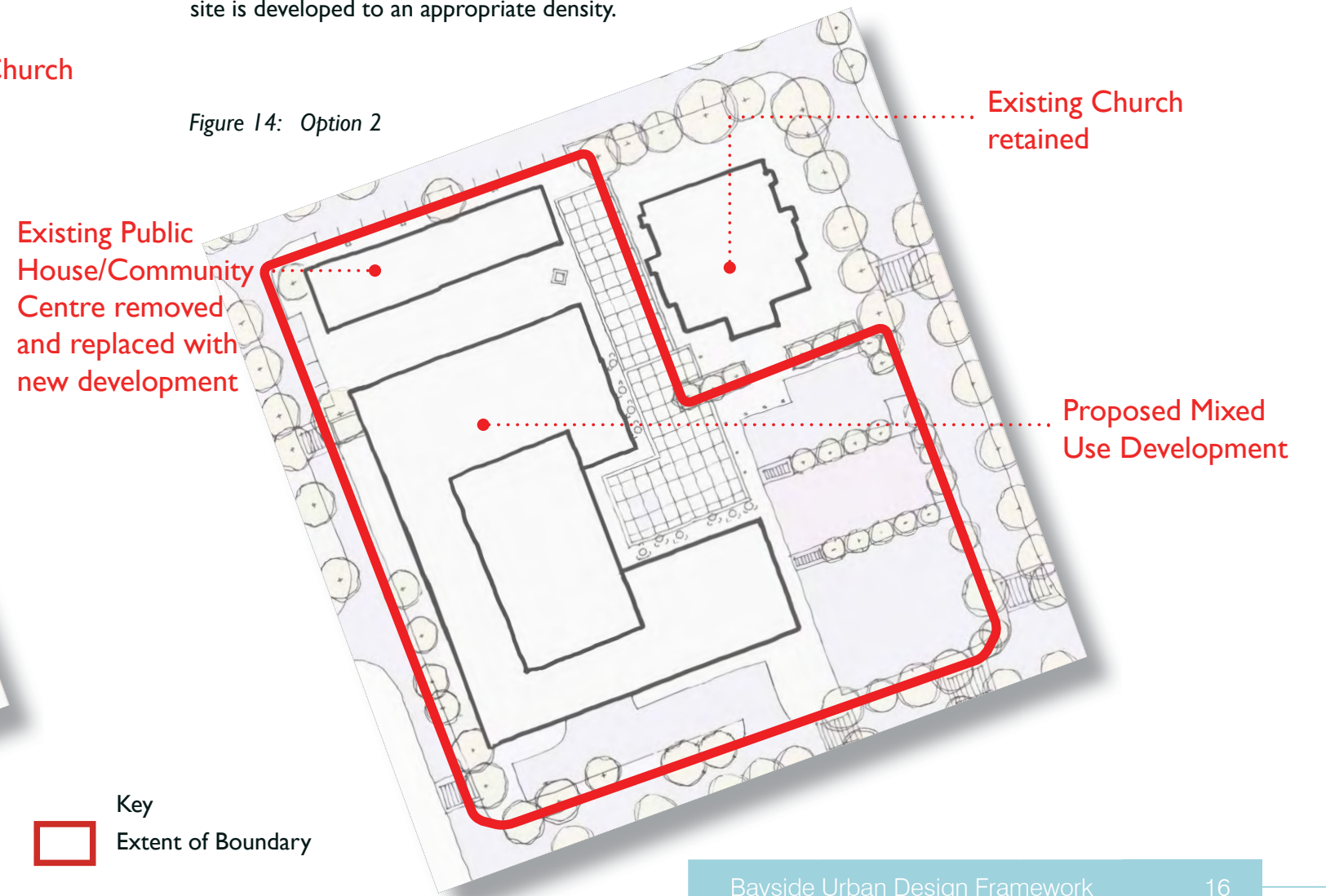


Figure 14: Option 2



5.0 The Framework Plan

5.2 Land Use Strategy

The study area is zoned “NC” Neighbourhood Centre in the 2005-2011 Fingal Development Plan:

“to protect, provide for and improve neighbourhood centre facilities”

Other development objectives include:

•To encourage and facilitate the provision of a dedicated crèche and/or Montessori facility at Bayside Shopping Centre.

The land use vision seeks to ensure the Neighbourhood Centre contains a mix of uses to enhance the vitality of the Bayside area. Uses encouraged as part of the Framework Plan are outlined below:

a Ground Floor Retail Provision

Retail uses should be provided at ground floor level in order to boost the retail ‘offer’ of the area. These uses should primarily be located to the southern and eastern edges of the Square. The Framework Plan encourages any planning application for the site to be supported by a Retail Impact Statement where a substantial increase in retail floor space is to be provided.

b Commercial - e.g Gym, Offices and Medical Centre, Crèche

Gym, Offices and Medical Facilities

Gym, offices and medical facilities should be located at ground and/or first floor level. It is envisaged that the offices will be small scale in nature befitting of a Neighbourhood Centre.

Crèche

A childcare facility should be provided on site, in accordance with the Development Plan Objective referred to previously.

c Residential

It is envisaged that above ground floor levels will consist of residential units. New development should incorporate a mix of housing types, sizes and tenure to provide for the development of a mixed community. Proposals for residential schemes should comply with “Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities (September 2007).

d Car Parking

The surface car park should be retained substantially. A small encroachment of the building line onto the western edge of the car park is permissible if it does not extend beyond the western edge of the Church. Parking provision for residential uses may be accommodated underground, if the need arises.

5.0 The Framework Plan

Figure 15: Option 1

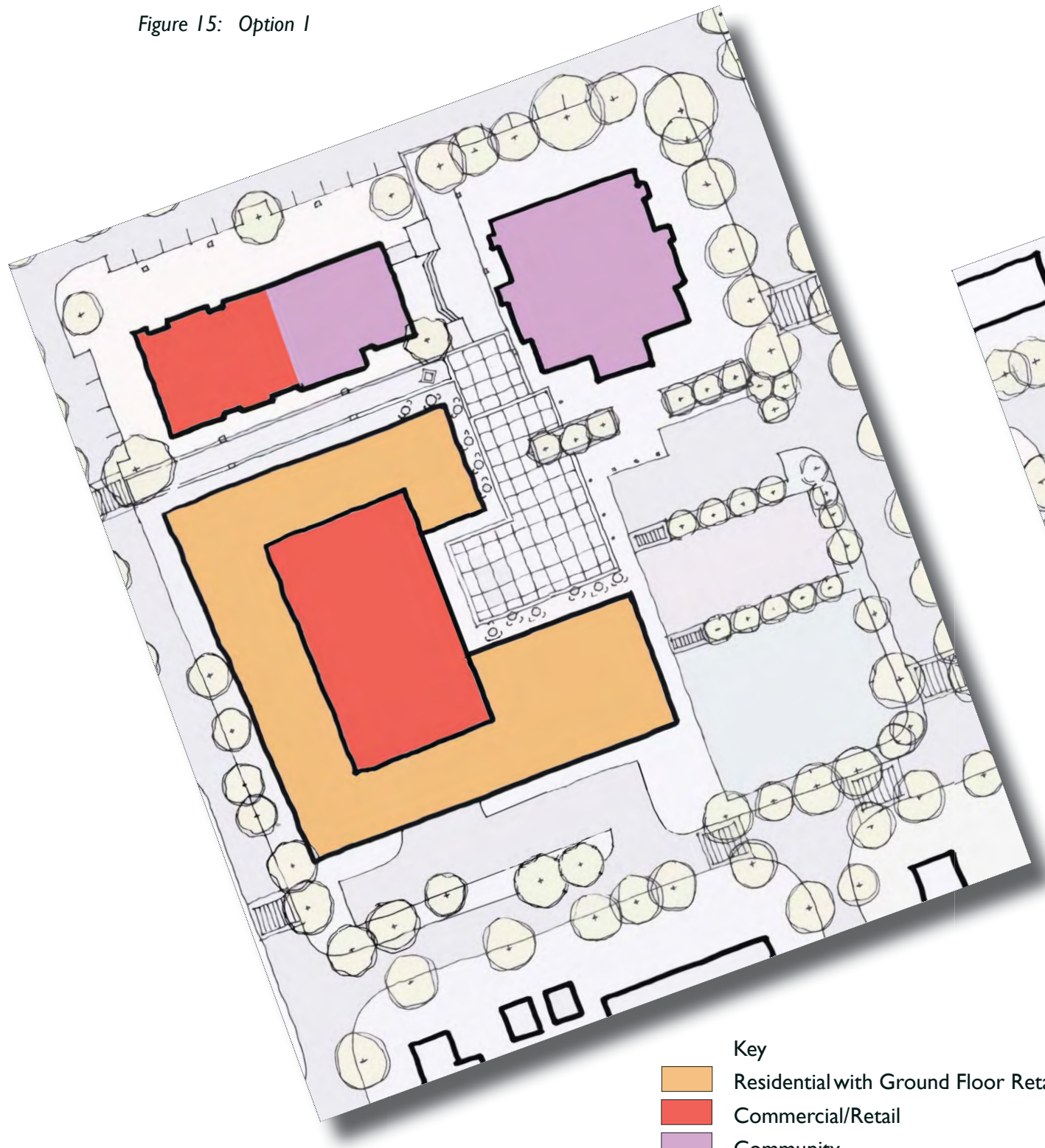
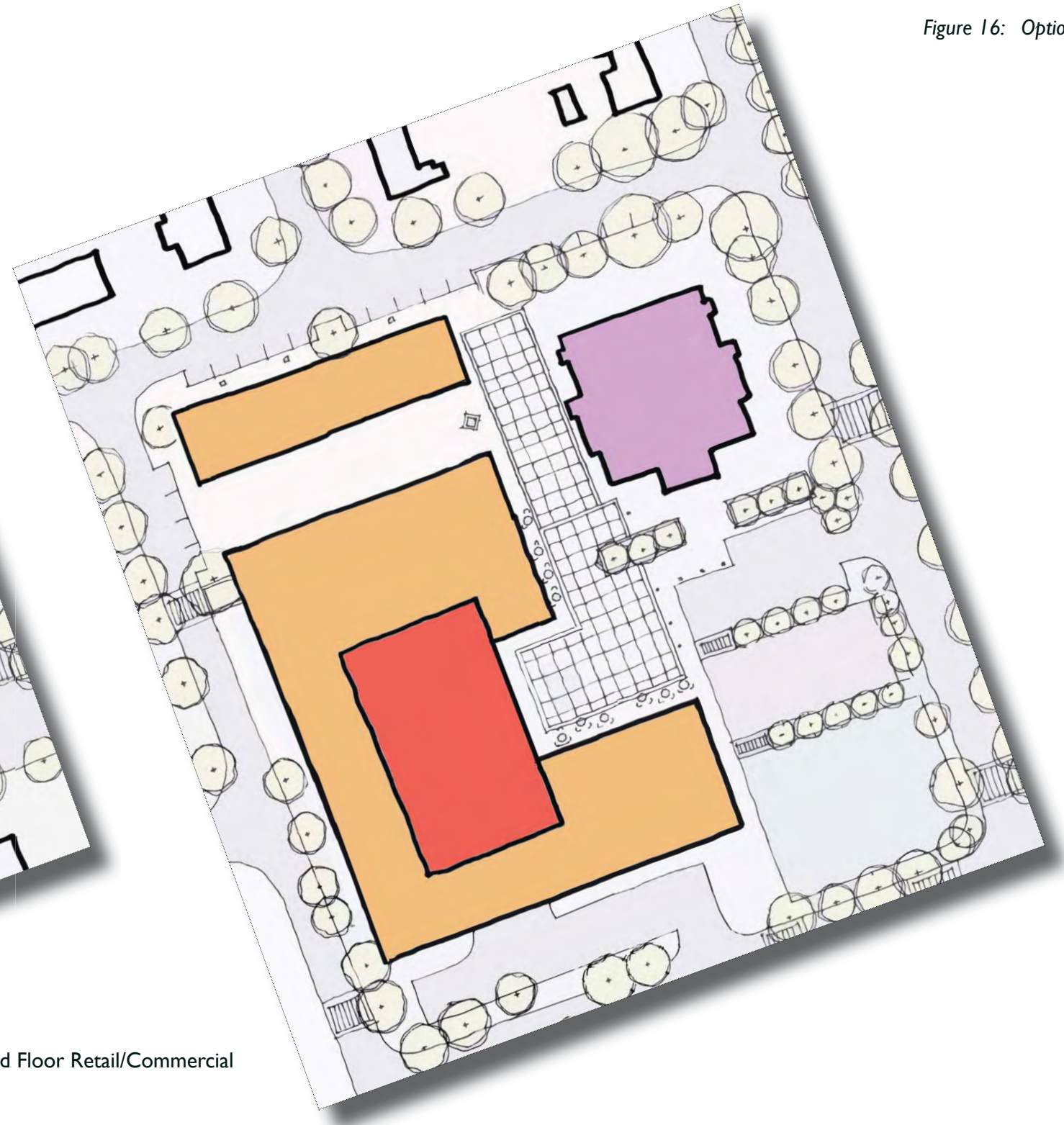


Figure 16: Option 2



- Key
- Residential with Ground Floor Retail/Commercial
 - Commercial/Retail
 - Community

5.0 The Framework Plan

5.3 Urban Design Strategy

The overall urban design objective for Bayside Square is for an attractive, legible and permeable urban environment with its own sense of place. Nodes, focal buildings, enclosing edges, views, building height, active frontages and transparency form the basis for the urban design strategy.

Nodes

Nodes are focal points within the urban landscape, usually at the junction of streets. These are the places where people stop and make decisions as to which direction to take and generally have a greater perception of their surroundings. Landmark buildings are usually associated at nodes to reinforce their importance. The key node for Bayside Square is the existing church. The provision of a civic space will act as another important node. Refer to Figures 17 and 18.

Focal Buildings

Focal buildings are point references within an urban environment that act as markers at strategic locations. The provision of focal buildings in Bayside Square redevelopment will assist in the understanding of the Square by creating a focus or sense of place. Focal buildings can be distinguished in many ways such as height, external finishes, building features or their function. At Bayside Square the focal buildings should be located to the southern edge of the Square and also to the eastern edge enclosing the civic square. Refer to Figures 17 and 18.

Enclosing Edges

Figures 17 and 18 show where strong edges of built form are needed to define important public routes and enclose civic spaces. These are principally located at the northern and eastern edges of the block.

Views

A varied sequence of views which lead or draw the eye from one feature to another creates interest. A civic square is proposed to the centre of the square. This will assist in terminating the vista at the laneway from Bayside Square West to the Church. The existing view of the Church from Bayside Square South should be retained as part of any further redevelopment. Refer to Figures 17 and 18.

As discussed in Section 5.2, a small encroachment of the building line onto the western edge of the car park is permissible if it does not extend beyond the western edge of the Church. This will ensure that the view looking northwards of the southern elevation of the Church will not be visually compromised.

Building Height

Indicative building heights are shown in Figures 19 and 20. At Bayside Square the built form should generally be 4 storeys in height with an additional storey at key corners to the southern and eastern edges to act as focal buildings.

The provision of commercial units with a double height space may be considered. In this case, for the purposes of our heights strategy, double height shall be considered to consist of 2 storeys as opposed to 1 storey.

5.0 The Framework Plan

Figure 17: Option 1

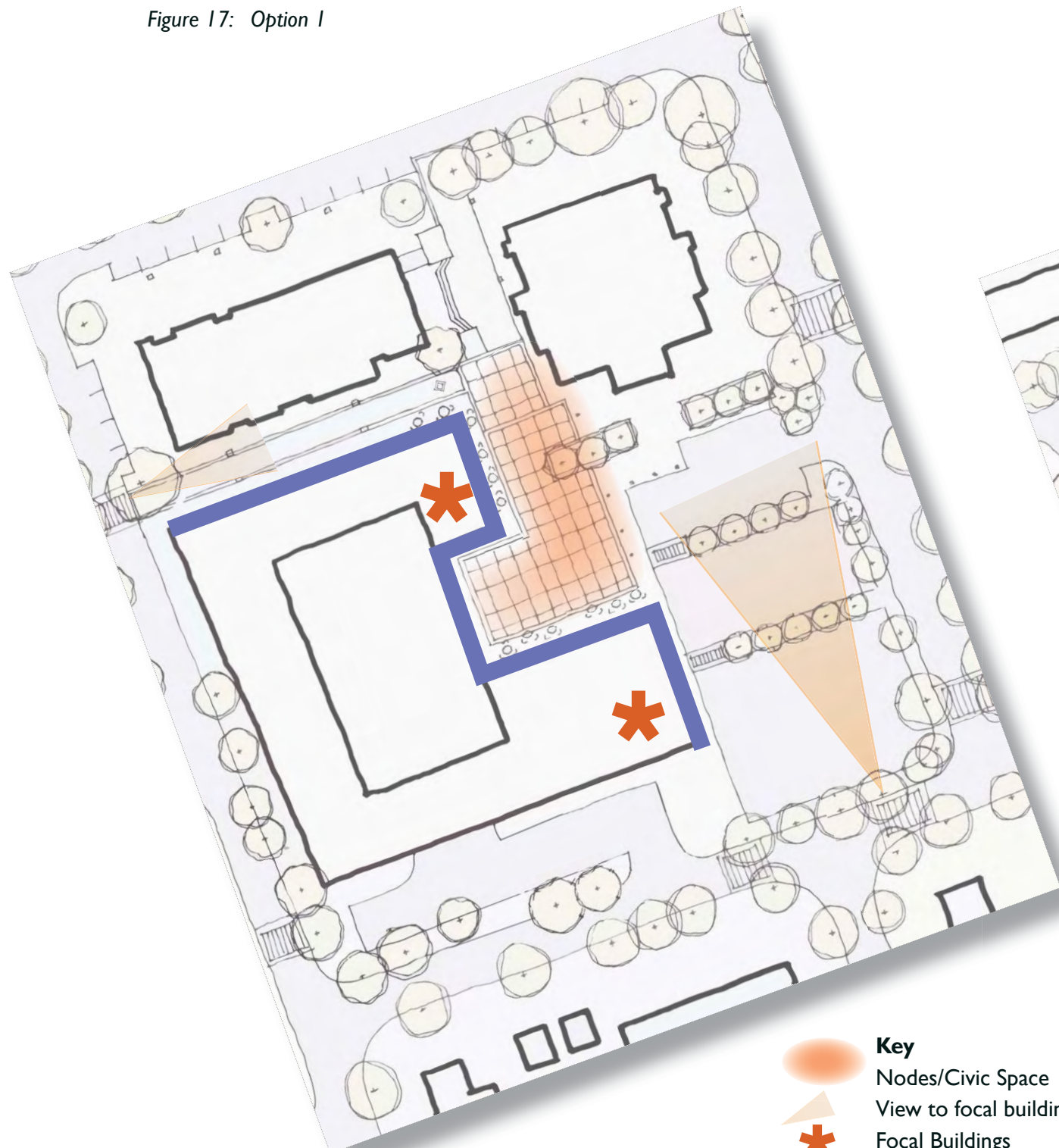
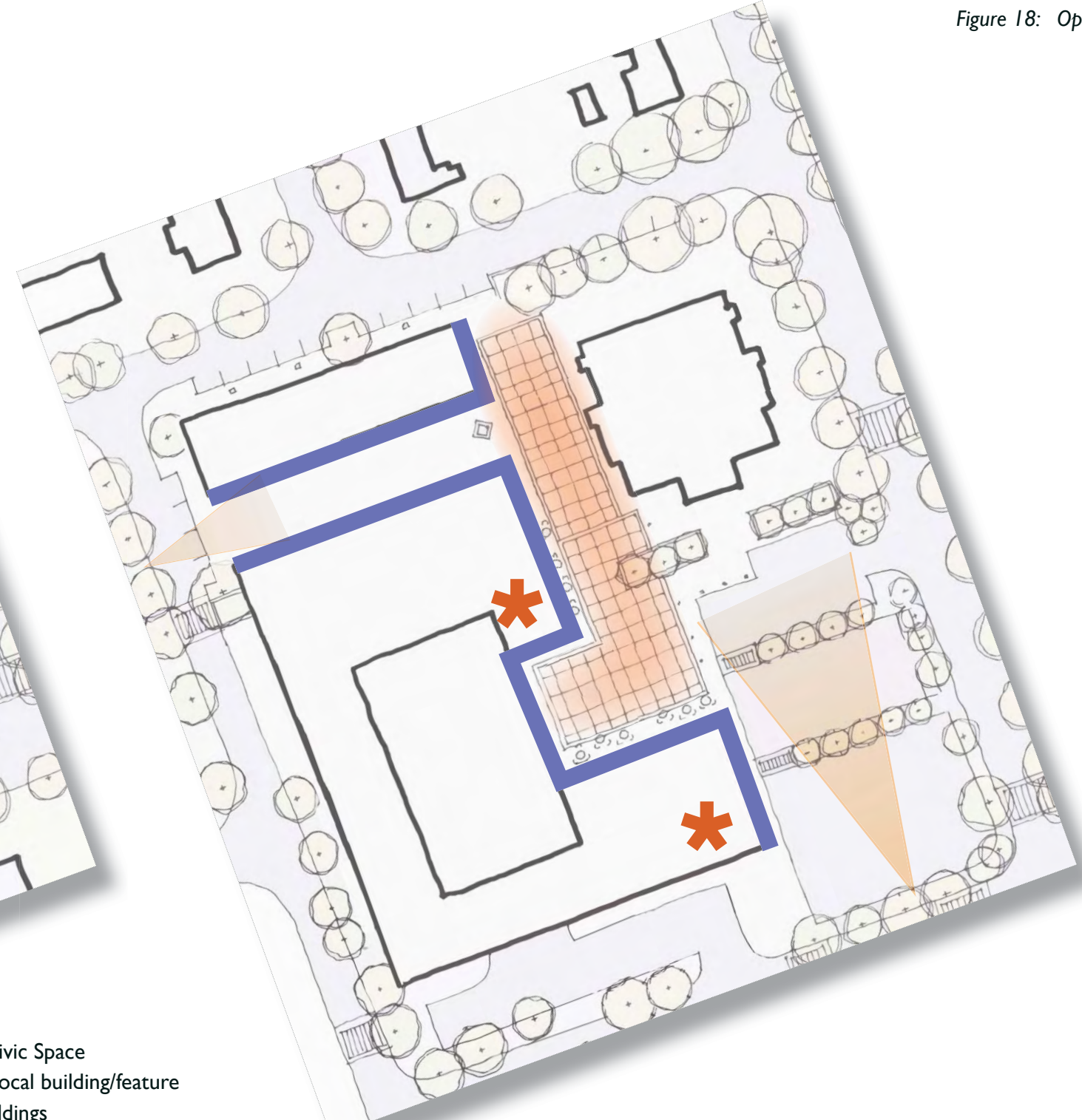






Figure 18: Option 2



- Key**
-  Nodes/Civic Space
 -  View to focal building/feature
 -  Focal Buildings
 -  Strongly enclosed edge to public realm

5.0 The Framework Plan

Figure 19: Option 1

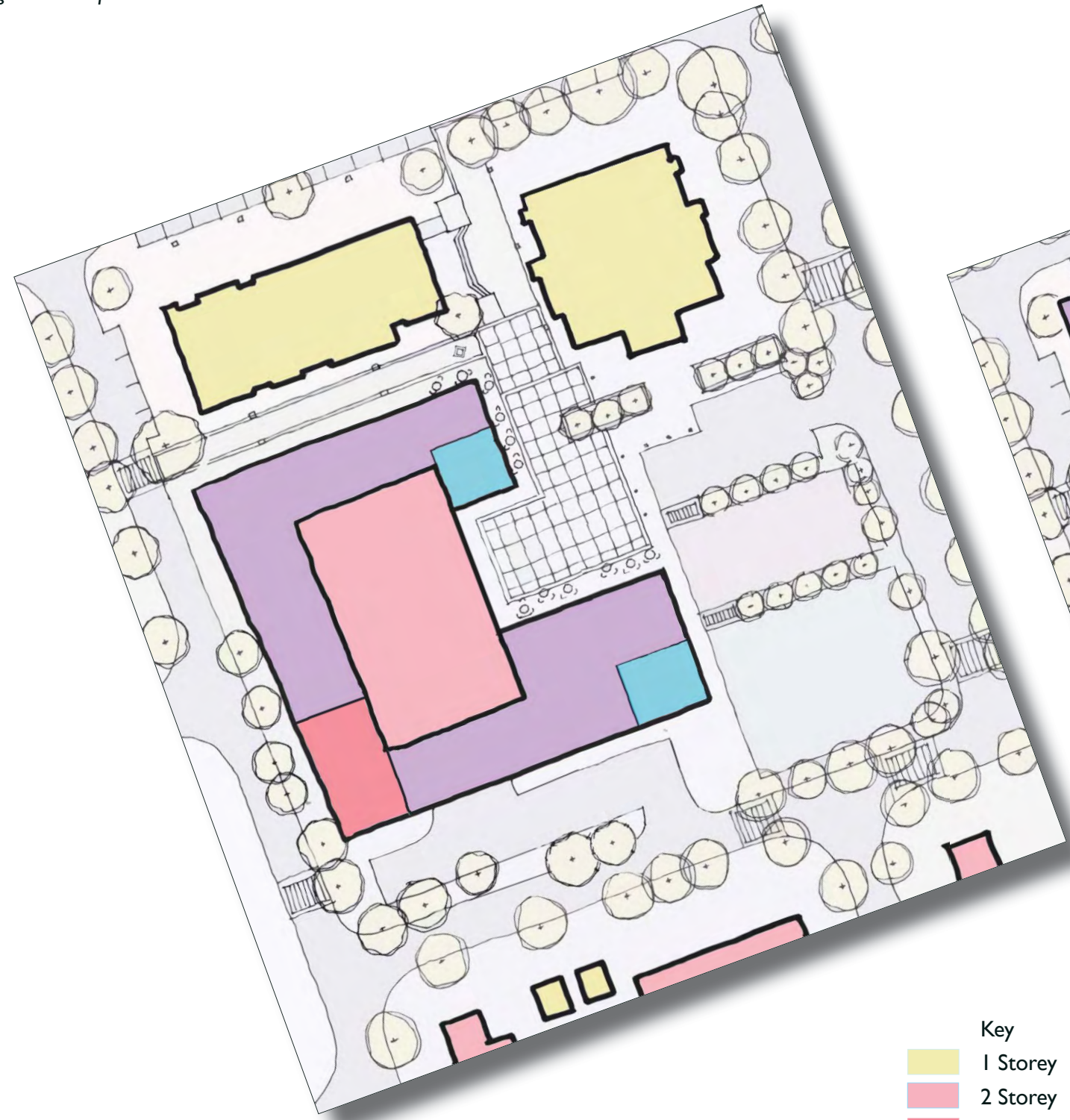
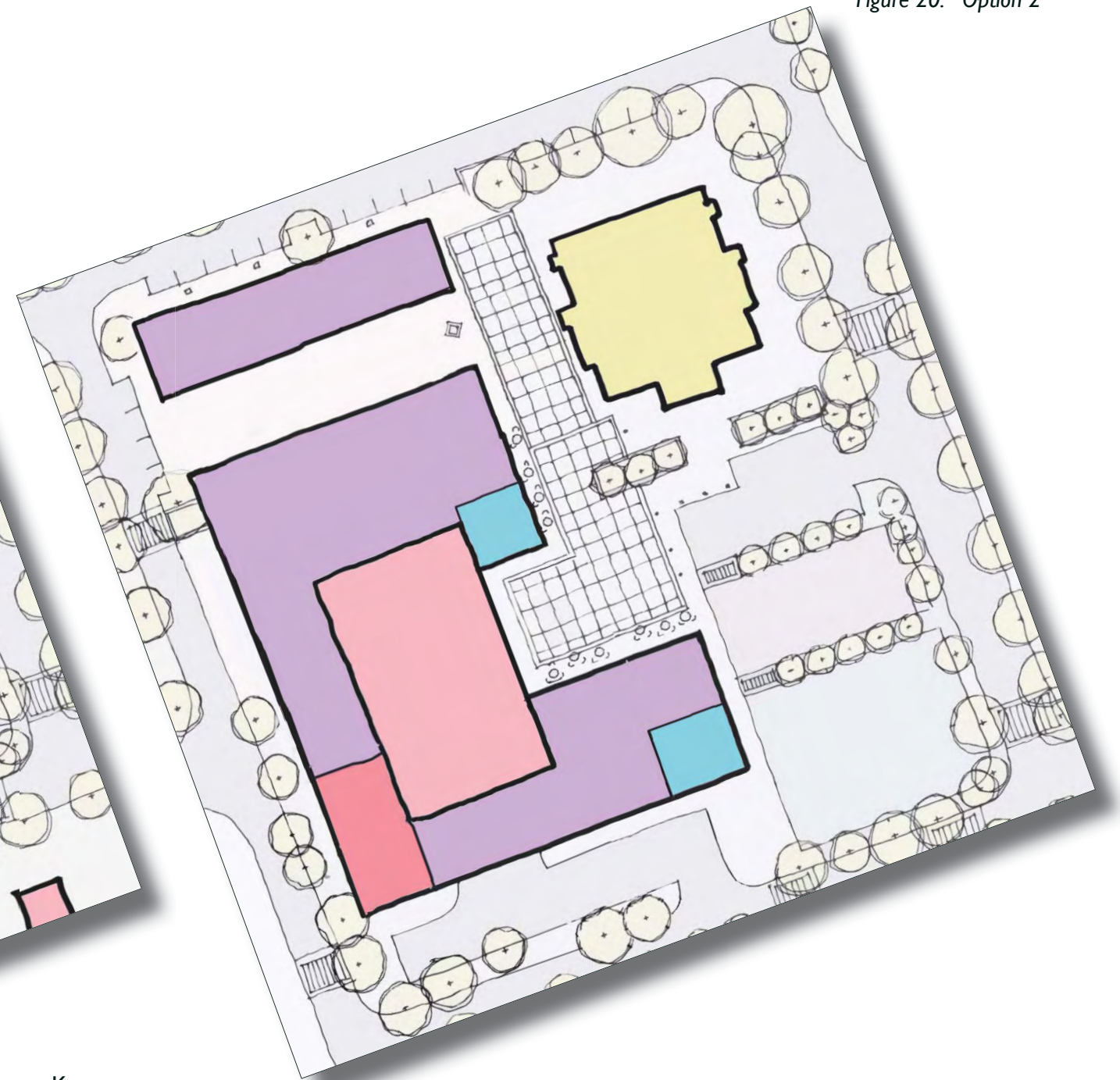


Figure 20: Option 2



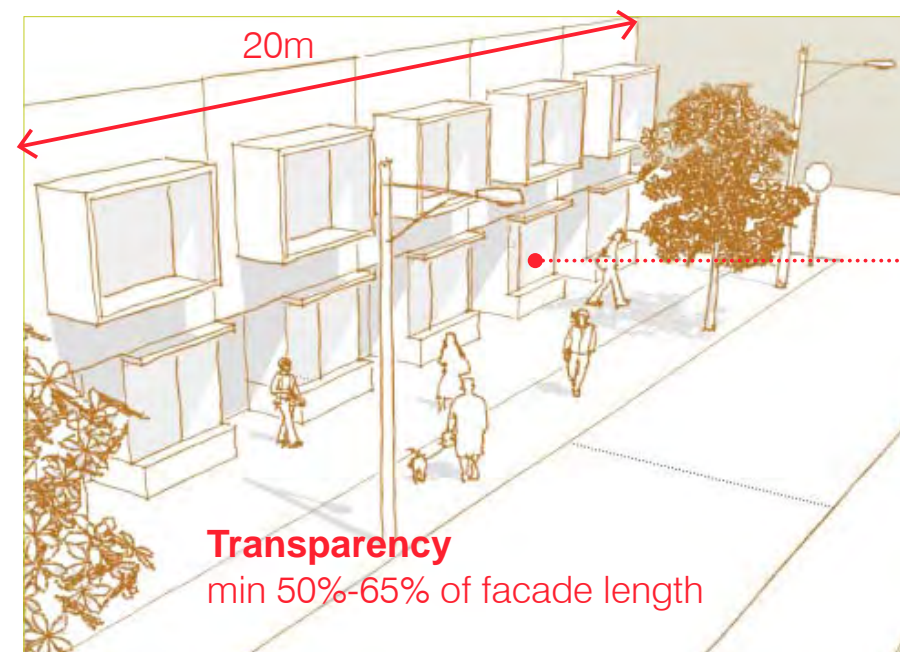
- Key
- 1 Storey
 - 2 Storey
 - 3 Storey
 - 4 Storey
 - Focal Building

5.0 The Framework Plan

Active Frontage

Frontages that are active add interest, life and vitality to the public realm. Characteristics of active frontages are set out in the table below. Figures 21 and 22 recommend the ideal location for Grade A and Grade B active frontages.

Grade A Frontage
More than 15 premises every 100m
More than 25 doors and windows every 100m
High quality materials and details
No blind facades
Much depth and relief in the building surface
Grade B Frontage
10 - 15 premises every 100m
More than 15 doors and windows every 100m
Good quality materials and details
A few blind or passive facades
Some depth and relief in the building surface



Transparency

The elevations of the proposed ground floors should incorporate transparent features (windows and doors) over a minimum percentage of the elevation length. A best practice recommendation for achieving a suitable transparency level at ground floor suggests that the glazed surface should constitute about 60% of the facade length. (*Close Encounters with Buildings, Jan Gehl*). Minimum levels for different levels of transparency are highlighted below.

- Ground level transparency of retail uses: 65%
- Ground level transparency commercial uses: 50%



An example of Grade A Active Frontage



An good example of Ground Floor Transparency

5.0 The Framework Plan

Figure 21: Option 1

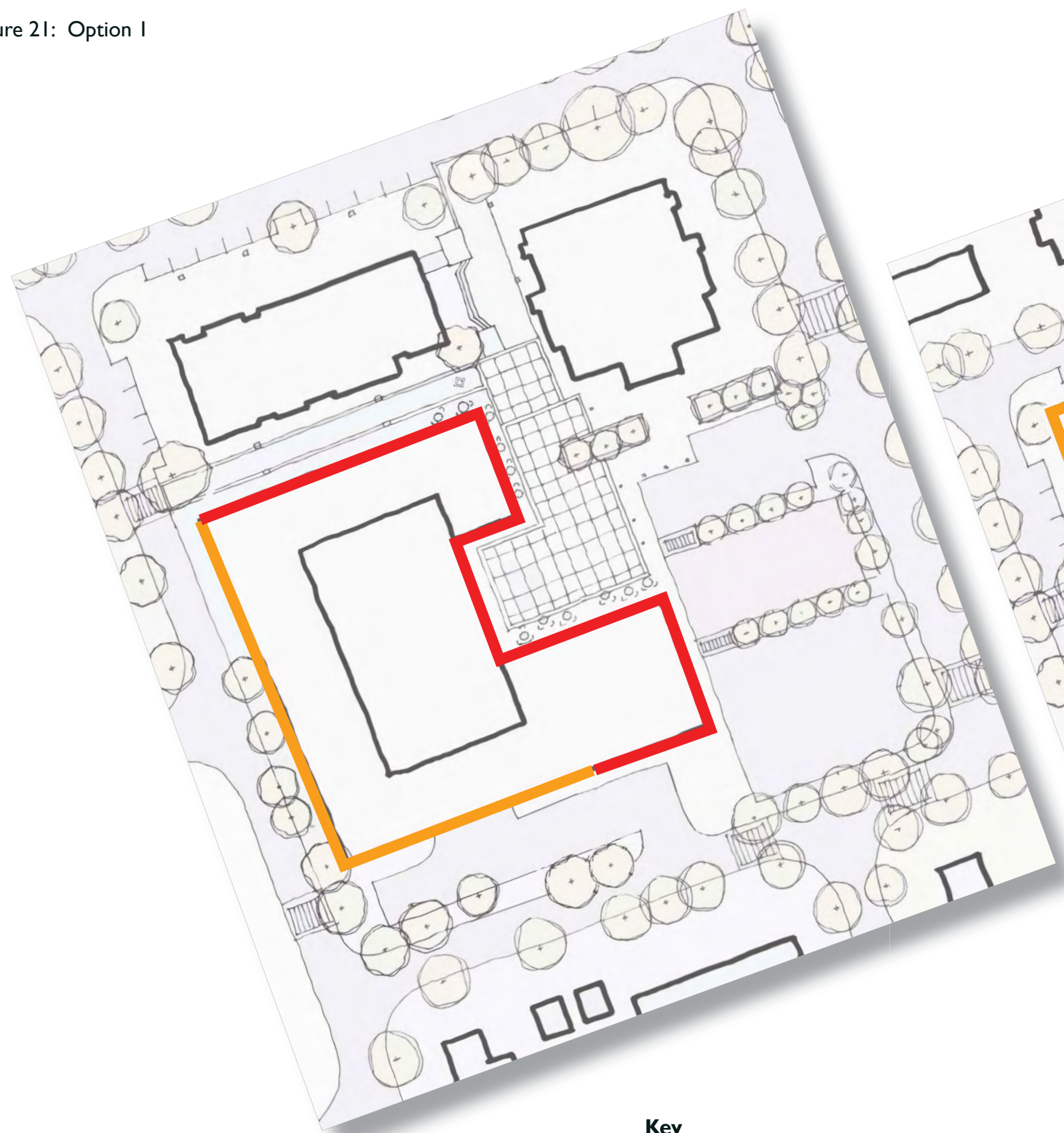
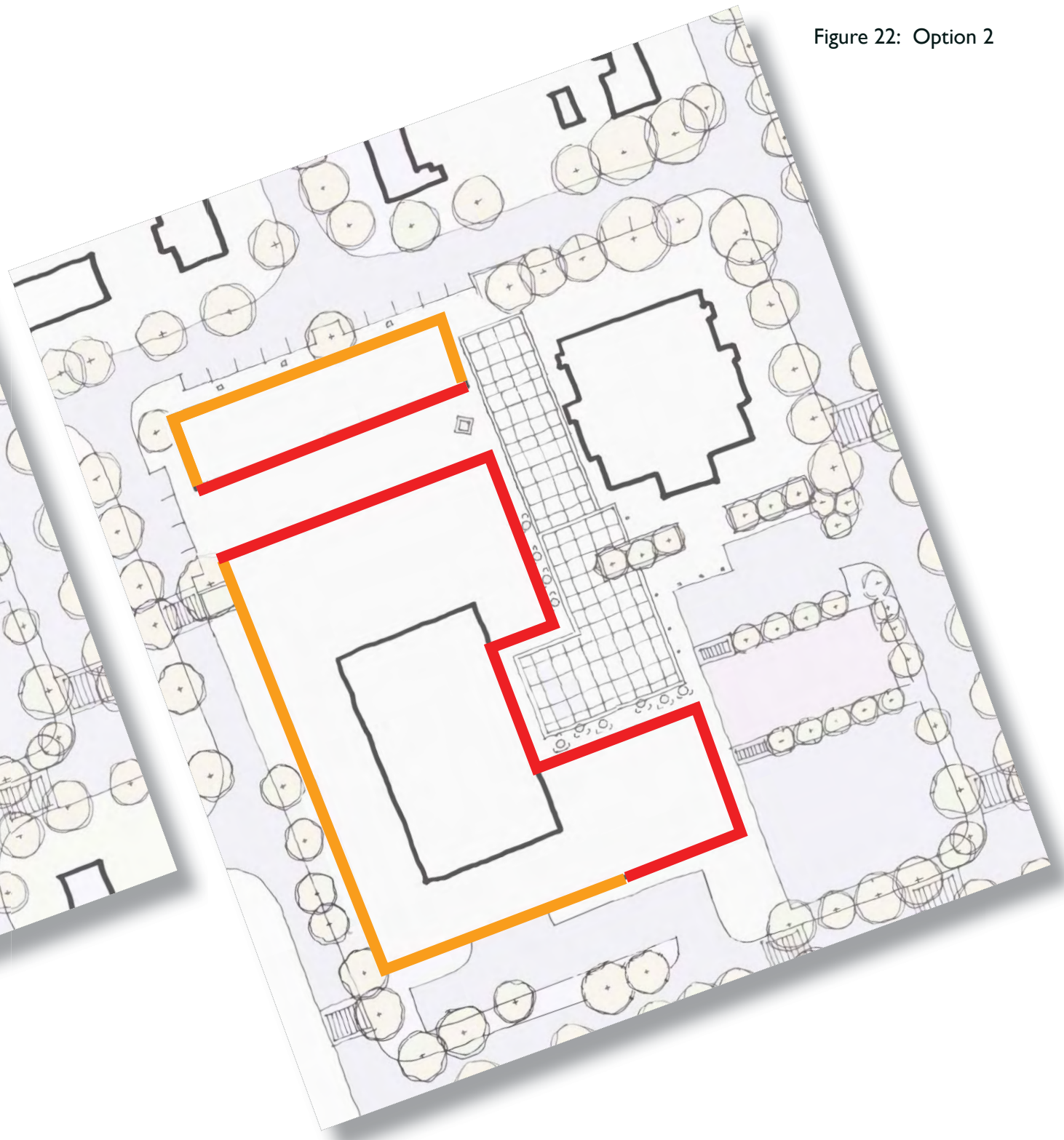




Figure 22: Option 2



Key	
	Grade A Active Frontage (recommended min 65% transparency)
	Grade B Active Frontage (recommended 50% - 65% transparency)

5.0 The Framework Plan

5.4 Public Realm Strategy

The public realm within Bayside Square should aim to reference the existing place and provide for a network of attractive and useable spaces for the immediate Square and also for the wider community of Bayside. The open space strategy illustrated in Figures 23 and 24 aims to achieve these objectives.

Green Link

A green link, achieved in part by the civic space should be provided through Bayside Square linking Bayside Park to the green open spaces associated with Alden Park to the southwest. Pedestrian and cycle permeability should be provided along this route.

Existing Planting

The existing mature and semi mature trees around Bayside Square, which adds to the character of the area, should be retained as part of any new development proposal. It is accepted that a small number of trees may need to be removed to facilitate the sites redevelopment.

For all areas of public open space detailed landscape proposals, including planting schedules, should be submitted to the Fingal County Council for approval. All planting, new and retained, should be protected throughout the construction period.

Key Civic Space within Bayside Square

A new Civic Square is proposed to act as a new focal point for Bayside Square. Key objectives for the proposed new civic space include the following:

- Terminate the visual axis from Bayside Square West, North and South.
- Create a destination and activity within the space.
- Create a sheltered space associated with a proposed new building.
- Include an art feature.
- Trees should strongly define the space with a natural orientation towards main pedestrian footpaths.

The existing surface Car Park

There is an opportunity to environmentally improve the existing surface car park with a pedestrian priority emphasis as well as promoting the leafy green character of the area.

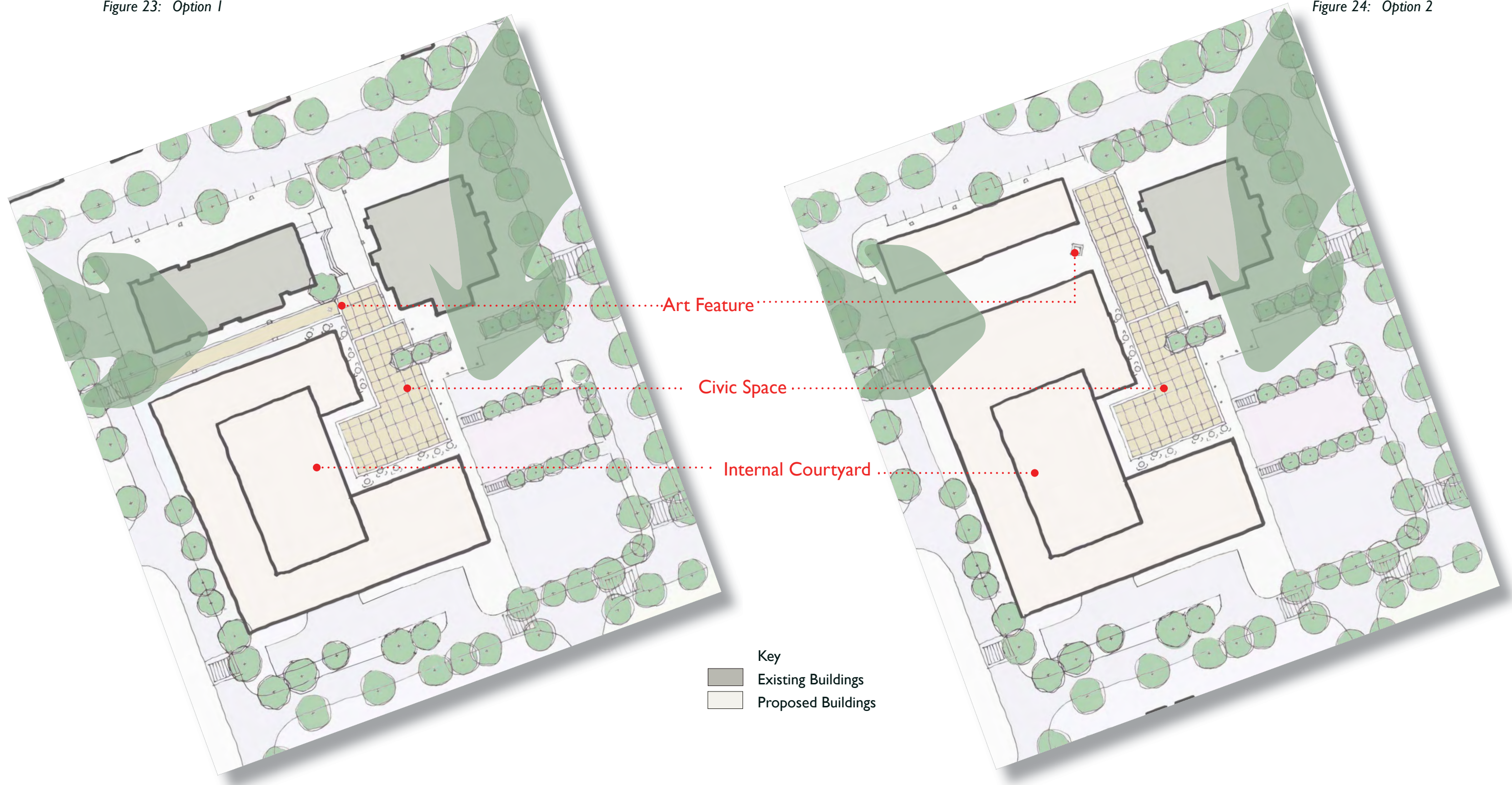
Internal Courtyard to Mixed Use Block

A podium (above ground floor) soft landscaped communal area should be provided at the centre of the mixed use block. This will provide a private communal amenity space for residents to the residential units.

5.0 The Framework Plan

Figure 23: Option 1

Figure 24: Option 2



5.0 The Framework Plan

5.5 Movement Strategy

Bayside Square has an important role as a place of entry to Bayside. In movement terms the key objective is to create a permeable legible and attractive pedestrian environment.

Surface Car Parking

As part of Objective No. 359 contained in the Fingal Development Plan the existing surface car-park for shoppers and worshipers will be substantially retained as part of any redevelopment proposals. Two ingress/egress points to and from the car park are envisaged. Refer to Figure 25.

Basement Car Parking

On site private parking for residential uses may be accommodated within a basement level. The basement car park will also be accessed via the two identified ingress/egress points shown on Figure 25. As such, it is envisaged that the underground car park access location will be on the southern or eastern elevations. The underground car park location should be such so as to minimise interference with pedestrians and service vehicles, and to minimise its visual impact.

Parking Standards

Having regard of the potential for shared usage of spaces on site and the close proximity of the DART Station a reduction of the car parking development plan standards may be considered subject to consultation with Fingal County Council Transportation Department.

Delivery Access

An important design challenge is the need to cater for the loading, parking and manoeuvring of light and large goods vehicles likely to visit Bayside Square. "In/out" arrangements can be used to reduce the need for on-site turning space, but this could double the number of openings thus potentially exposing more of the rear service yard to public view. The preferred option for Bayside Square is to provide for a turning area at Bayside Square South which allows for the delivery vehicle to reverse into the building block as described in Figure 26. The proposed layout requires further analysis including swept path analysis at preliminary design stage to investigate its functionality. No service/delivery vehicles or similar associated with Bayside Square redevelopment will be permitted to carry out their functions using Bayside Square West.

Management of the service yard will be important to ensure operational efficiency. Measures that could be implemented include:

- Entrance barriers - controlled access to stop fly parking within the service area.
- Signage within the service area - good signage will assist drivers to find their delivery point as quickly as possible.
- Timed deliveries - during busy periods deliveries can be managed to occur at specific time slots to control and minimise conflicts.

The developers for Bayside Square will be required to submit as part of any planning application a Delivery and Servicing Plan.

5.0 The Framework Plan

Figure 25: Indicative Ingress/Egress Points



Figure 26: Indicative Detail of Ingress/Egress to Delivery/Service Area



6.0 Design Code

Proposed Street Arrangement at Block Edge

Vision

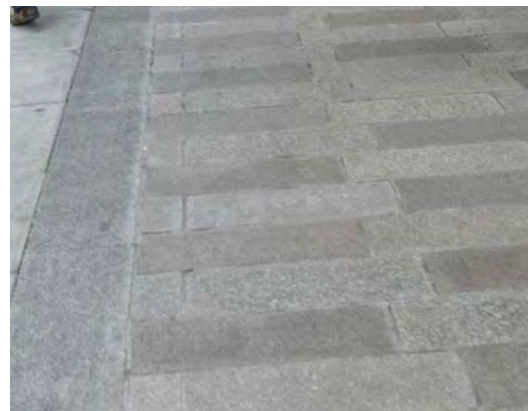
Bayside Square North, South, East and West form the boundary of Bayside Square, providing enclosed and sheltered streets, with a number of active uses and on-street parking creating a lively and vibrant route. Glimpsed views are available along key routes to the Church. The streets form the main vehicular and pedestrian routes into and around Bayside Square.

Core Functions

- Vehicular access to Bayside Square and surrounding residential streets including deliveries and service vehicle access.
- Access to surface car park within Bayside Square.

Objectives

- To create an enclosed, series of streets around Bayside Square maintaining the existing green leafy character.
- To provide safe, pedestrian-friendly and uncluttered footpaths, safe crossing points and integrated street furniture.



Indicative surfaces to footpaths

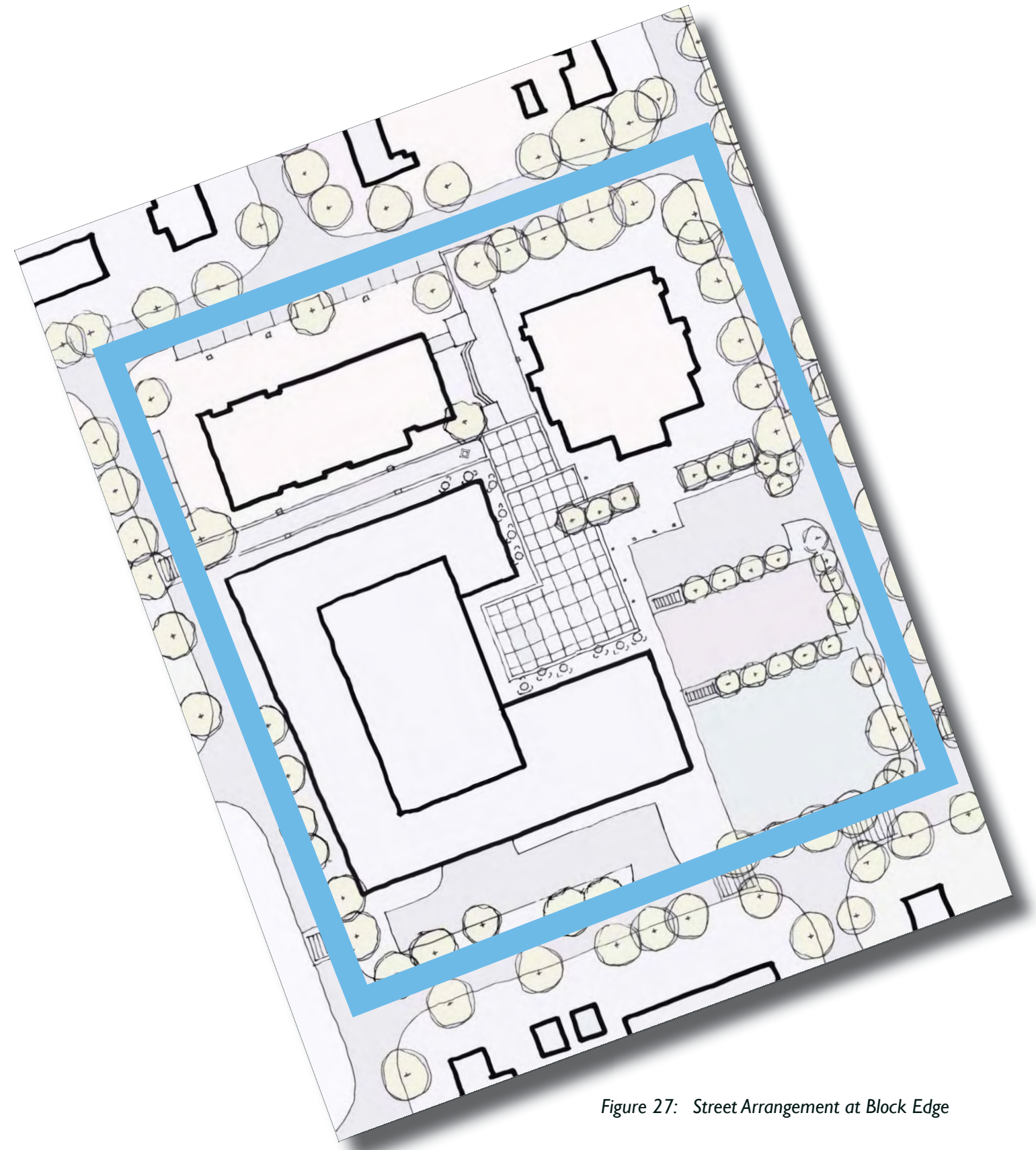


Figure 27: Street Arrangement at Block Edge

6.0 Design Code

Shared Laneway

Vision

A narrow, intimate shared surface laneway without vehicular traffic (service vehicle access only) , providing pedestrian/ cycle links from Bayside Square West to the new civic plaza and beyond to Bayside Park to the east.

Functions

- Pedestrian/Cycle Link.
- Linking Bayside Square West through to the new civic plaza and Church.
- No vehicular traffic (deliveries and service vehicle access only).

Objectives

- To create an attractive pedestrian-friendly street animated with ground floor commercial units.
- To create attractive public realm with opportunities for uses such as seating.



Indicative shared laneway surface treatment

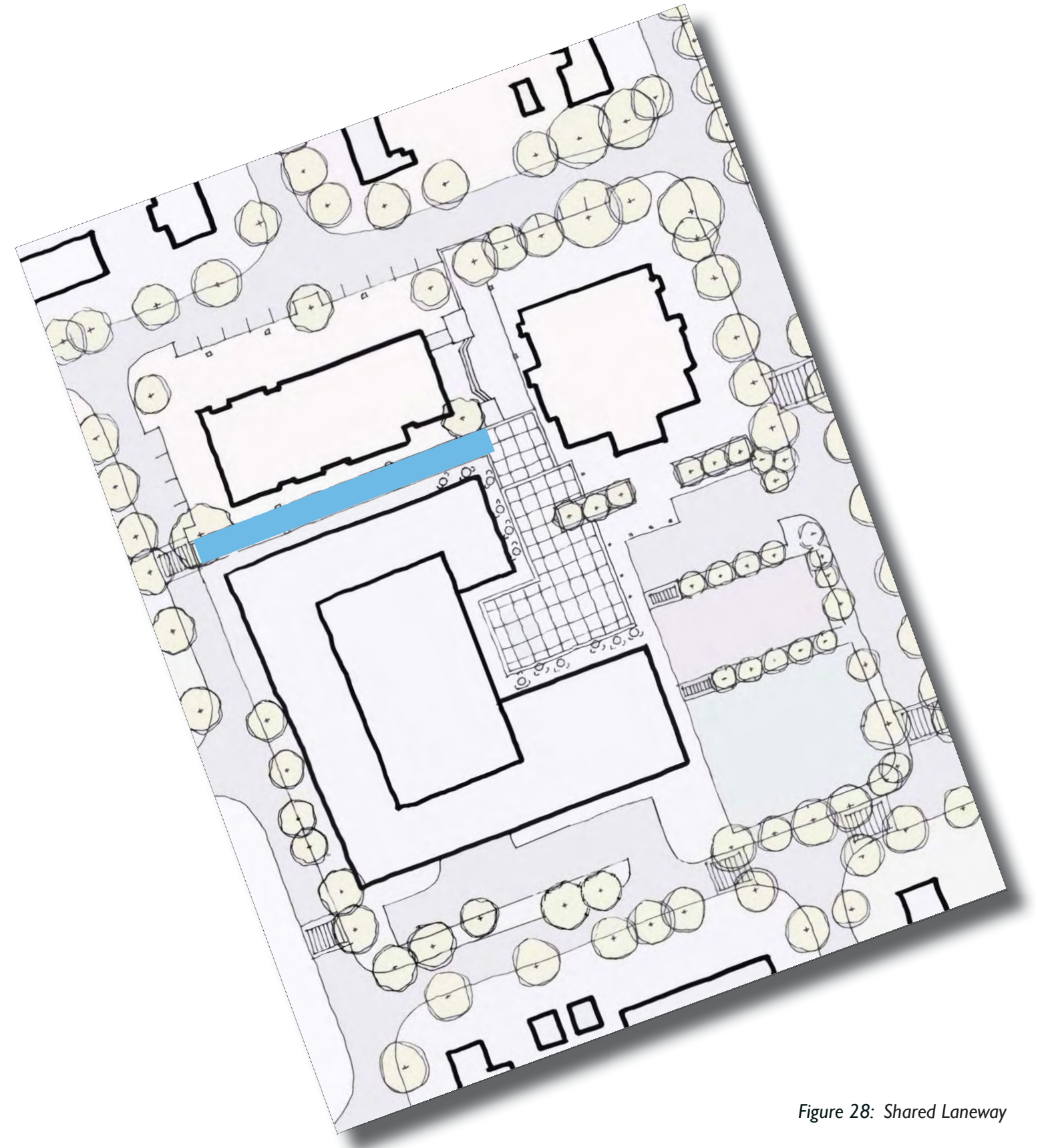


Figure 28: Shared Laneway

6.0 Design Code

Pedestrian Pathway

Vision

A narrow pedestrian route linking Bayside Square North through to the new civic plaza.

Core Functions

- Pedestrian link.
- No vehicular traffic.

Objectives

- To create pedestrian/ cycle-friendly links.
- To provide safe neighbourhood centre cycle routes.

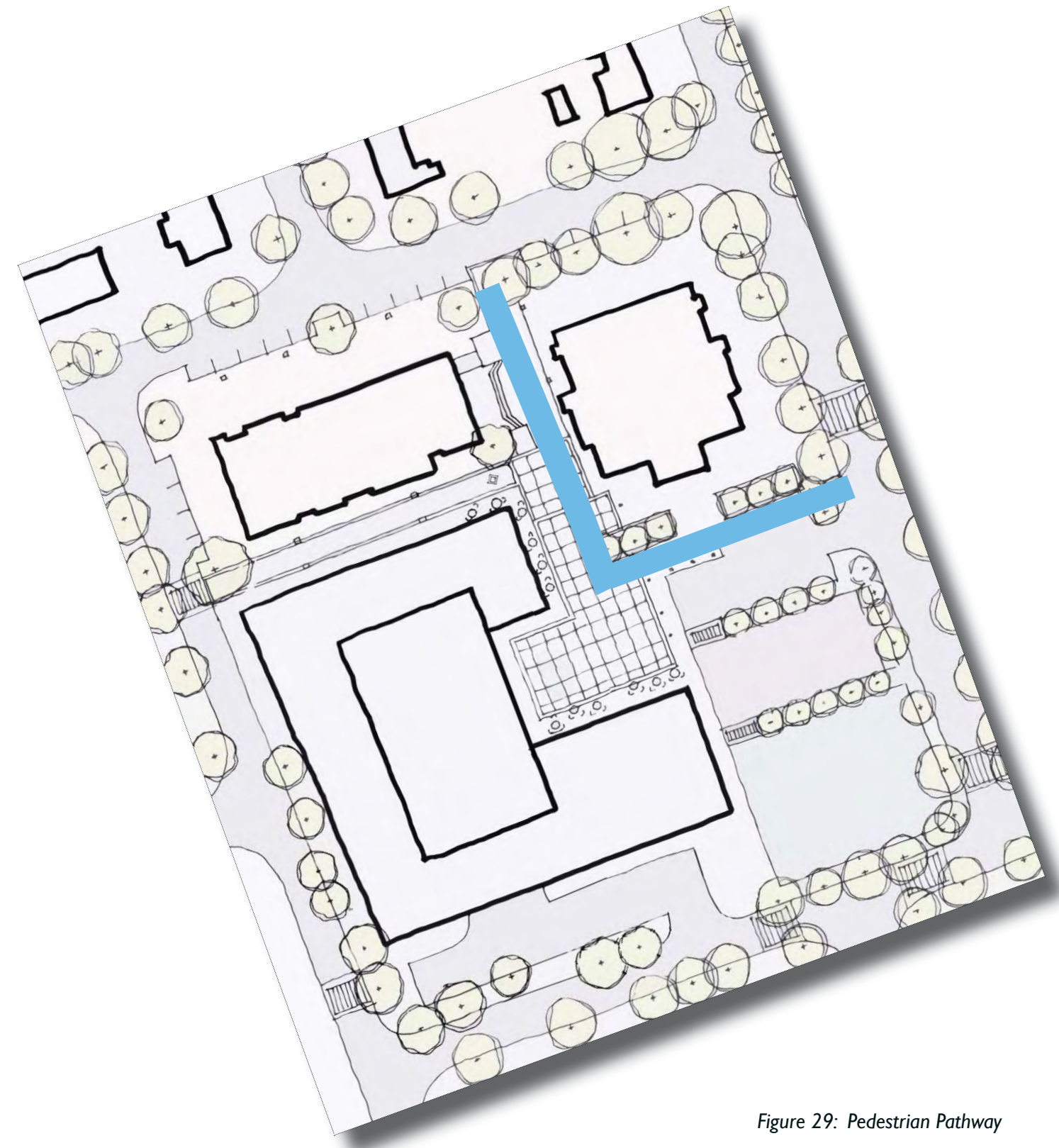
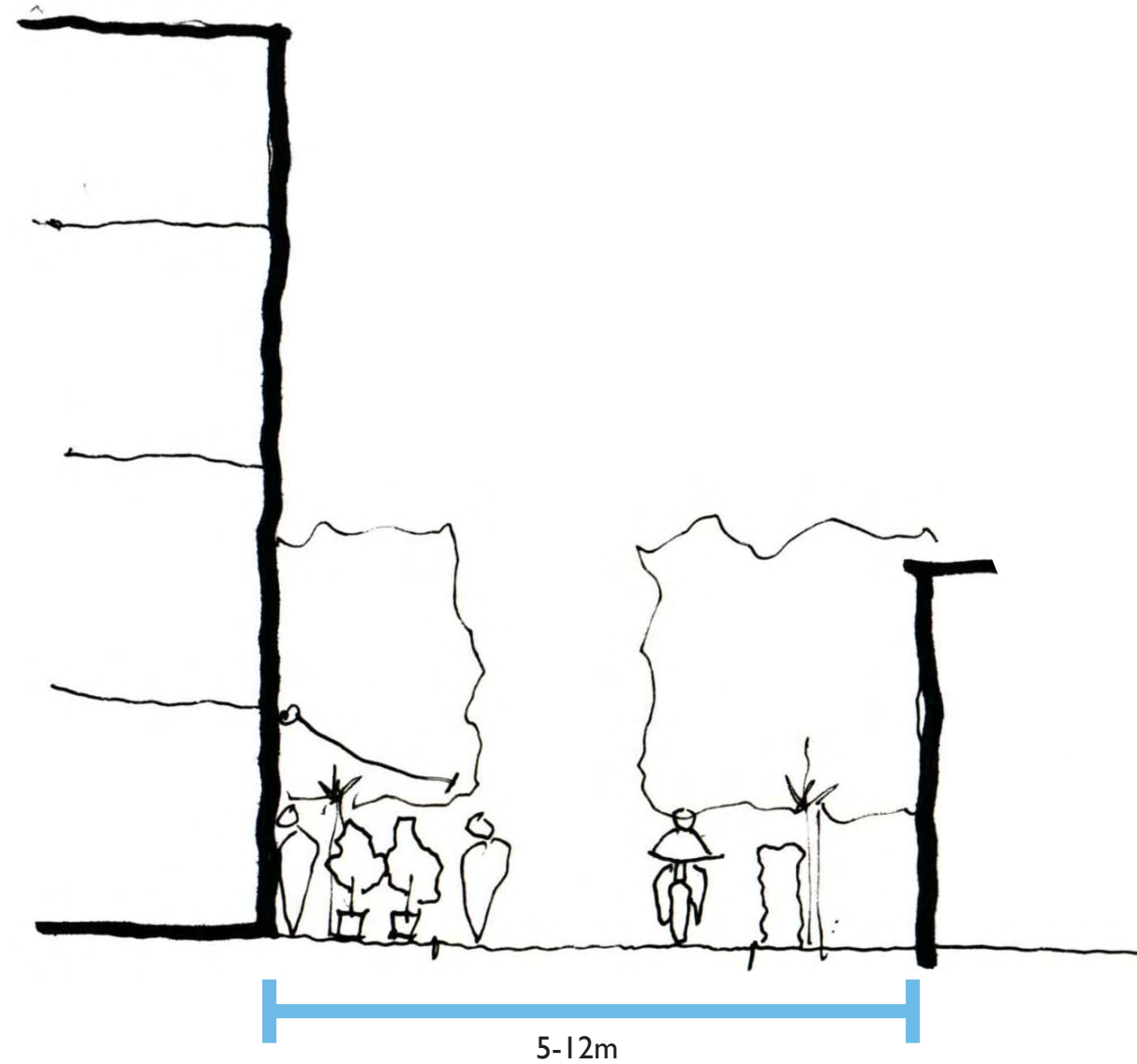


Figure 29: Pedestrian Pathway

6.0 Design Code

Building Edge to Car Park

Vision

To provide animated and active frontages defining and enclosing lively and safe public spaces.

Objectives

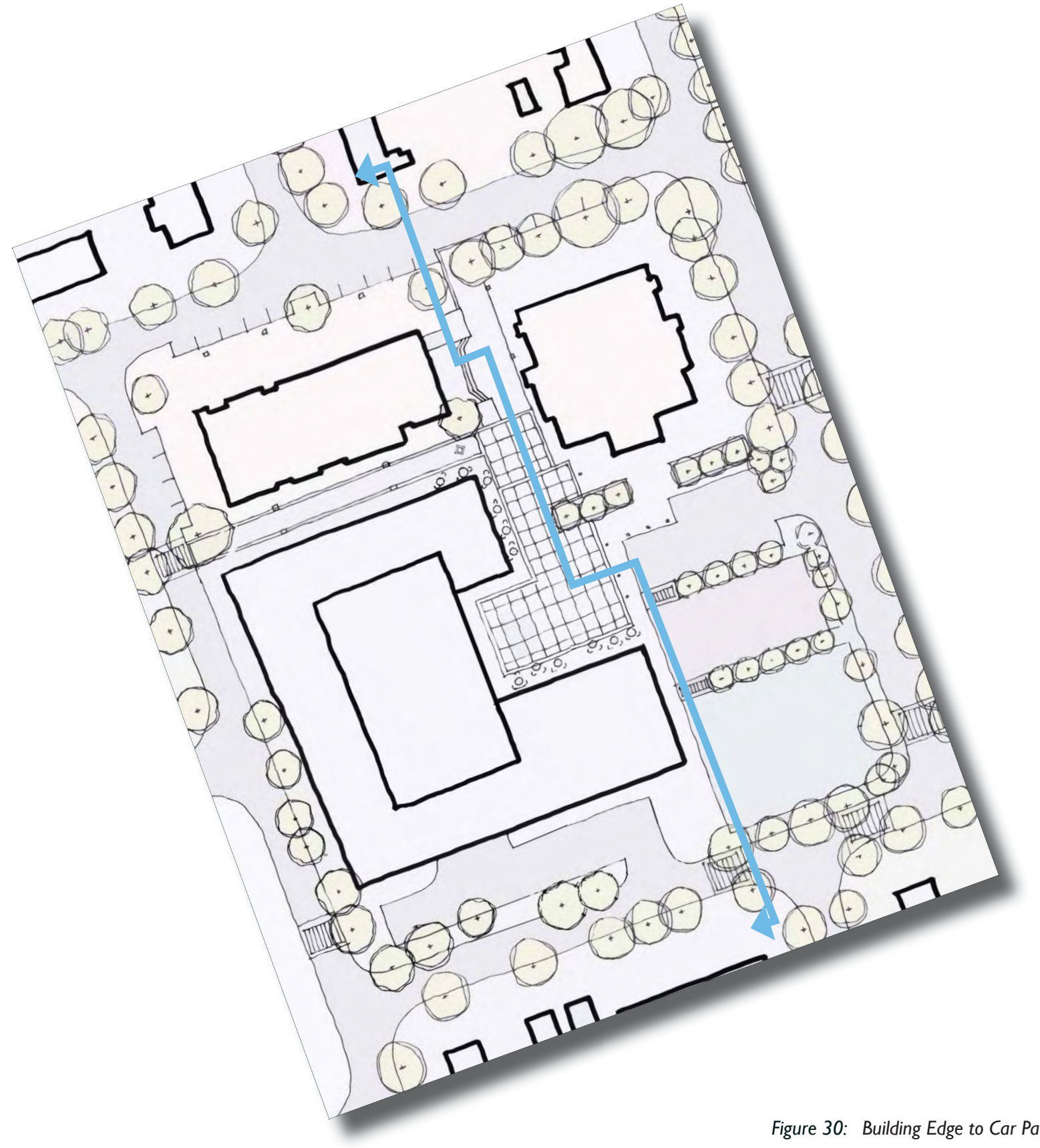
- To provide active ground floor uses with ease of access, and suitable for retail/ commercial uses.
- To create regular entrances and windows to animate the public realm.
- To provide buffer zones to ground floor uses, providing for spill out of uses such as outdoor seating, terraces.
- To create architecture to maximise opportunities for outdoor living e.g. balconies, terraces, large windows.

Design Criteria

Plot Width: 8-10m widths to have vertical articulation of facade to avoid monolithic blocks.

Building Line: Continuous (no gaps).

Setback: Spill out space in the region of 3m - 4m for outdoor seating appropriate along public realm.



Vertical articulation of facades

Figure 30: Building Edge to Car Park

5.0 Design Code

Building Edge to Car Park

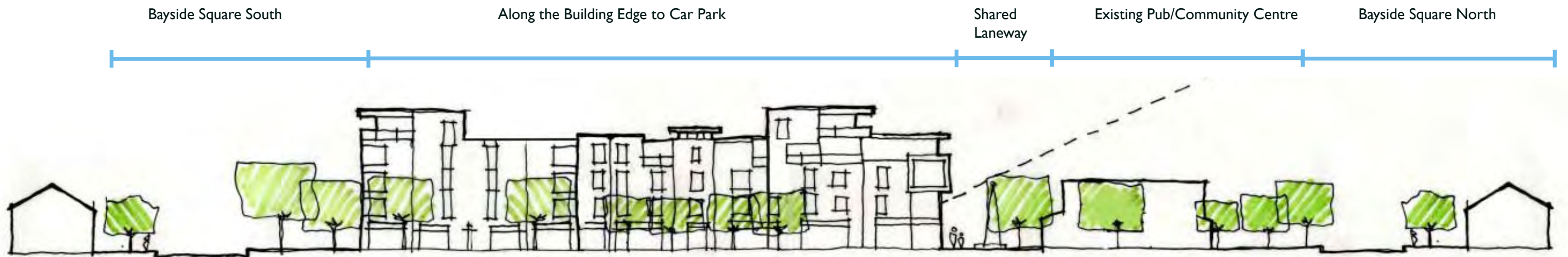


Figure 31: Option 1 - Building Edge to Car Park:

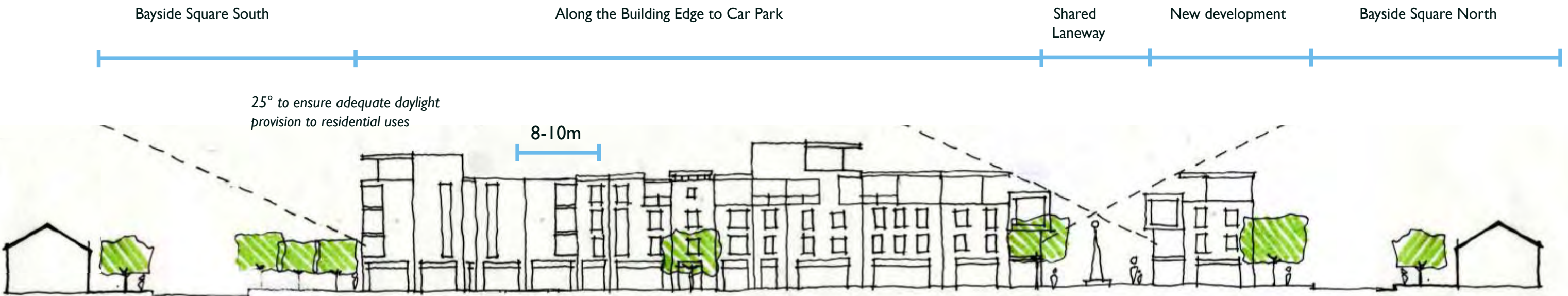


Figure 32: Option 2 - Building Edge to Car Park:

6.0 Design Code

Building Edge to Pedestrian Laneway

Vision

Frontage enclosing the intimate laneway connecting Bayside Square West to the Church forming a small scale enclosed environment.

Objectives

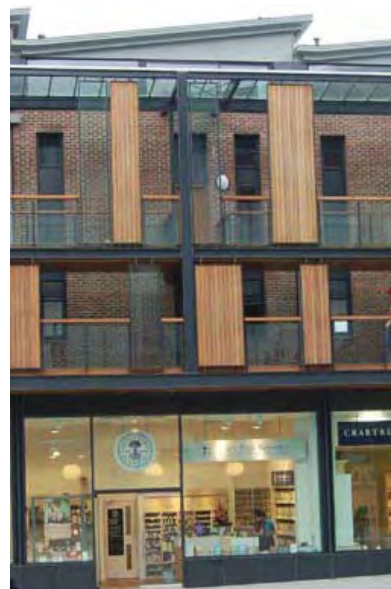
- To provide a regular rhythm of doors and windows to animate the frontages, provide visual interest and overlooking to the laneways.
- To provide entrances to create ground floor activity.
- To create active edges with an emphasis on evening uses such as restaurants, cafe's etc.

Design Criteria

Plot Width: 5-8m to provide an intimate scale.

Building Line: Continuous (no gaps).

Setback: Spill out area in the region of 3m forms area for outdoor seating/ uses etc.



Narrow plot width to provide an intimate scale

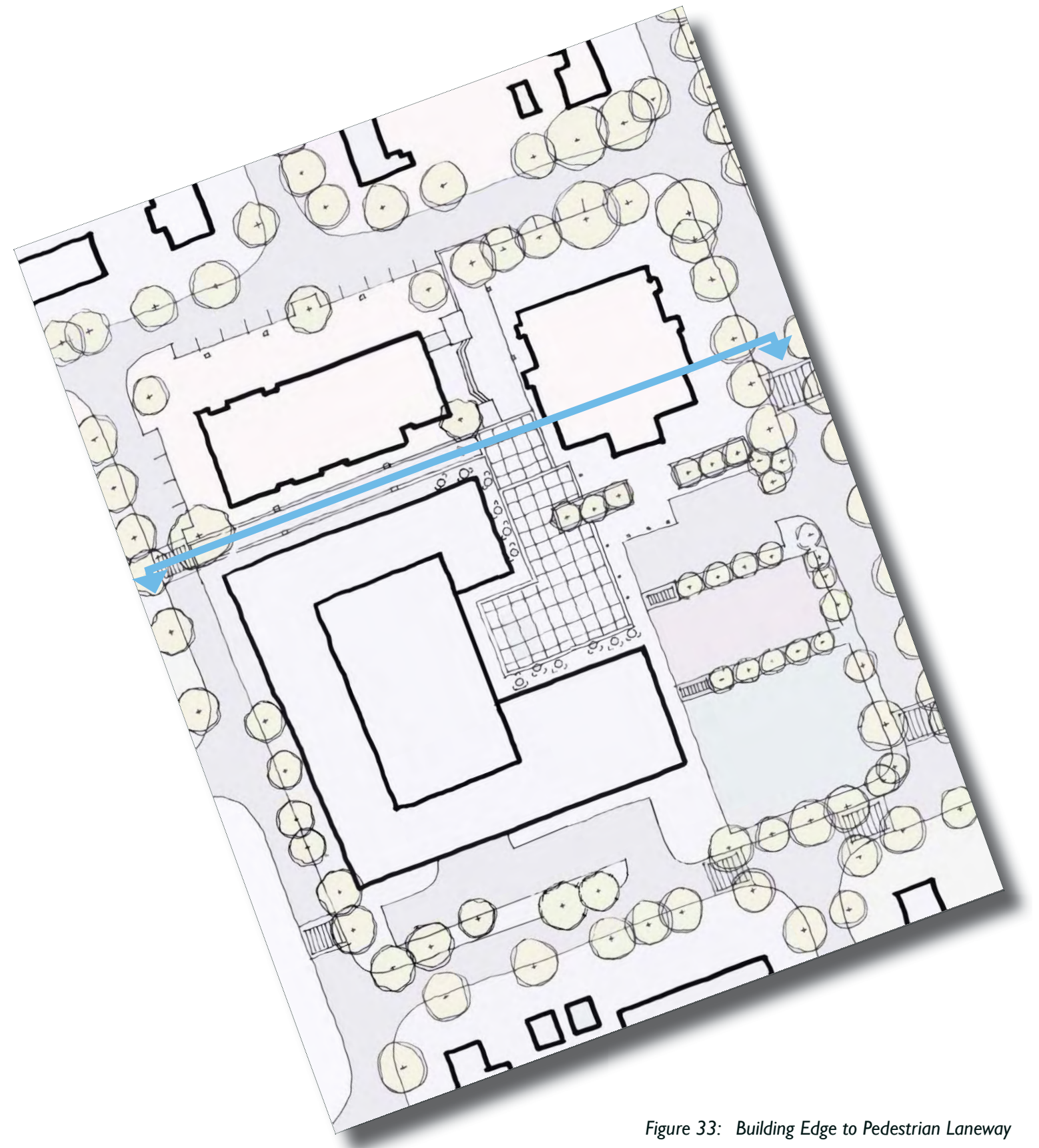


Figure 33: Building Edge to Pedestrian Laneway

6.0 Design Code

Building Edge to Pedestrian Laneway



Figure 34: Elevation Along the Pedestrian Laneway looking south - Options 1&2

6.0 Design Code

Building Edge to Residential Streets

Vision

Frontage enclosing the residential streets to the south and west whilst maximising solar and daylight transmission to existing residential development.

Objectives

- To provide a regular rhythm of doors and windows to animate the frontages and provide visual interest.
- To create buildings that do not adversely affect the daylight, sunlight and overlooking amenity of the existing residential terraces.
- To create buildings to maximise solar gain e.g. large south/west facing windows.

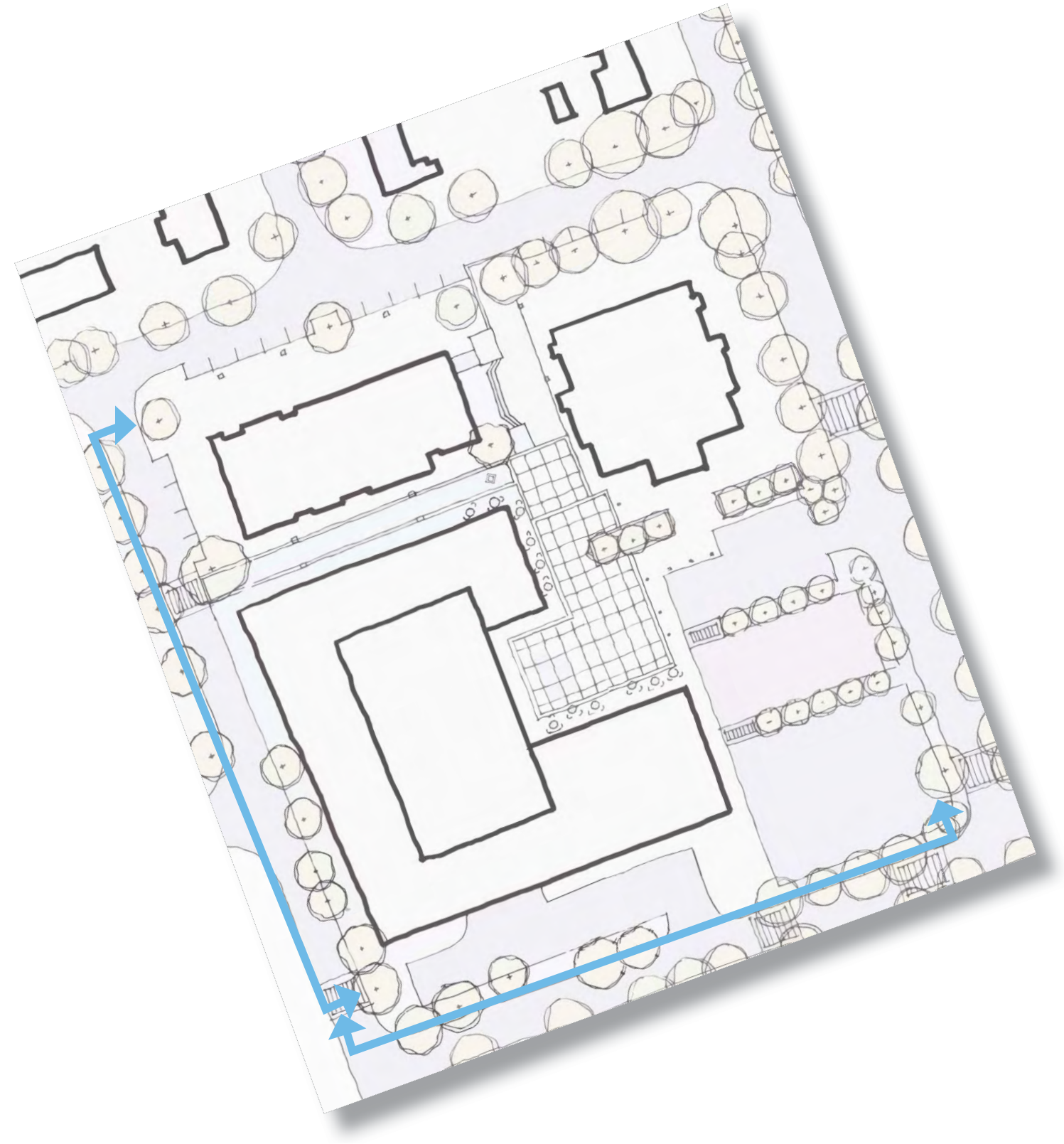
Design Criteria

Plot Width: In the region of 8m-10 in width.

Building Line: Consistent.

Setback: Consistent.

Typical Materials: Render, timber.



Regular rhythm of doors and windows

Figure 35: Building Edge to Residential Streets

6.0 Design Code

Building Edge to Residential Streets

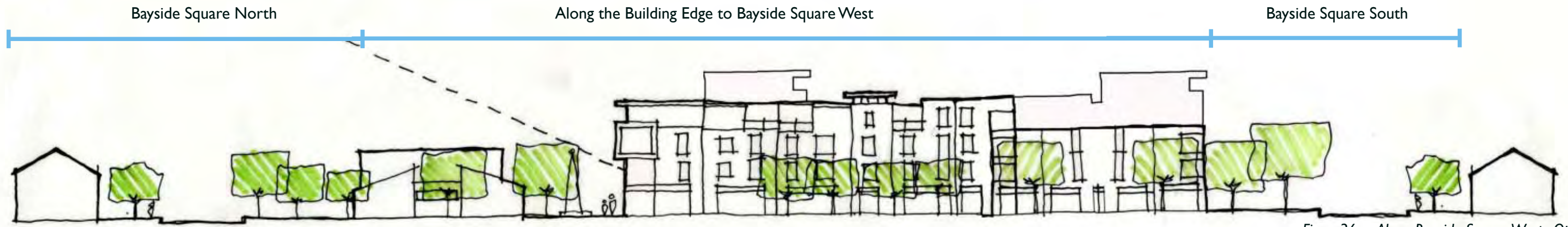


Figure 36: Along Bayside Square West : Option 1

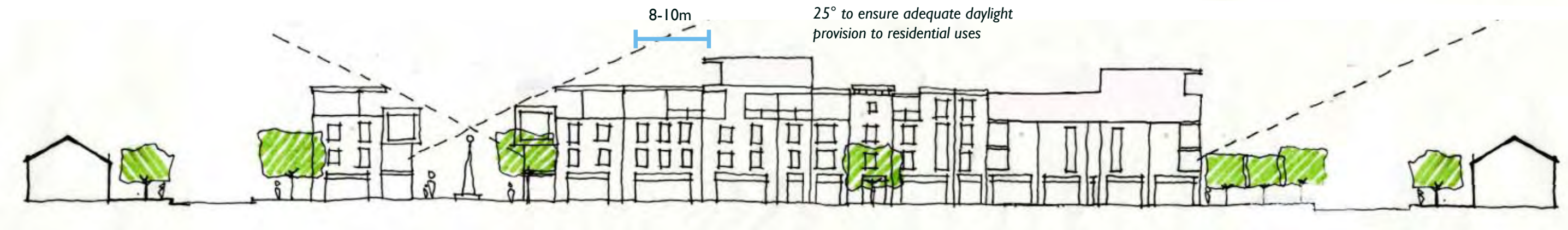


Figure 37: Along Bayside Square West : Option 2

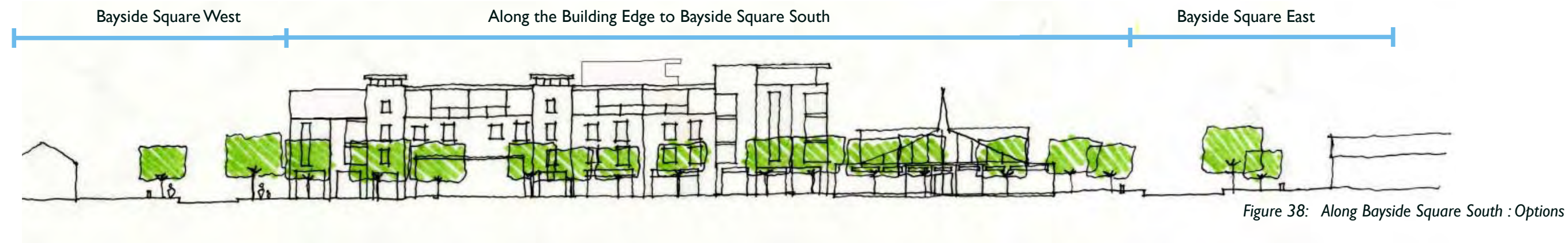


Figure 38: Along Bayside Square South : Options 1 & 2

6.0 Design Code

Bayside Square Civic Space

Vision

Bayside Square has the potential for a civic space providing a central focus to the Square. The space has the potential also for laneway links to provide pedestrian connections to Bayside Square North, East, South and West.

Objectives

- To create a space which marks the civic node of Bayside.
- To create simple, robust attractive mixed use space, edged by a mix of uses including ground floor retail, cafe and restaurant uses.
- To make accessible to all user groups including pedestrians and cyclists.

Lighting

On buildings or feature lighting.

Typical Materials

- Concrete, bound aggregate surfacing, or natural stone paving - small to medium scale units.
- Robust stone kerbs/stone setts.



Indicative Civic Spaces

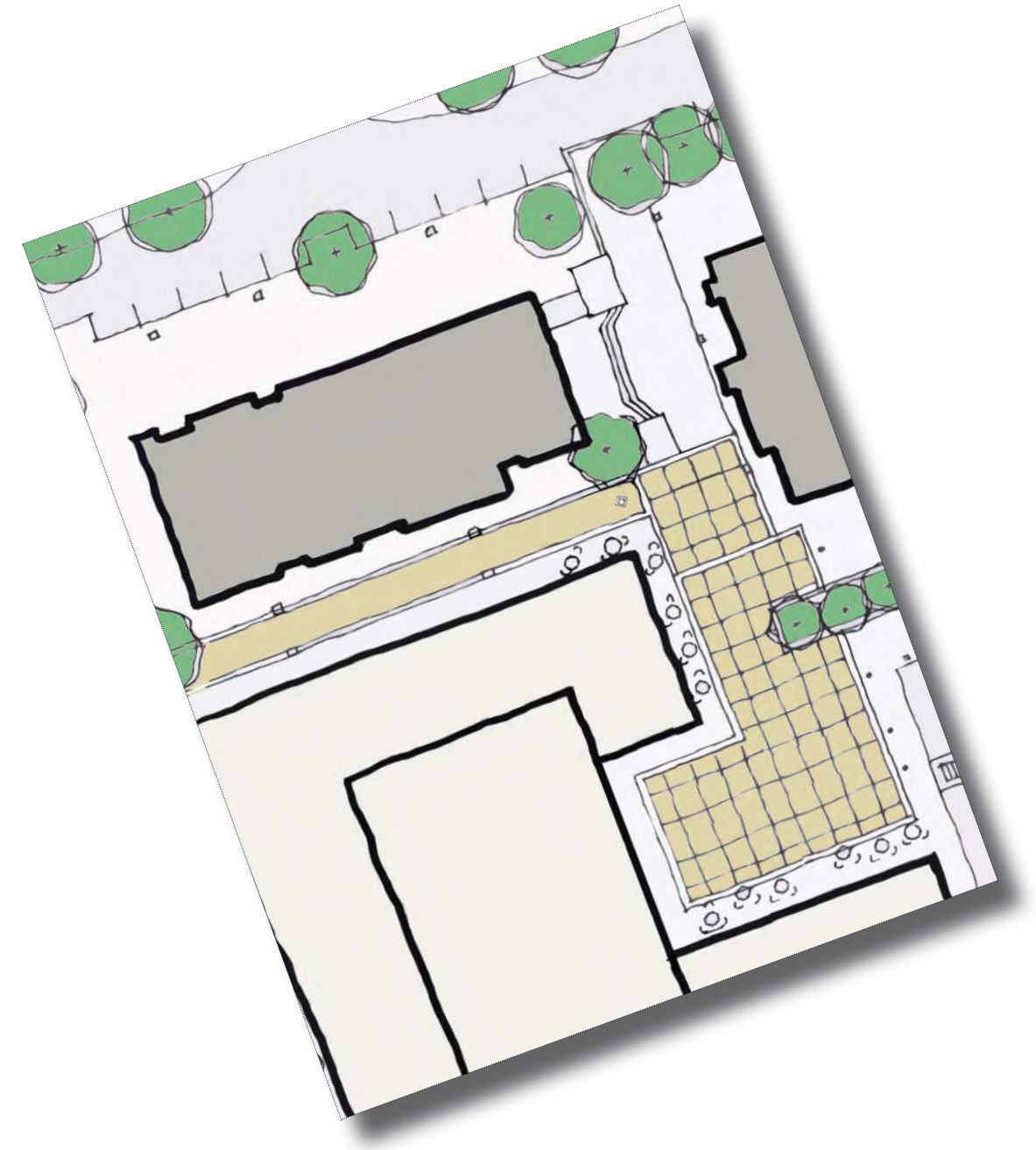


Figure 39: Detail of Civic Space to Bayside Square

6.0 Design Code

Bayside Square Car Park

Introduction

The existing surface car park should be substantially retained, in accordance with Development Plan Objective No. 359 which states:

*“to prepare a study for the upgrading of the Bayside Shopping Centre which shall integrate with the existing residential character and scale of the area and not include underground car parking for shops, services and church and **that the area south of the church, traditionally used as a surface car-park for shoppers and worshipers, will continue in that use as part of those plans**”.*

The Framework Plan allows for a small encroachment of the building line onto the western edge of the car park that does not extend beyond the western edge of the Church. In excess of 100 surface car parking spaces should be provided at this location.

Vision

The surface car park provides the opportunity to create a robust and functional car park with a pedestrian priority emphasis. Each row of car park spaces is planted with a strip of seasonal vegetation to maintain the green character of the area but also to attenuate potential surface run-off in a sustainable manner. Specific rows will incorporate a tree lined pedestrian avenue to lead people safely to the proposed new civic space and entrance to the new local centre.

Objectives

- To create a functional, robust surface car park.
- To create a shared surface space which accommodates a number of activities.
- To maintain the green leafy character of the area.
- To provide for safe dedicated pedestrian crossing points at appropriate intervals.

User Groups

Pedestrians/ Cyclists/ Cars.

Design Criteria

Parking: Within a shared surface.

Trees: Yes, trees within this area of public realm areas will generally be cleared stemmed in order to maintain good sight lines for safety and security.

Lighting: Yes Feature Lighting.

Typical Materials

- Concrete/ bound aggregate surfacing.
- Robust stone kerbs.

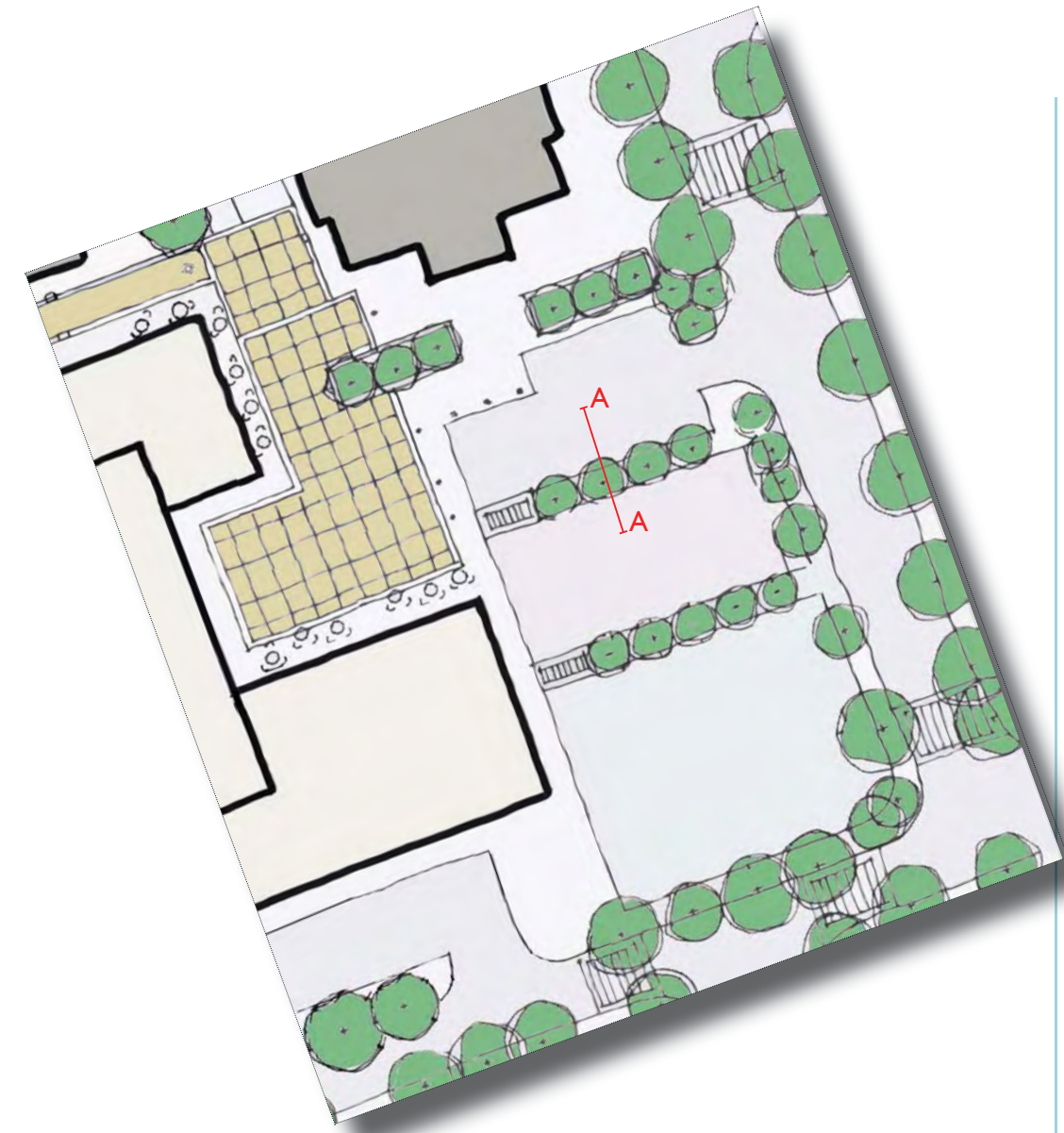


Figure 40: Detail of Bayside Square Car Park



Landscaped Strip



Shared Surface Bays

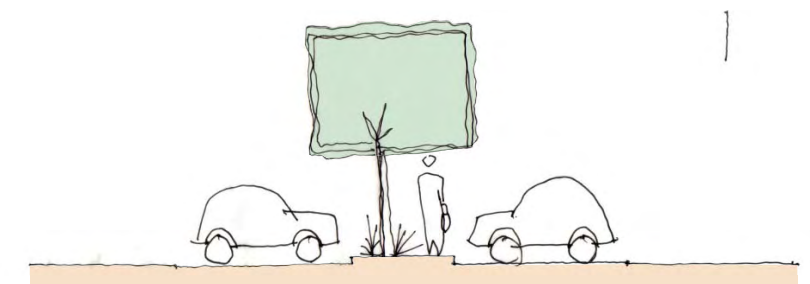


Figure 41: Section AA

7.0 Guidelines

Design Standards

All proposed residential development at Bayside Square should follow the guidelines as set out in *Sustainable Urban Housing: Design Standards for New Apartments, September 2007* published by the Department of the Environment, Heritage and Local Government.

Residential Dwelling Type

Within the framework plan proposed it is envisaged that the 1-2 bedroomed units will generally be in the form of apartments. 3 bedroomed units will generally be in the form of duplex or penthouse floor apartments.

Orientation

Dual aspect is a key quality of life issue and ideally there should be a through living room. Dual aspect provides for cross-ventilation, better views, better daylight/sunlight and more adaptability within the apartment. The maximum for single aspect units is 15% and none shall be north facing.

Overlooking

Privacy is an important element of residential amenity, and contributes towards the sense of security felt by people in their homes. At the rear of residential units there should be adequate separation (20 m within the current Development Plan 2005-2011) between opposing above floor windows. However, such rules should be applied flexibly: the careful positioning of opposing windows can prevent overlooking even with shorter back-to-back distances. Also, windows serving halls and landings do not require the same degree of privacy as balconies and living rooms. The location of balconies should be such so as to prevent undue overlooking of existing residential properties.



The splaying of windows can prevent direct overlooking

Daylight, Sunlight and Overshadowing

The recommendations of “Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice” (B.R.E. 1991) and B.S. 8206 “Lighting for Buildings, Part 2 2008: Code of Practice for Daylighting” should be followed in this regard. Regard should also be given to the BRE report “Daylighting in Urban Areas” prepared for the Energy Saving Trust.

Health and Safety

The developers for Bayside Square will be required to produce a Road Safety Audit Plan and a Construction Management Plan to be submitted as part of any planning application for the site.



Figure 42: Providing for adequate daylight transmittance