

Architectural Design Statement

Residential development at Blackglen Road,
Sandyford, Co. Dublin



Aerial image of the site taken from Google Maps2024


Site Boundary* 
*NB: not to scale

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Introduction



Figure 1: Development Plan Vision - 5 Strategic County Outcomes

Overview

This design statement has been prepared by JFOC Architects in support of this Part 8 application for the residential development at Blackglen Road, Sandyford, Co. Dublin.

The subject residential development is proposed to provide housing for all, promoting a sustainable, inclusive community that caters for a mixed population. With direct connections to Dublin city centre along the new sustainable transportation network which includes cycle lanes, footpaths and a public bus stop opposite the site main entrance.

It was important that this scheme would cohesively fit into the existing landscape whilst acting as a precedent for future mixed residential developments to follow. The aim of the master plan is to transform the area into a new age-friendly neighbourhood, carefully considering the existing biodiversity and natural heritage of the site. Age-friendly accommodation, rich biodiverse landscapes and public realms should be at the focus of this new neighbourhood.

The proposed residential design provides a presence to the area and creates quality placemaking in the form of a denser development. It provides ample open green spaces for users and is connected to good quality public transport options and supporting services. This will allow those living, and visiting the area easy access to amenities. The scheme aims to build upon the existing strategic outcomes outlined in the Dún Laoghaire-Rathdown County Development Plan 2022-2028. The housing sits proudly to the front of the site and engages with its context, connecting to existing green infrastructure to the South and a public forest 'Fitzsimon's Wood' to the North-East of the site.

The scheme provides 129 dwellings ranging between 1 bed and 4 beds comprising of apartments and housing.

Pedestrian routes through and around the scheme have been prioritised by connecting the scheme to the existing forest park walkways, and creating walkways throughout the scheme (See Figure 02 Site Plan) and providing several pedestrian-only access points, with one vehicular access point.

138 car parking spaces have been provided, 8 of which are disabled spaces, and 20% of the overall parking is made up of EV car parking spaces as per guidelines.

168 bike parking spaces, comprising of both long and short stay bike parking, has been provided to promote an active lifestyle.

Design Statement Overview

The proposed development takes cognisance of the Dún Laoghaire-Rathdown County Development Plan 2022-2028, in particular the strategic outcomes set out in this document (See figure 1) and other guidance as listed further on in this document.

The purpose of this design report is to describe the development relating to the context, design and access. The report is divided into the following sections:

- Section 1 – Site Context
- Section 2 – Design
- Section 3 – Universal Design
- Section 4 – Key Views

This Design Statement has been informed by detailed inputs from other members of the design team. In addition to the general arrangement drawings required for submission under the planning regulations, this report should be read in conjunction with detailed reports as prepared by other members of the design team.

Context Overview

The Blackglen Road site is located in Sandyford, on the outskirts of Dublin City at the foothills of the Dublin mountains. It is bounded by Blackglen Road and existing housing to the South, Fitzsimon's Wood to the North and East, an old stone wall also to the North and 'Explorium' National Sports and Science Centre to the West.

Section 1 - Site Context

1.1 Site Information and Context

The site, measuring 2.83ha, sits at the foothills of the Dublin Mountains. Sandyford sits on a hill, overlooking Dublin city and Dublin Bay in the distance. The topography of the site is undulating, leading up to the Dublin Mountains due South of Blackglen Road. The site, on Blackglen Road sits just beyond the Southbound M50, with direct access to the newly constructed road and cycle lanes downhill towards Dublin city. The area and surroundings are rich in biodiversity and forestry, with Fitzsimon's Wood neighbouring the site.

Care and consideration has been taken to prevent any disruption to the protected badger species along with all nearby wildlife. With housing to the North set back from a 50m radius Badger sett buffer zone, and dense vegetation throughout this boundary and surrounding area.

The site is bounded by Blackglen Road and existing housing to the South, Fitzsimon's Wood to the North and East, an old stone wall also to the North and 'Explorium' National Sports and Science Centre to the West.

The proposed scheme has been developed in a manner which employs best practice in urban design and having regard to the following policy documents:

- » Best Practice Guidelines for Delivering Homes Sustaining Communities
- » Sustainable Residential Development in Urban Areas
- » Quality Housing for Sustainable Communities 2007
- » Design Standards for New Apartments - Guidelines for Planning Authorities 2018
- » Design Manual for Urban Roads and Streets - updated 2019
- » Urban Design Manual – A Best Practice Guide May 2009
- » Dún Laoghaire-Rathdown County Council Development Plan 2022-2028
- » Universal Design Guidelines for Homes in Ireland
- » Age Friendly Ireland: National Age Friendly Parking Space Guide
- » Dún Laoghaire-Rathdown County Council 'Standards for Cycle Parking and associated Cycling Facilities for New Developments Jan 2018'
- » Dún Laoghaire-Rathdown Waste Management Planning for Residential and Commercial Developments July 2022
- » Standards for Cycle Parking January 2018



Figure 02 - Site Plan

1.2 Zoning

The site is zoned Residential objective 'A' within the Dún Laoghaire-Rathdown County Council Development Plan 2022-2028.



Objective	Description	Color
Objective A	To provide residential development and improve residential amenity while protecting the existing residential amenities.	Light Yellow
Objective A1	To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved local area plans.	Yellow
Objective A2	To provide for the creation of sustainable residential neighbourhoods and preserve and protect residential amenity.	Bright Yellow
Objective B	To protect and improve rural amenity and to provide for the development of agriculture.	Light Green
Objective DC	To protect, provide for and/or improve mixed-use district centre facilities.	Red
Objective E	To provide for economic development and employment.	Purple
Objective F	To preserve and provide for open space with ancillary active recreational amenities.	Light Green
Objective G	To protect and improve high amenity areas.	Light Green
Objective GB	To protect and enhance the open nature of lands between urban areas.	Green with diagonal lines
Objective LIW	To improve and provide for low density warehousing/light industrial warehousing uses	Blue
Objective MIC	To consolidate and complete the development of the mixed use inner core to enhance and reinforce sustainable development.	Orange
Objective MOC	To provide for a mix of uses which complements the inner core, but with less retail and residential and more emphasis on employment and services.	Light Red
Objective MTC	To protect, provide for and/or improve major town centre facilities.	Cyan
Objective NC	To protect, provide for and/or improve mixed-use neighbourhood centre facilities.	Brown
Objective OE	To provide for office and enterprise development.	Light Cyan
Objective TLI	To facilitate, support and enhance the development of third level education institutions.	Grey
Objective W	To provide for waterfront development and harbour related uses.	Teal
Objective SNI	To protect, improve and encourage the provision of sustainable neighbourhood infrastructure	Dark Grey

Figure 03 - Dún Laoghaire-Rathdown Land Use Zoning Map

Site Boundary* —
 *NB: not to scale

Section 2 - Design

2.1 Site Strategy

Access

The dedicated play area and lawn near the centre of the site is proposed as an area for social interaction for the community. This south facing plaza will create a positive place to meet and enjoy on sunny days. A children’s play area and proposed stepped area for sitting in this location will encourage the local community to stay and use the area for sustained periods of time.

Multiple access (pedestrian) routes and footpaths to allow for easy and accessible entry to all parts of the site in an effort to make the scheme more age-friendly (Marked ‘X’ on Figure 04).

The scheme provides footpaths across the site from Block A to G, to prioritise the pedestrian access and circulation.

Minimal Vehicular access (one vehicular entrance point) to prioritise pedestrians

Access from Blackglen Road creates a new route to Sandyford/the city centre, with bus stop parallel to the entrance, creating more engagement on the site.



Figure 04 - Site Plan

Zoning

Zoning is a key issue on the proposed site due to its proximity to Fitzsimon's Woods which is zoned as Objective F - To preserve and provide for open space with ancillary active recreational amenities, along with being a Proposed Natural Heritage Area (pNHA).

A 'green zone' has been designated within the site boundary and is similarly zoned as Objective F. The proposal maintains all buildings and any ancillary residential works outside of the Objective F zoned areas.



Figure 05 - Site Plan & Zoning Map Overlay

Scale

The design is such that the dwellings to the back (North) of the site are higher rise: Apartments. This is done so as to not impact too heavily on the neighbouring dwellings, and proposed blocks to the south daylight.

Having smaller height dwellings (maximum 2 storey + dormer) to the front (south towards Blackglen Road) ensures little to no impact on the neighbouring property in regards to overshadowing

As per the 2024 Sustainable compact settlement guidelines, it classifies this development as medium density, with 46 dwellings per hectare.



Figure 06 - Site Plan

Open Space and Landscaping

Landscaping is a significant aspect of this development, given the site's location, rich in diverse ecosystems and wooded areas on the foothills of the Dublin Mountains. Care and consideration has been taken to prevent any disruption to the protected badger species along with all nearby wildlife. With housing to the North set back from a 50m radius Badger sett buffer zone, and dense vegetation throughout this boundary and surrounding area.

All dwellings have ample private outdoor amenity space, as well as having access to the shared open spaces provided throughout and the existing Fitzsimon's Wood

The proposed development is considerate to the ecological network in the surrounding areas and has been designed to respond to DLR's Development Plan in regards to wildlife corridors and maintaining biodiversity. Refer to the ecological reports for more details.

Rear Gardens are provided for all houses and to ground floor dwellings, where possible.

A large shared open space sits at the centre of the site. It is mixed with soft and hard landscapes with planting located in attractive areas. Sustainable Urban Drainage Systems have been integrated into the landscaping across the site. Stepped seating has also been provided in the open spaces to encourage the community to engage with their surroundings and enjoy the outdoor area.

Planters and native trees to the front of units have been incorporated to provide rich landscaping which will enhance biodiversity and create an attractive, healthy and sustainable place to live: a significant feature of the scheme.



Figure 07 - Site Plan

2.2 Detailed Design

Layout

This is a medium density, medium rise proposal at a density of approx. 46 dwellings per hectare. The scheme provides 129 dwellings ranging between 1 bed and 4beds comprising of apartments and housing.



Figure 08 - Lower Ground Floor Plan



Figure 09 - Ground Floor Plan



Figure 10 - First Floor Plan



Figure 11 - Second Floor Plan



Figure 12 - Third Floor Plan



Figure 13 - Fourth Floor Plan

Site boundary conditions

The Blackglen Road site is located in Sandyford, on the outskirts of Dublin City at the foothills of the Dublin mountains. It is bounded by Blackglen Road and existing housing to the South, Fitzsimon's Wood to the North and East, an old stone wall also to the North and 'Explorium' National Sports and Science Centre to the West. The existing rich vegetation throughout the site boundaries will be promoted and enhanced through this scheme.

The blocks are positioned to avoid any overlooking to neighbouring properties. Blocks A, B and C have boundaries backing onto open space, and present no issues. Blocks D and E share a boundary with a single storey dwelling and maintain, at its tightest point, a 8.5m offset from the boundary where the dwelling is located. Blocks F and G share a boundary with a single storey dwelling and kennels and maintain, at its tightest point, a 8m offset from the boundary where the dwelling is located. These dimensions take into account the current Sustainable and Compact Settlements Guidelines recommended offset of "16 meters between opposing windows serving habitable room at the rear or side of houses, duplex units and apartment units, above ground floor level". Therefore the proposal uses half of the 16m guidance (8m) as a minimum offset to any boundary.



Figure 14* - Diagram of Site plan overlaid on aerial image

Site Boundary —
 *NB: Diagrammatic- not to scale

Access and Movement

The break in built form between the two storey dwellings and up to four storey dwellings allows a footpath and open space to inhabit it. This creates an attractive place to sit and to pass through on your way in and out of this new community.

Creating footpaths through the built forms throughout the site provides access for pedestrians and existing ecosystems through the site- both of which take priority. The entrance to the scheme is set back from Blackglen Road which provides extra open space in front of this access route now making it a focal point for activity (refer to figure 15).

138 Carparking spaces have been provided, which includes accessible spaces, and with 20% of the overall parking made up of EV car parking spaces as per guidelines.

The speed limit in the vicinity of the access point is 50km/h, in association with DMUR Regulations. The road width throughout the site is reduced to mitigate the risk of speeding and to protect both pedestrians and wildlife which may travel through the site. Both of whom take priority.

168 Bike parking spaces, which comprises of 114 long-stay bike parking spaces and 54 short stay bike parking, have been provided throughout the site to encourage residents and visitors to facilitate healthy living and promote active travel. 5% of the cycle spaces will provided bigger space allowances for cargo/larger bikes. These numbers are in line with the DLR Standards for Cycle Parking January 2018 - refer to the TTA and MMP reports for further details.



Figure 15 - Site Circulation Diagram

Pedestrian movements: — — — —
 Long-stay Bike parking: ■ ■ ■ ■
 Cycle path towards city: — — — —

Section 3 - Universal Design

3.1 Urban Design Manual



CONTEXT

How does the development respond to its surroundings?

- The development seems to have evolved naturally as part of its surroundings
- Appropriate increases in density respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users
- Form, architecture and landscaping have been informed by the development's place and time
- The development positively contributes to the character and identity of the neighbourhood
- Appropriate responses are made to the nature of specific boundary conditions

The proposed scheme is a high quality design that has regard to the setting of the site, the surrounding character, streetscape, and takes into consideration its impact on neighbouring buildings which will be minimal in terms of overlooking and overshadowing existing properties. The proposed medium-rise, medium density residential design provides a presence to the area and creates a new age-friendly neighbourhood, carefully considering the existing biodiversity and natural heritage of the site. Age-friendly accommodation, rich biodiverse landscapes and public realm area at the focus of this new neighbourhood.

The housing sits proudly to the front of the site and engages with Blackglen Road. The scheme's massing and scale have been carefully considered to ensure the scheme fits into the character of the area, whilst creating a presence. Roof forms, window proportions, materials and decorative elements have been borrowed from the locality.

CONNECTIONS

- How well connected is the new neighbourhood?
- There are attractive routes in and out for pedestrians and cyclists
- The development is located in or close to a mixed-use centre
- The development's layout makes it easy for a bus to serve the scheme
- The layout links to existing movement routes and the places people will want to get to
- Appropriate density, dependent on location, helps support efficient public transport

The site is located on Blackglen Road on the outskirts of Sandyford, at the foothills of the Dublin Mountains. The proposed development is accessible by foot and car. Directly connected to the newly constructed road, along with cycle lanes and public bus stop parallel to the main entrance which lead to Dublin City. Pedestrians have been prioritised in the scheme through the implementation of universally designed wide footpaths, multiple routes through the site (see figure 14) and pedestrian crossings. The scheme is age friendly to cater for all. The site is nearby a national motorway (M50) to the North also. Fitzsimon's Wood, with public walkways adjoins the site to the North-East. Pedestrian access to which has been maintained.

INCLUSIVITY

- How easily can people use and access the development?
- New homes meet the aspirations of a range of people and households
- Design and layout enable easy access by all
- There is a range of public, communal and/or private amenity spaces and facilities for children of different ages, parents and the elderly
- Areas defined as public open space that have either been taken in charge or privately managed will be clearly defined, accessible and open to all.
- New buildings present a positive aspect to passersby, avoiding unnecessary physical and visual barriers

The scheme provides for multiple dwelling types (please refer to Figure 19, p.23).

The aim of this proposal is to create a new age-friendly development and enhance the existing community with connections to a range of amenities from small pocket parks to large parks, bus stops, cycle lanes, local schools, Third-level institutions such as University College Dublin and local shops all within close proximity. Amenities may be accessed via the public transportation network: bus route, along with cycle lanes, footpaths and by road.

The proposed development has been designed with due regard to the principles of universal design, including the 'Building for Everyone' and Universal Design Guidelines for Homes in Ireland publications.

All dwellings have level access. A mix of unit types have been proposed in terms of both size and design, meeting the aspirations of a range of people and households.

The principles of universal design support the design approach, such that the scheme "may be accessed, understood and used to the greatest practicable extent, in the most independent and natural manner possible, in the widest possible range of situations and without the need for adaptation, modification, assistive devices or specialised solutions, by persons of any age or size or having any particular physical, sensory, mental health or intellectual ability or disability" Disability Act 2005.

The scheme is designed to meet Part M Accessibility requirements and aims to become a part of, and enhance the existing community.

EFFICIENCY

- How does the development make appropriate use of resources, including land?
- The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design
- Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems
- Buildings, gardens and public spaces are laid out to exploit the best solar orientation
- The scheme brings a redundant building or derelict site back into productive use
- Appropriate recycling facilities are provided

The current site is a greenfield site on the foothills of Dublin Mountains. It is providing very little to the existing small neighbourhood in its current state. Using this site for residential purposes, as zoned within the Development Plan (Figure 03), will transform the area into a new age-friendly neighbourhood, regenerating the area with community life. Much of the site will be used for public open space and greenery therefore encouraging positive engagement between the community and enhancing the existing ecosystems. This site is well serviced by public transport as previously indicated. Carparking is integrated into the layout with landscaping, but priority has been given to pedestrians.

The proposal provides for ample bin storage, and includes discrete designated collection areas (aligning with 'Dún Laoghaire-Rathdown Waste Management Planning for Residential and Commercial Development', please see p.26).

VARIETY

- How does the development promote a good mix of activities?
- Activities generated by the development contribute to the quality of life in its locality
- Uses that attract the most people are in the most accessible places
- Neighbouring uses and activities are compatible with each other
- Housing choices and tenure add to the choice available in the area
- Opportunities have been taken to provide shops, facilities and services that complement those already available in the neighbourhood.

The scheme is an attractive development with great connectivity and accessibility to local services and amenities. These include local shops, schools, and churches. These are sited in locations that are accessible from the proposed development, along the newly constructed road, cycle lanes and bus route as well as safe public parks, and Fitzsimon's wood in direct proximity, which will promote health and wellbeing.

In this proposal the architectural language, though contextual, is amplified and exaggerated to become something at once ambiguous but familiar.

DISTINCTIVENESS

- How do the proposals create a sense of place?
- The place has recognisable features so that people can describe where they live and form an emotional attachment to the place
- The scheme is a positive addition to the identity of the locality
- The layout makes the most of the opportunities presented by existing buildings, landform and ecological features to create a memorable layout
- The proposal successfully exploits views into and out of the site
- There is a discernible focal point to the scheme, or the proposals reinforce the role of an existing centre

One of key aspects of this design is landscaping: we propose designated play spaces, with stepping for residents and visitors of all ages to sit and relax outdoors. With large public open spaces and planting continuous throughout the site, this will enhance biodiversity and will create an attractive, healthy and sustainable place to live.

The landscaping aims to promote existing ecosystems and create a place for the community to gather and interact with one another as well as nature.

The large public open green spaces and planting are continuous throughout the proposals and will create an attractive, healthy and sustainable place to live.

The architectural language: the proposed residential design provides a presence to the area and creates quality placemaking in the form of a denser mixed development. The proposed scheme has recognisable features which give it a unique contemporary outlook on the existing fabric of the area. Both houses and apartment blocks have maintain similar materials / design features to provide a coherent aesthetics throughout.

Our scheme delivers high quality private amenity spaces for residents, with long-stay sheltered bike parking for residents, and short-stay bike stands for visitors. Consideration of and provision for the car has been made in this scheme, but it is not the priority or focus in terms of the design or layout. Car movements have been limited through providing one entrance to the site.

The proposed development aims to create a strong sense of place. The design intention is to connect with the existing amenities, services and enhance the existing community of Sandyford, and to create a positive impact on the area.

There is a consistent architectural style throughout the development, and a simple material palette and design language.

LAYOUT

- How does the proposal create people friendly streets and spaces?
- Layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around.
- The layout focuses activity on the streets by creating active frontages with front doors directly serving the street
- The streets are designed as places instead of roads for cars, helping to create a hierarchy of space with less busy routes having surfaces shared by pedestrians, cyclists and drivers
- Traffic speeds are controlled by design and layout rather than by speed humps
- Block layout places some public spaces in front of building lines as squares or greens, and some semi private space to the back as communal courts

The Layout (Figure 02) aligns routes with desire lines to create an interconnected layout that is easy and logical to navigate through, with pedestrians and existing ecosystems to the forefront of the design. The aim is that it provide housing for all, promoting a sustainable, inclusive community that caters for a mixed population.

The design supports the creation of an attractive place to live, sensitive to the local context and urban form of the area. It aims to draw inspiration from the character of the area and create a sense of place for its residence.

The layout focuses activity on the streets of the proposed development by creating active frontages with most the scheme's front doors directly serving the front of the built form. The entrance ways to each block are level access. Passive surveillance is provided from the dwellings to the walkways throughout, and onto the existing Fitzsimon's wood and the proposed public open space. Access via multiple pedestrian entrances (Figure 04) to the scheme provides ease of access for residents and visitors. Vehicular access has been limited to one vehicular entrance point to the site, to prioritise pedestrians. The speed limit in the vicinity of the access point is 50km/h, in association with DMUR Regulations. The road width throughout the site is reduced to mitigate the risk of speeding and to protect both pedestrians and wildlife which may travel through the site.

As described the layout aims to mesh seamlessly into the existing landscape and facilitates further connectivity.

ADAPTABILITY

- How will the buildings cope with change?
- Designs exploit good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaptation
- The homes are energy-efficient and equipped for challenges anticipated from a changing climate
- Homes can be extended without ruining the character of the types, layout and outdoor space
- The structure of the home and its loose fit design allows for adaptation and subdivision, such as the creation of an annexe or small office
- Space in the roof or garage can be easily converted into living accommodation

There are 18 dwelling types (p.25), which include one-bedroom apartments, up to four bedroom houses. All dwellings are designed in accordance with 'Quality Housing for Sustainable Communities 2007', 'Best Practice Guidelines for Delivering Homes Sustaining Communities' and the Dún Laoghaire-Rathdown County Council Development Plan 2022-2028 to meet or exceed the guidelines, with generous internal and external private amenity spaces proposed.

The apartments, most of which, are designed to universal design standards and benefit from large open living spaces. They will be constructed with internal layouts that can be adapted in the future if needed. All dwellings are designed with the principles of universal design in mind. All units are provided with Part M compliant sanitary facilities.

PUBLIC REALM

- How safe, secure and enjoyable are the public areas?
- All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use
- The public realm is considered as a usable integrated element in the design of the development
- Children's play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighbourhood
- There is a clear definition between public, semi private, and private space
- Roads and parking areas are considered as an integral landscaped element in the design of the public realm
- Green Infrastructure & Open Spaces

The proposed dwellings are located within a 5 minute walk of an existing public forest walk: Fitzsimon's wood, directly accessible from the development to the North of Block C (Figure 15). Many usable green spaces, and footpaths are provided throughout the site which overlook the proposed play areas (figure 07). Public transportation networks within close proximity also highlights the accessibility of the scheme (Bus stop shown in figure 15). The existing green infrastructure connections described have a positive impact on the public realm. The scheme aims to utilise this while also providing its own public realm to enhance the age-friendliness of the development.

The scheme consists of legible spaces. It is designed so that the buildings form a sense of containment, increased activity and passive surveillance. Private spaces of each house is clearly defined by planters and hedgerows. The elevations of the dwellings are designed to ensure the continuity and completeness of passive surveillance of the public realm and foot paths while ensuring the private amenity of homes. An attractive street front and gables create legible, safe and an appealing scheme.

PRIVACY & AMENITY

- How does the scheme provide a decent standard of amenity?
- Each home has access to an area of useable private outdoor space
- The design maximises the number of homes enjoying dual aspect
- Homes are designed to prevent sound transmission by appropriate acoustic insulation or layout
- Windows are sited to avoid views into the home from other houses or the street and adequate privacy is affordable to ground floor units.
- The homes are designed to provide adequate storage including space within the home for the sorting and storage of recyclables.

Each dwelling in the scheme enjoys private well-proportioned terraces or usable green spaces with good privacy and amenity, as well as providing ample natural light and passive surveillance to the surrounding area.

All homes are provided with sufficient storage space which is designed to be as useful and user-friendly as possible. Bin storage is located in a secure external store at a convenient location relative to the houses and apartments, as well as sufficient bike parking provisions.

Planting buffers are proposed to the front of dwellings creating defensible space between the public realm and the built edge. The boundary conditions to the rear of the housing blocks vary to the South of the site for Blocks D to G (Please refer to SRLA landscape drawing). A strong built edge is balanced with quality private amenity. Planting throughout acts as a buffer and provides privacy, whilst also creating an attractive landscape, further enhancing the biodiverse landscapes of the site and surrounding area.

PARKING

- How will the parking be secure and attractive?
- Appropriate car parking is on-street or within easy reach of the home's front door.
- Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation.
- Parking is provided communally to maximise efficiency and accommodate visitors without the need to provide additional dedicated spaces
- Materials used for parking areas are of similar quality to the rest of the development
- Adequate secure facilities are provided for bicycle storage

Carparking has been considered in detail in the design of the proposed development.

138 parking spaces have been allocated within the site to the overall scheme. These spaces are spread throughout the site to cater for each Block (A-G). They include accessible spaces (4% of total spaces) as well as 20% of total spaces designated as Electric Vehicle Car parking spaces with shared chargers to facilitate these ('Age Friendly Ireland: National Age Friendly Parking Space Guide'). These spaces are in direct proximity to each block to allow the tenants to park close to any entrance. Parked cars are overlooked by the dwellings at all times.

Bicycle parking, 114 No. sheltered long-stay spaces, as well as 54 No. short-stay spaces will also be implemented, in accordance with Dún Laoghaire-Rathdown County Council 'Standards for Cycle Parking and associated Cycling Facilities for New Developments January 2018'.

DETAILED DESIGN

- How well thought through is the building and landscape design?
- The materials and external design make a positive contribution to the locality
- The landscape design facilitates the use of the public spaces from the outset
- Design of the buildings and public space will facilitate easy and regular maintenance
- Open car parking areas are considered as an integral element within the public realm design and are treated accordingly
- Care has been taken over the siting of flues, vents and bin stores

The proposed development is integrated into the surrounding environment and landscape, connected to adjoining sites and roads, and taken into account as a whole within the context of the Dún Laoghaire-Rathdown County Development Plan 2022-2028.

The finishes put forward for the scheme are of a high standard and quality. The dwellings provide for high quality accommodation. The layout will encourage community interaction and will transform the area into a new age-friendly neighbourhood, regenerating the area with community life.

Car parking has been integrated in the layout but does not dominate in order to promote pedestrian access and use in this central and well connected area.

Bin and bike storage have been considered as an integral part of the design and are located at convenient but unobtrusive locations that are easy to access and maintain. Both of which follow Dún Laoghaire-Rathdown guidelines: 'Standards for Cycle Parking and associated Cycling Facilities for New Developments January 2018' and Waste Management Planning for Residential and Commercial Development'

Section 4 - Key Views

4.1 Architectural Renders

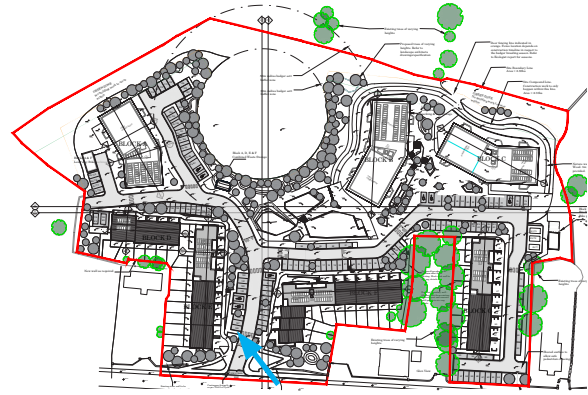


Figure 16 - CGI View from Blackglen Road Entrance public open space to Block E

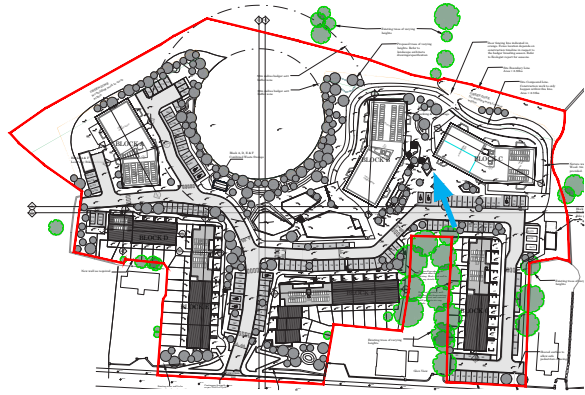


Figure 17 - CGI View to Block B entrance and Block C

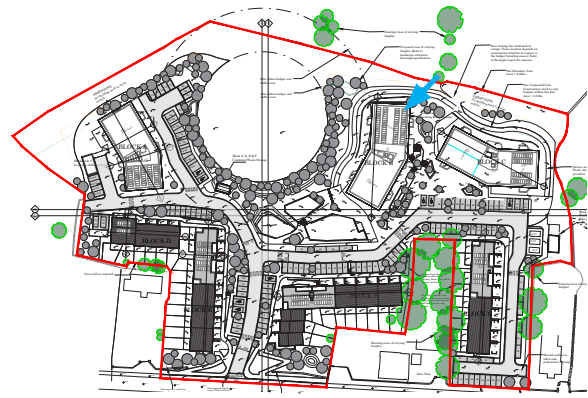


Figure 18 - CGI View to the north of Block B

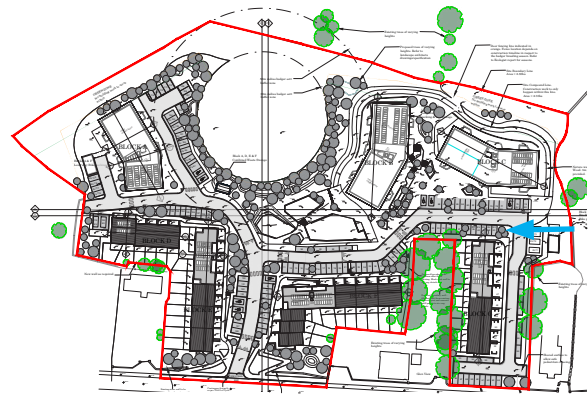


Figure 19 - CGI View to Block F and Block B from short-stay Bike parking

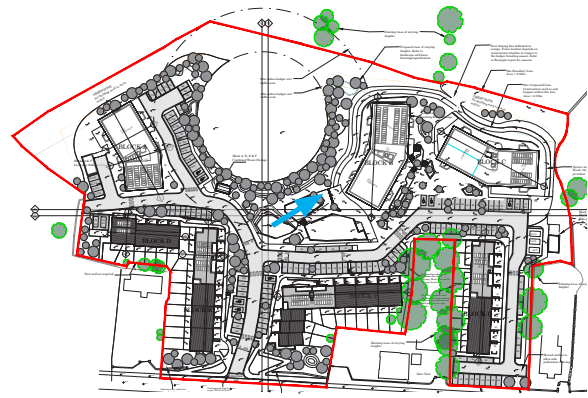


Figure 20 - CGI View of designated Play spaces

Conclusion

The proposed scheme we believe is of an appropriate nature and in compliance with Dún Laoghaire-Rathdown County Development Plan 2022-2028. This proposal seeks to develop an appropriate density of residential development to a part of Sandyford which is currently underutilised and will enhance the area, improving residential amenity while protecting the existing residential amenities, as per Objective 'A' of the development plan.

The design provides for 129 new dwellings catering for people of all ages. Care and consideration has been taken in the design to prevent any disruption to the protected badger species in the area along with all nearby wildlife.

The scheme's materiality, massing and scale have been carefully considered to ensure the scheme fits seamlessly into the character of the area.

Statistics

Net Site Area: 2.83 Ha

Total Dwellings: 129

Proposed Density: 46 Units Per Hectare*

Public Open Space: 5364 m² (19%)*

Car Parking Provision: 138 spaces (20% = EV spaces)

Long stay bike parking: 114

Short stay bike parking: 54

Overall Mix: Refer to Figure 21

Apartments:	95	(74%)
Houses:	34	(26%)

*NB: The unbuilt 50m radius badger sett buffer zone on the site means percentage of open space/ density ratios are lower in order to prevent any disruption to this protected badger species along with all nearby wildlife.

Appendix

Breakdown of Unit Types

No. of Bedrooms	Apartment Types											House Types							
	1	1.5*	1.5*	1	1	2	2	2	2	5*		2	2	3	3	3	3	4	4
No. Persons	2	2.5*	2.5*	2	2	4	4	4	4	5*		4	4	5	5	6	6	7	7
Unit Types	Type 1A (UD)	Type 1B (UD)	Type 1C (UD)	Type 1D	Type 1E	Type 2C (UD)	Type 2D (UD)	Type 2E (UD)	Type 2F (UD)	HSU (UD+)		Type 2A	Type 2B	Type 3A	Type 3B	Type 3C	Type 3D	Type 4A	Type 4B
Block A																			
GF	2					4													
1F	2					4													
2F	2					4													
3F	2					4													
Block B																			
LWR GF																			
GF	4					4													
1F	4					4													
2F	4					4													
3F	4					4													
Block C																			
GF	1	1	2							1									
1F	2	2	4																
2F	2	2	4																
3F	2	2	4																
Block D																			
GF												4						1	1
1F																			
2F																			
Block E																			
GF												5	1	1	3				
1F																			
2F							2												
Block F																			
GF				1				1				6				2	1		
1F					1				1										
2F					1				1										
Block G																			
GF												4	1	3	1				
1F																			
2F							2												
Totals	31	7	14	1	2	32	4	1	2	1		19	2	4	4	2	1	1	1

UD: Universal Design
 HSU: High Support Unit
 *4 Bed + Carer
 *.5= Carer

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Figure 21 - Table of Unit Types

Appendix

Waste management requirements

Figure 22

BLOCK	Anticipated Residential Waste Arisings Based on a Weekly Collection Frequency						
	Dwelling Type	Number of Units	MDR (L)	Food (L)	Glass (L)	Residual (L)	*Total (L)
*Waste Ratio			45%	10%	5%	40%	100%
BLOCK A	1 Bed Apt	8	360	80	40	320	800
	2 Bed Apt	16	1224	272	136	1088	2,720
	Total Block A	24	1584	352	176	1408	3520
BLOCK B	1 Bed Apt	16	720	160	80	640	1600
	2 Bed Apt	16	1224	272	136	1088	2,720
	Total Block B	32	1944	432	216	1728	4320
BLOCK C	1 Bed Apt	7	315	70	35	280	700
	1.5 Bed Apt	21	1275.75	283.5	141.75	1134	2835
	HSU (5 Bed)	1	171	38	19	152	380
	Total Block C	29	1761.75	391.5	195.75	1566	3915
BLOCK D	2 Bed House	4	180	40	20	160	400
	4 Bed House	2	279	62	31	248	620
	Total Block D	6	459	102	51	408	1020
BLOCK E	2 Bed House	6	459	102	51	408	1020
	3 Bed House	4	432	96	48	384	960
	2 Bed Apt	2	153	34	17	136	340
	Total Block E	12	1044	232	116	928	2320
BLOCK F	2 Bed House	6	459	102	51	408	1020
	3 Bed House	3	324	72	36	288	720
	2 Bed Apt	3	229.5	51	25.5	204	510
	1 Bed Apt	3	135	30	15	120	300
	Total Block F	15	1147.5	255	127.5	1020	2550
BLOCK G	2 Bed House	5	382.5	85	42.5	340	850
	3 Bed House	4	432	96	48	384	960
	2 Bed Apt	2	90	20	10	80	200
	Total Block G	11	904.5	201	100.5	804	2010
Total Residential Waste Arisings		129	8844.75	1965.5	982.75	7862	19655

MDR: Mixed Dry Recyclables
 HSU: High Support Unit
 Overall 9 X 1100L 9 X 240L Overall 5 X 240L Overall 8 X 1100L Overall

*BS 5906:2005 guidance recommends calculating the required waste capacity based on the following formula:

$$\text{Number of dwellings} \times ((70 \text{ L} \times \text{average number of bedrooms}) + 30)$$

*Based on trends seen in National Waste Reports published by the Environmental Protection Agency (EPA),

the assumed split between MDR, Food, Glass and Residual waste is a ratio of 45 : 10 : 5 : 40 respectively

Figure 23

*Waste Storage Requirements for the Residential Units Based on a Weekly Collection Frequency				
Apartments Only (with exception of Glass which accounts for all residential units)				
	MDR (L)	Food (L)	*Glass (L)	Residual (L)
Capacity (L)	1100	240	240	1100
BLOCK A	1.44	1.47	0.73	1.28
	2 X 1100L	2 X 240L	1 X 240L	2 X 1100L
BLOCK B	1.77	1.80	0.90	1.57
	2 X 1100L	2 X 240L	1 X 240L	2 X 1100L
BLOCK C	1.60	1.63	0.82	1.42
	2 X 1100L	2 X 240L	1 X 240L	2 X 1100L
BLOCK D	0.00	0.00	0.21	0.00
			1 X 240L	
BLOCK E	0.14	0.14	0.48	0.12
	1 X 1100L	1 X 240L	1 X 240L	1 X 1100L
BLOCK F	0.33	0.34	0.53	0.29
	1 X 1100L	1 X 240L	1 X 240L	1 X 1100L
BLOCK G	0.0018	0.3750	0.8375	0.0091
	1 X 1100L	1 X 240L	1 X 240L	1 X 1100L
*Total Waste Storage	5.28	5.75	4.51	4.70
Storage	6 x 1100L	6 x 240L	5 x 240L	5 x 1100L

*Glass includes All Residential Waste (Housing & Apartment)

Waste Type	Bin Sizes
MDR Bins:	1100L Eurobin
Food Waste:	240L Wheelie
Glass:	240L Wheelie
Residual:	1100L Eurobin

Proposed Residential Development Waste storage:

Blocks B & C Combined Waste requirements			
MDR	Food	Glass	Residual
4 X 1100L	4 X 240L	2 X 240L	3 X 1100L

Block A, D, E & F Combined Waste requirements			
MDR	Food	Glass	Residual
1.91	1.95	1.96	1.70
2 X 1100L	2 X 240L	2 X 240L	2 X 1100L

Block G Waste requirements			
MDR	Food	Glass	Residual
0.002	0.38	0.84	0.01
1 X 1100L	1 X 240L	1 X 240L	1 X 1100L