

FORTFIELD ROAD, D6W

COMMUNITY SAFETY STRATEGY

07.11.2024

URBAN -
AGENCY



COMMUNITY SAFETY STRATEGY

01. PROPOSED DEVELOPMENT

The Community Safety Strategy has been prepared by Urban Agency Architects Ltd. on behalf of 1 Celbridge West Land Limited in respect of lands at Fortfield Road, Terenure, Dublin 6W.

The development will comprise a Large-Scale Residential Development (LRD) on a site at Fortfield Road, Terenure of 284 no. units delivering 19 no. houses and 265 no. apartments made up of studios; 1 beds; 2 beds; 3 beds; and 4 beds. The development will also provide community, cultural and arts space and a creche. Communal internal space for residents will also be delivered. Provision of car, cycle and motorbike parking will be provided throughout the development, including at basement and surface level. Vehicular/pedestrian/cyclist access from Fortfield Road. Proposed upgrade works to the surrounding road network is also included. All associated site development works, open space, services provision, ESB substations, plant areas, waste management areas, landscaping (both public and communal) and boundary treatments.

SUMMARY

APARTMENT BLOCKS + ROW HOUSES		
UNITS TYPOLOGIES		PERCENTAGE
STUDIO	10	4%
1B/2P	117	41%
2B/4P	129	45%
3B/5P	9	3%
4B/7P	19	7%
TOTAL	284	100%
DUAL ASPECT	179	63%
+10% UNITS	159	56%



COMMUNITY SAFETY STRATEGY

02. KEY DESIGN PRINCIPLES

‘The relationship between buildings and their adjoining spaces strongly influences the sense of personal safety and design plays a key role in ensuring that spaces are well designed and have appropriate passive surveillance.’

In line with Section 15.4.5 of the Dublin City Council Development Plan (2022-2028) this Community Safety Strategy sets out the features integrated into the design which address the measures highlighted below, ensuring a high level of safety and security is maintained and aiming to avoid anti-social behaviour.

The proposed Large Scale Residential development has been designed to promote safety and security and avoid anti-social behaviour by:

01. Maximising passive surveillance of streets, open spaces, play areas and surface parking.
02. Avoiding the creation of blank façades, dark or secluded areas or enclosed public areas.
03. Eliminating leftover pockets of land with no clear purpose.
04. Providing adequate lighting in line with Development Standards.
05. Providing a clear distinction between private and communal or public open space, including robust boundary treatment.
06. Enabling residents to watch over the entrance to their home; recessed entrances should be avoided and front doors should also be overlooked from other houses or from well-trafficked public areas.
07. Locating back gardens next to other back gardens or secure private areas rather than on to roadways or other public areas.
08. Ensuring that the layout and design of roads within residential areas encourages appropriate traffic volumes and speeds.
09. Providing clear and direct routes through the area for pedestrians and cyclists with safe edge treatment, maintaining clear sight lines at eye level and clear visibility of the route ahead.
10. Using materials in public areas which are sufficiently robust to discourage vandalism.
11. Avoiding the planting of fast-growing shrubs and trees where they would obscure lighting or pedestrian routes; shrubs should be set back from the edge of paths.
12. Consulting with An Garda Síochána crime prevention design advisor where appropriate; Dublin City Council will also have regard to the Guidelines on Joint Policing Committees as established under the Garda Síochána Act 2005 as amended (2014), in order to ensure safe and secure communities.

The concept of community safety is about people being safe and feeling safe in their own community.

At the heart of this policy is the principle that every community has the right to be and feel safe in order to thrive and flourish. Ireland is generally regarded as a safe country in international terms, with relatively low crime rates and a general feeling of safety and security.

The Community Safety Strategy sets out a set of design principles to be adopted for the new community at the Fortfield Rd development.

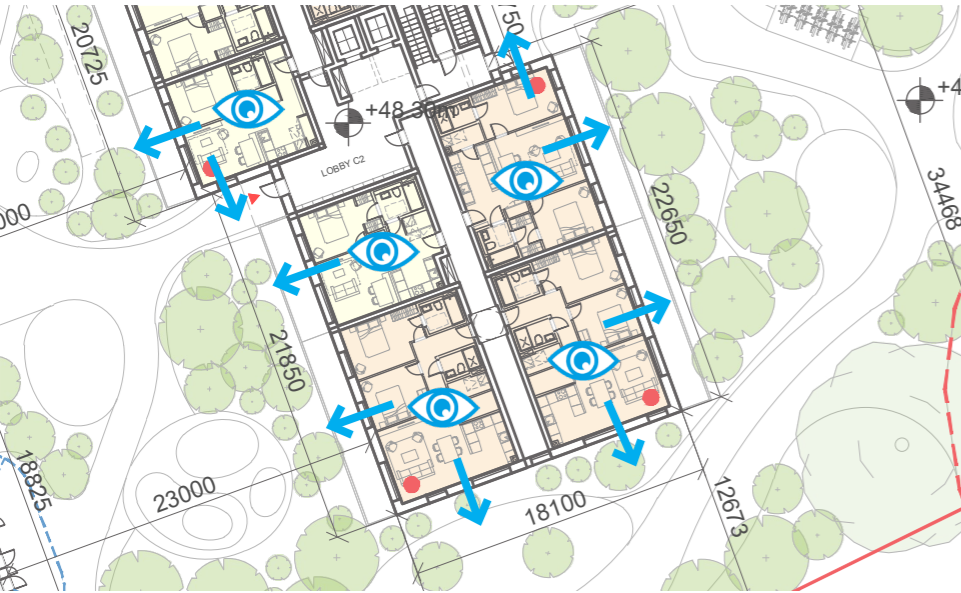
The community safety policy will ensure the community will be designed and constructed to feel safer by making community safety a priority. The new design opens the site up to the wider community and ensures the principles of community safety are adopted in the scheme.

The proposed development will bring a lot of positives to the local community

including the provision of 284 new homes, a new public plaza and community facilities. The measures detailed below have been designed to create an environment that can support a safe approach. Success will require strong collaborative leadership to achieve the necessary inter agency delivery as well as proactive and ongoing dialogue with the local community. The primary goal of the strategy is to foster safe local areas that feel more secure, for families, residents and businesses.



COMMUNITY SAFETY STRATEGY



Point 01
Maximising passive surveillance of streets, open spaces, play areas and surface parking.

Passive surveillance is achieved in this development through maximising visibility by creating clear sight lines, effective lighting, creating active edges of developments, and elimination of entrapment spots. The paths and public spaces are all overlooked and yet through the landscape design privacy to individual dwellings is delivered where required. The compact nature of many of the spaces and specific placement of front doors, windows and balconies from main living rooms, means almost every single part of the scheme, feels to be under good passive surveillance. The proposed new development has the potential to greatly improve the safety of the area at Fortfield Rd. The buildings have been designed to overlook the proposed pedestrian links, streets, paths and public spaces while respecting the privacy of future residents. The specific placement of windows and doors in ground floor residential units and non-residential units gives a sense of continuous passive and natural surveillance to the proposed residential development. Surface parking is also visible from inside the apartments, as is bicycle parking and garbage storage.

Point 02
Avoiding the creation of blank façades, dark or secluded areas or enclosed public areas.

The design and layout of the scheme has been careful to design out blank façades with none provided in the development. Building entrances and circulation paths are never far from the nearest apartment windows and have good illumination provided to make bright and safe pedestrian routes. The public areas of the development have been located to ensure their connectivity, not only to the street but also to the public canal tow path. Public areas have been designed as part of an interconnected route through the site.

Point 03
Eliminating leftover pockets of land with no clear purpose.

The proposed landscaping design has maximised the available land surrounding the proposed building blocks. There are no pockets of lands that have not been integrated into the landscape design, with a wide range of public and communal functions. The site layout places the new buildings to the north side of the site leaving the southern side of the site free for high quality public open space. All of the external space is used and there are no leftover pockets. The landscape plan provides areas for circulation, areas for exercise and areas for play. All garden spaces are overlooked by apartments and well lit.

Point 04
Providing adequate lighting in line with Development Standards.

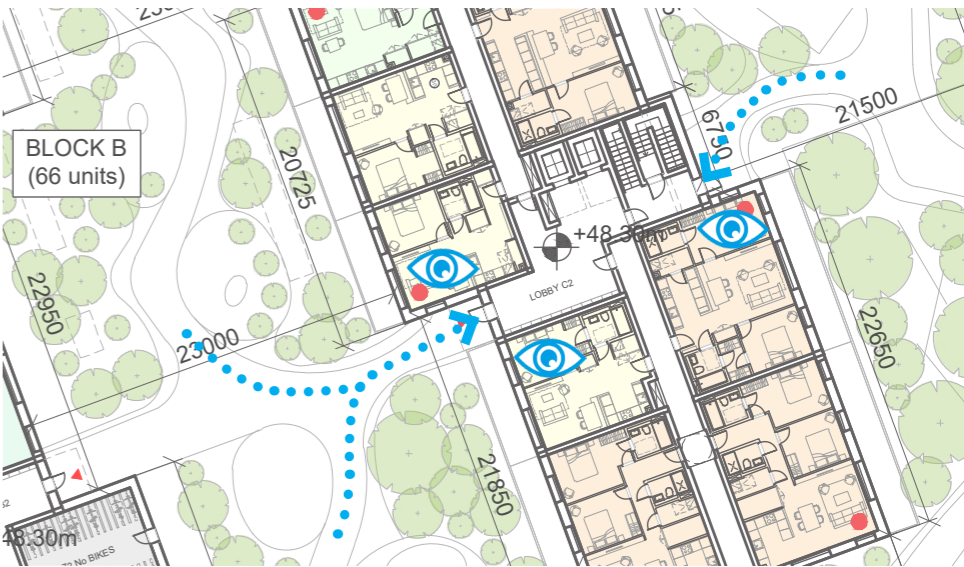
Providing adequate lighting for community safety is considered by the Design Team. Appropriate levels of lighting and appropriate light fittings are proposed throughout the external and internal areas.

Point 05
Providing a clear distinction between private and communal or public open space, including robust boundary treatment.

There is a clear distinction between private open space, communal open space and public open space within the development. First this is achieved by locating the communal open space deeper within the development, between the buildings. The public open space is located on the south side of the development. This clear distinction is additionally created through fencing, planting, signage and entrances gates, that clearly define public and communal open space. All ground floor private amenity areas are divided from the public or communal space with the creation of defensible space, defined by a combination of railings, hedge and planting areas.

Point 06
Enabling residents to watch over the entrance to their home; recessed entrances should be avoided and front doors should also be overlooked from other houses or from well-trafficked public areas.

All residential entrances and approaches to the buildings on ground floor are overlooked by either other residential units and directly from public areas. No entrance is recessed or concealed in any ways.



COMMUNITY SAFETY STRATEGY

03. COMMUNITY SAFETY STRATEGY RESPONSE



Point 07
Locating back gardens next to other back gardens or secure private areas rather than on to roadways or other public areas.

This Large Scale Residential Development includes 19 houses in the north side of the site. The back gardens are located next to the other existing ones, belonging to the row houses in Greenlea Rd. A minimum 22m distance is ensured between the houses facades.

In the apartment buildings the ground floor terraces are separated from the communal open space by planted buffer areas, hedges and railings.

Point 08
Ensuring that the layout and design of roads within residential areas encourages appropriate traffic volumes and speeds.

This design and layout of this development prioritises walking and cycling over vehicles to ensure satisfactory standards of personal safety and traffic within the scheme.

The development is approached via the access road on the north side of the area, which is the only one to be vehicular. This is made with materials that encourage reduced speeds.

The layout brings cars off surface level and into the basement as early as is possible. All other routes within the complex leaving the main public areas free of vehicles and traffic.

All other routes within the development are exclusively for pedestrians and cyclists, except for emergency vehicles.

Point 09
Providing clear and direct routes through the area for pedestrians and cyclists with safe edge treatment, maintaining clear sight lines at eye level and clear visibility of the route ahead.

The routes through the development will be designed, detailed and managed to make them legible for users, especially pedestrians and cyclists, without losing the capacity for variety and interest. Legibility within the development will be promoted in both the overall structure and form of the environments and in appropriate detail within them.

Point 10
Using materials in public areas which are sufficiently robust to discourage vandalism.

This development adopts several measures that discourage vandalism. A contemporary palette of materials is proposed for all facades. These have been chosen because they are robust, low maintenance and for their inherent life cycle properties. The high-quality façade materials are designed to look as good over their design life with selected brick and render finish and powder coated aluminium cladding have all been chosen to ensure minimal deterioration.

External doors and windows will be of high quality and are chosen for their inherent security features.

Point 11
Avoiding the planting of fast-growing shrubs and trees where they would obscure lighting or pedestrian routes; shrubs should be set back from the edge of paths.

Refer to NMP Landscape Architects planting schedule for details of layouts and species of shrubs and trees.



DUBLIN
1 Whitaker Court,
Sir John Rogerson's Quay
Dublin 2, Ireland
+353 1 672 5907

COPENHAGEN
Kirsten Walthers Vej 9,
2500 Valby,
Copenhagen
+45 3324 5420

LYON
14 Avenue Marc,
Sangier,
69100 Lyon
+33 9 70 40 71 76

NOTE:
This document is for discussion purpose only. All figures shown are an approximate estimation and are subject to further design development, accurate site survey and services (drainages, ESB, gas, etc.) and potential existing site restrictions (flooding, trees preservation, traffic, fire etc.). Please note also that any proposed concept layout in this document is subject to full planning permission being granted.

DUBLIN@URBAN-AGENCY.COM WWW.URBAN-AGENCY.COM

